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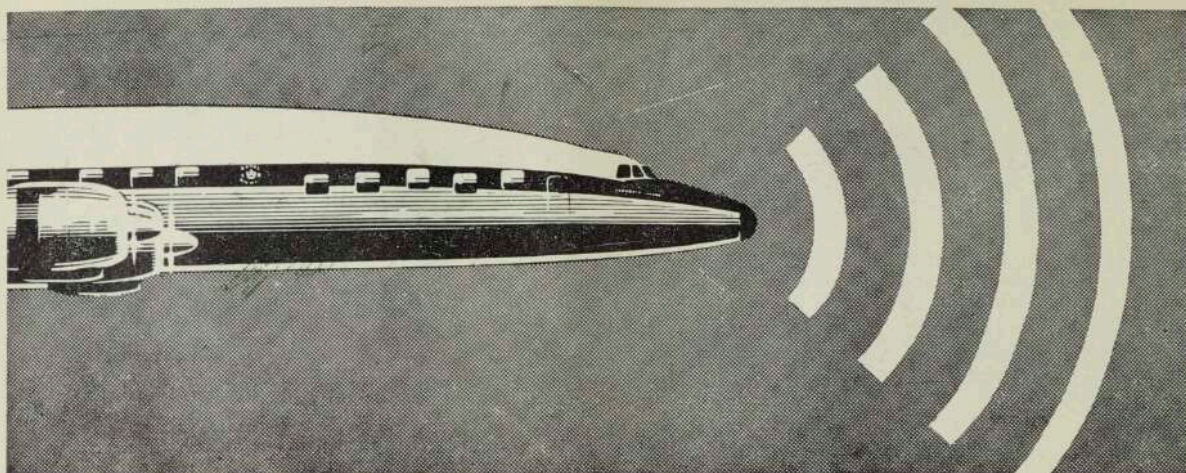
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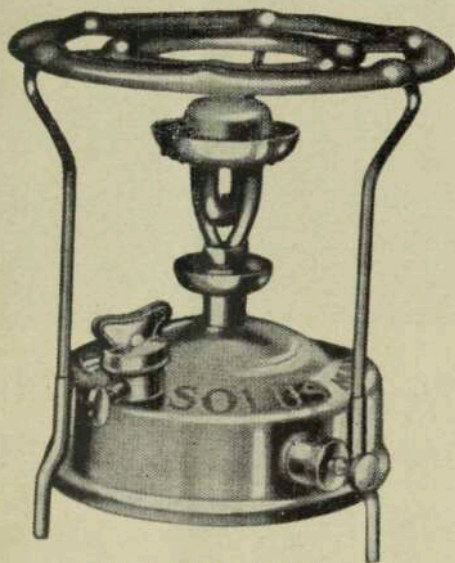
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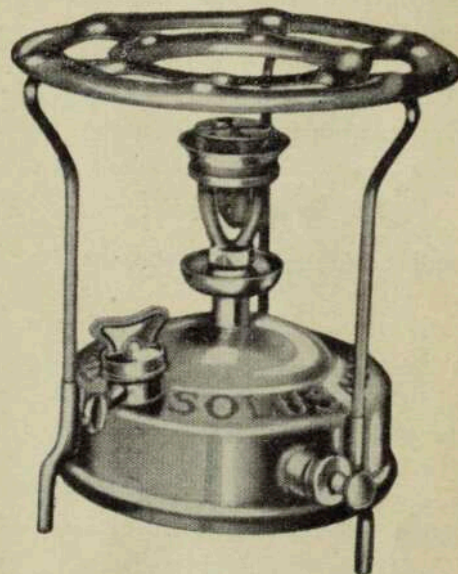
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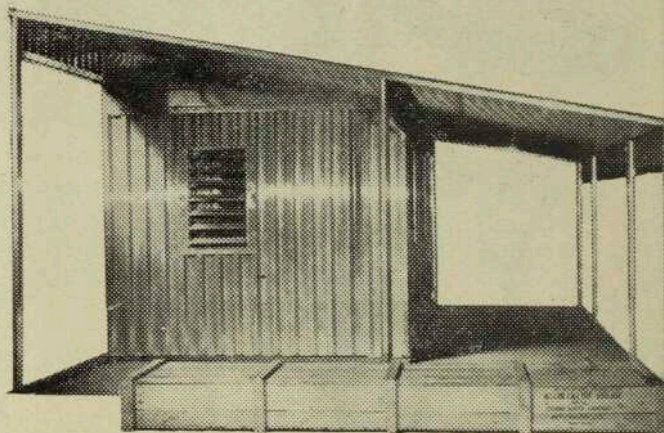
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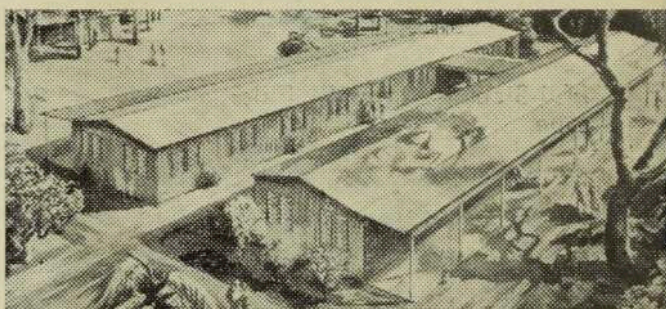
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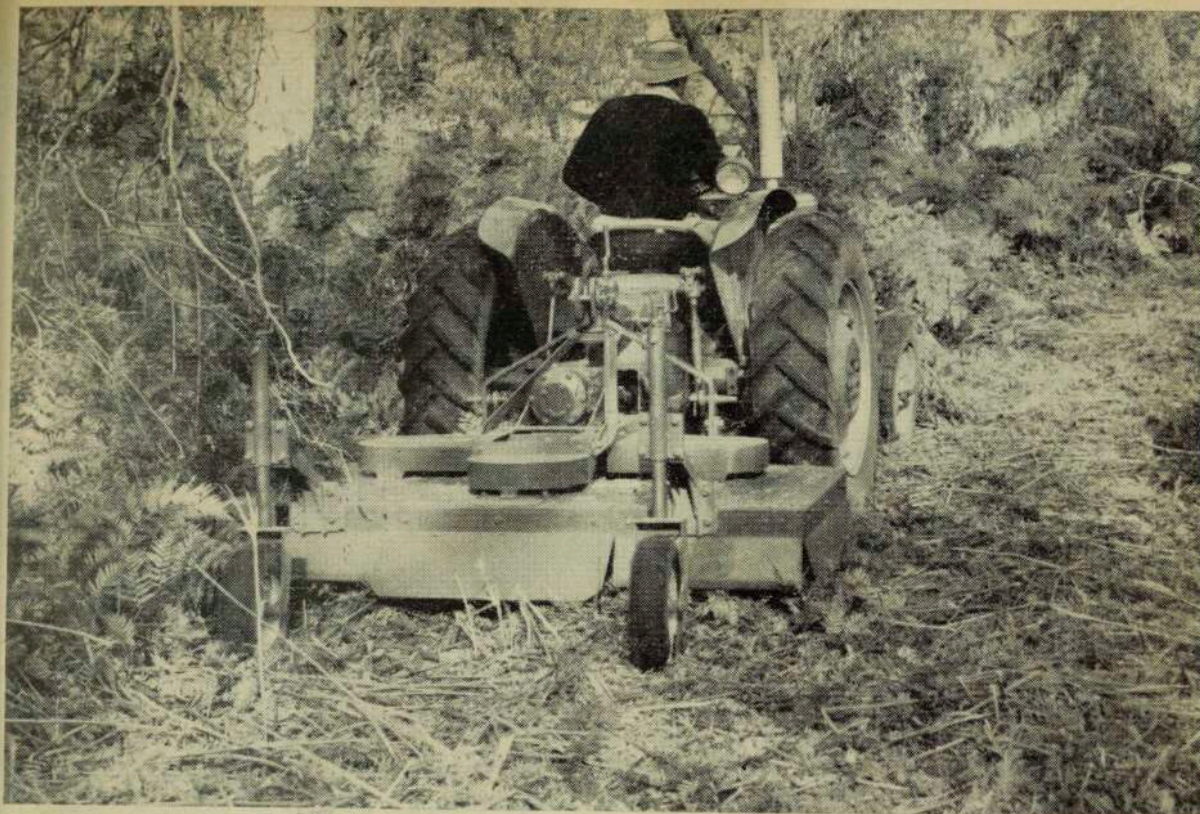
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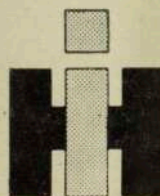


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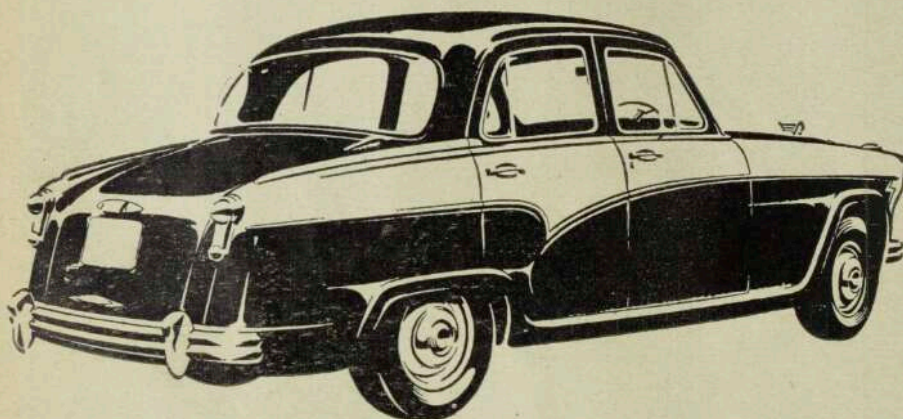
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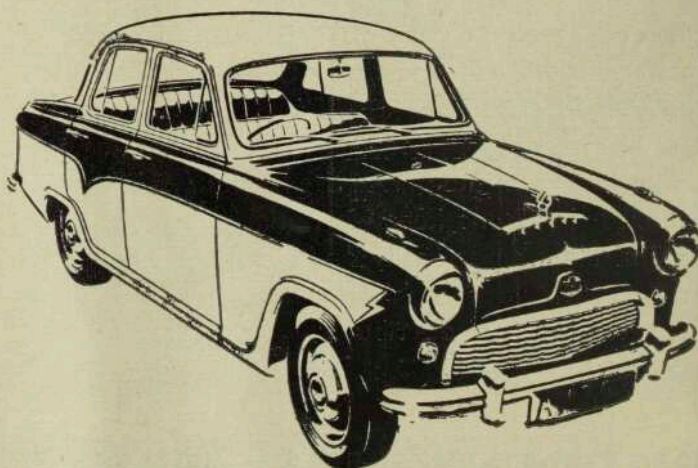
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PEOPLE

The Very Rev. Timothy Connolly, Superior General of the Columban Fathers, in the course of a world inspection of Columban Missions, visited Fiji in January. The Columban community established there six years ago, will shortly be increased from four priests to 19 members.

When John Gunther, son of the Assistant Administrator of P-N.G., John Gunther, began his studies at The King's School, Parramatta, N.S.W., in early February, he was the fourth successive generation of the family to attend the school.

Honiara, in the British Solomons, was well represented in Sydney in January. Among Honiara people leaving or passing through on business were Mr. John Morris, Mr. Jack Byron, Mr. and Mrs. Ross Richardson and daughter Avon, Mr. Geoff Dennis, Mr. E. J. Mooney and Mr. Jan Schenke.



Linguist and missionary H. Myron Bromley, photographed in Hollandia in January after completing four years among natives in the Central Highlands of Netherlands New Guinea. He was en route to Sydney and the US but will be returning to NNG. As a linguist, his main interest is with the population of Baliem Valley.

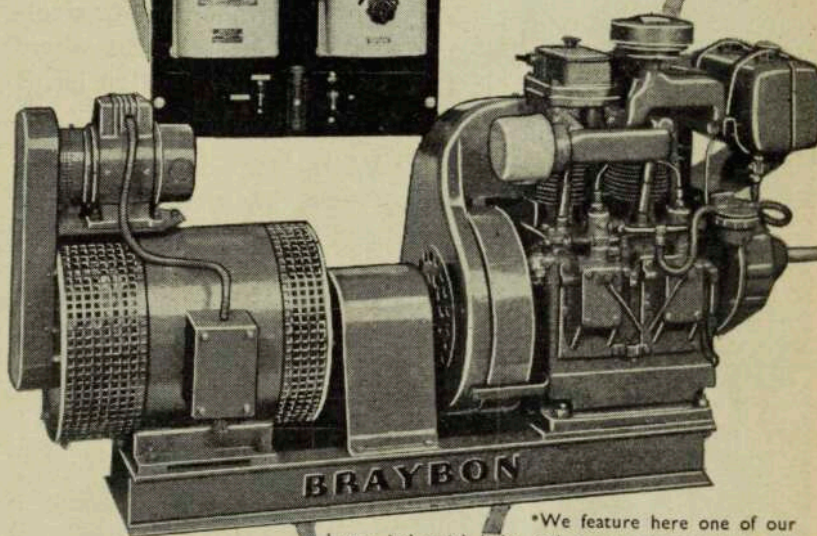
Photo: W. E. Taurent.

Port Moresby businessman, Mr. J. L. Maloney, got some publicity in the Australian Press in January, when he decided to take a six weeks' holiday at Queensland's Surfers' Paradise with his wife and three children.

That intrigued the Press was that he was given permission by the N.G. Administration to bring along native servants. This, these days,

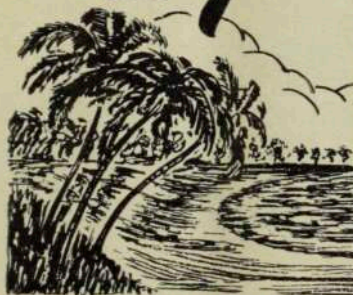
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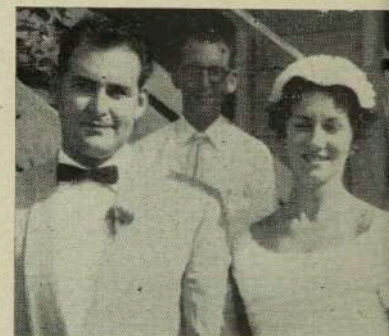
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is not unusual—and Mr. Malon himself has done it before. But I wasn't allowed to escape the limelight.

Two girls from well-known New Guinea families won bursaries for training as pre-school teachers in January. The girls, Anne Cameron, daughter of coffee planter Mr. B. Cameron, and Margaret O'Loughlin, daughter of Sir Colman O'Loughlin, are both 17 and will attend the Kindergarten Training College Melbourne for three years before coming back to the Territory as teachers.

Miss Cameron was born in the Territory. Her father before the war worked a Wau goldmine.



Mr. T. Thoenness with his bride, former Miss Robin Hodges, after their marriage at Port Moresby in late December.

Photo: Papuan Press

All the residents of Misima Island in the Milne Bay district of Papua attended the wedding of Miss Valma Parascos, a former Misima school teacher, to Thomas Inman, Samarai, in late December. The ceremony was performed by the Rev. Col. White in the Methodist Overseas Mission, Misima.



Mr. D. L. Leach, executive of the Auckland surveying firm of Leach and Browne, left Auckland for Tonga aboard the "Matua" in January to inspect progress with the cadastral survey of Tonga which is being made by his company.

Photo: J. P. Shortt

Mrs. Lorraine Houghton, P.M. Director of the Junior Red Cross

in Melbourne in January attending a Red Cross leadership training centre. There are 250 Junior Red Cross members in the Territory.

* * *
seventeen-year-old Nauruan, Linda Itsimeara, in January became the first girl from Nauru to win a NSW Leaving Certificate. She has been a pupil at the Convent of Mercy, Parramatta, NSW, for the last five years, and now intends to become a schoolteacher.

* * *
Adelaide film man Ralph Peterson was back in Adelaide in January after a visit to Fiji, writing and directing a colour documentary, *in Profile*, for an Australian company, Ajax Films.

The film is the first of a series of documentaries covering social, economic and political aspects of our countries. Mr. Peterson is the director of the film and stage success, *Square Ring*.



Additional lighting of the candles for Miss Normoyle at her 21st birthday party at Moresby in late December. She is daughter of the P-NG Commissioner of Mr. C. Normoyle, and Mrs. C. Normoyle.

Photo: Papuan Prints.

* * *
The residents of Rarotonga made a farewell presentation to Mr. and Mrs. W. N. A. Allison on January 22 to their return to New Zealand. Mr. Allison has been Director of Education in recent years, and had resided in the Cook Islands for the past twenty years. Resident Commissioner, Mr. G. L. presented a cheque on behalf of the residents. (See page 41).

* * *
Pastor J. B. Keith, Senior Seventh Day Adventist missionary in New

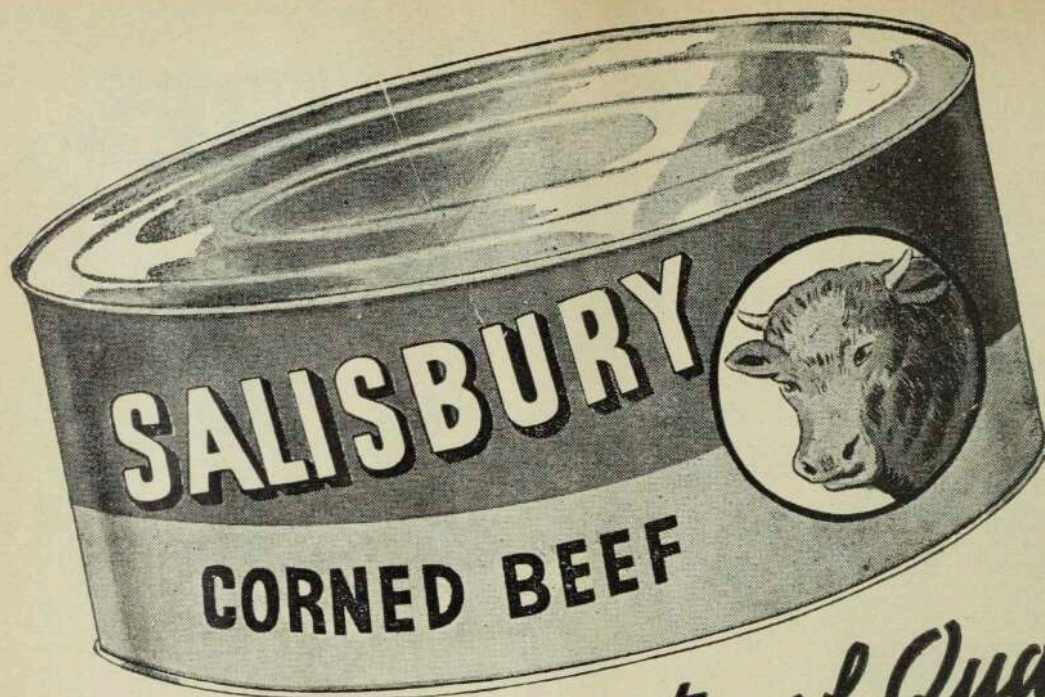
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Guinea, arrived in Auckland in January to commence a three-months lecture tour, during which he will visit his home town of Invercargill.

Mrs. G. R. Powles, wife of the New Zealand High Commissioner to Western Samoa, attended the annual meeting of the New Zealand branch of the Pan Pacific and South East Asia Women's Association at Auckland in January.



Scout Leader Ben Ellis, of Manihiki, returning home after a jamboree in Britain, was jewelled in Auckland by Mr. E. F. Prendergast, attached to the Auckland office of the Land and Territories Dept., and by Mrs. Prendergast. Also returning to the Cooks was Rev. Peter F. Benetio (not pictured), who had been visiting Holland.

Photo: J. P. Shortall.



Mr. and Mrs. F. A. Turner, who left Auckland for Suva in the "Matua" in January. Turner was taking up a post with Fiji News, Ltd.

Photo: J. P. Shortall.

A former Suva girl, Miss Dorothy Aver, who is a part-time student at Melbourne University has successfully passed her fifth year Law examinations. Her subjects were Contract, equity, company law and conveyancing. She passed with honours in all subjects and equal marks in three. She is an ex-pupil of the Girls' Grammar School and has written several amusing stories for PIM in recent years. Her mother is resident in Suva.

Mr. J. F. Ernshaw has been ap-



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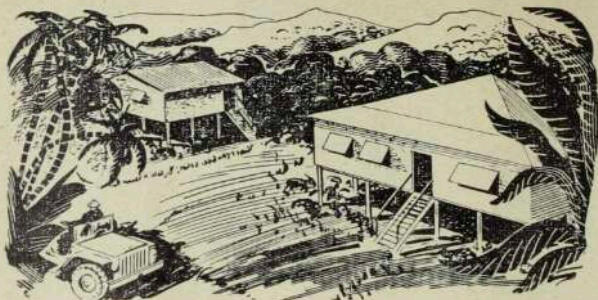
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Insurances at Lloyd's and Companies

pointed manager of the Bank New Zealand in Suva, Fiji, in succession to Mr. C. D. Barford. Mr. Ernschaw has been with the Bank since 1927 and has served in many branches in New Zealand, and, 1956-57, in the London office. Since returning to NZ from the UK he has been sub-inspector at Wellington head office.

* * *



Mr. and Mrs. A. Herrick returned to Suva in the "Matua" in January after three months in New Zealand. Mr. Herrick has been business manager for the London Missionary Society in Fiji for the past 25 years.

Photo: J. P. Shortall

Fijian Methodist Minister Rev. Setareki Tuilovoni made a colourful picture in the opinion of Perth (West Australia) people, when he arrived there in January wearing a sulu, and carrying an umbrella that had just accompanied him around the world. Tuilovoni was returning to Fiji after attending an international missionary conference in Ghana.

* * *



A big crowd attended the marriage of Papuans, Oala and Rarva, at the London Missionary Society Church, in Port Moresby on December 28.

Photo: Papuan Press

Lady Gutch, wife of the High Commissioner for the Western Pacific, passed through Sydney at the end of January, en route from Britain to her home in Honiara.

SIP. Sir John returned from long
ave in October, in order to attend
the South Pacific Commission
session in Noumea.



Mrs. and Mrs. Charles Kelly after their
marriage in Port Moresby in late December.
was formerly Miss D. Twembow.

Photo: Papuan Prints.

Mr. G. W. A. Perks has been
appointed Resident Agent of
Cook Is., in succession to
K. S. Mills who has returned
New Zealand to continue
university studies.

Mr. Perks is aged 37, married,
with no children. He served as
Administrative Assistant to the
District Commissioner, Nyasaland,
1948, was accountant with an
company in Sumatra for two
years, spent some time with a Suva
business firm, and has lately been
employee of the NZ Ministry
Works at Dargaville, North
Auckland.



Mr. and Mrs. Strath Garside were among
many Islands' people who attended the
Fijian Association's New Year party in
Suva. Mr. Garside was a radio announcer
on ZJV Suva, and his attractive wife was
formerly Luck Kwong, of Suva.

The marriage took place at
Suva, NZ, in December, of Miss
Margy Allison, daughter of Mr. W.
A. Allison, then the Director of
Education in the Cook Islands, and
Miss Allison, with Mr. Tony Bird,
formerly a radio operator at
Tongatonga Radio.

The bride, who has just passed
her final nursing examinations, was
sent away by Mr. Doug Cunliffe,
former Superintendent of Radio in
Cook Is., in the absence of her
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Australians of Polynesian descent, Mr. Donald Dodd and her sister, Loraine Wattit, were among those at the Polynesian Association's New Year party in Sydney.

Mr. Kenneth Hemus, lately headmaster at Akaaka School, Waiuku, near Auckland, NZ, has been appointed Principal of Tonga College in succession to Mr. Kennedy, MA. Mr. Hemus is a married man with a family.



Captain Frank Hoeter, MBE, formerly PNGVR, Madang, returned to P-NG in February after six months' leave in Australia. He is expected to be posted to Rabaul in his capacity as a sub-inspector of police. While in Australia, Captain Hoeter qualified at the Atomic Warfare Course at the School of Infantry, Seymour.

Mr. C. W. Seton, well known planter of the British Solomon Islands, was in the Repatriation General Hospital, Brisbane, in January, for a few weeks treatment for osteoarthritis which caused him to lose the use of both legs some time ago. He reports that he is now recovering.

The Administrator of P-NG, Brigadier Cleland, was back at his desk in Port Moresby in February.

after leave in Australia. He and Mrs. Cleland spent much of the time visiting Tasmania.



Mr. F. M. Bateson (left), who was returning from a US lecture on astronomy, and Mr. R. McKegg, of the Cook Islands' Trading Co., were among the passengers in the "Maui Mare", en route from Auckland to the Cooks late December. Photo: J. P. Shortall.

Many New Guinea people and several former residents attended the Australian Institute of Political Science three-day summer school in Canberra in January.

The subject was Papua-New Guinea, and among those who attended were the Administrator, Brigadier Cleland, and Mrs. Cleland (who were on leave), Dr. John Gunther, Messrs. Bob Bunting, Ian Downs, John Hohnen, Bill Conroy, George Whittaker and his son, Dr. Bryan Whittaker (who is now with the Australian National University, Canberra), C. Rowley (principal of the Australian School of Pacific Administration), Gus O'Donnell and S. O'Donnell, and Norman Cowper. A group of P-NG patrol officers who attended, on leave, included Messrs. Bill Brown and Ron Neville.



This happy pair, Mr. Chris Straatemeter and bride, formerly Miss M. Dennis, were photographed just after their marriage in December at St. John's Church, Port Moresby. Photo: Papuan Prints.

Samoan has been top man in Auckland for some time past. He is Mr. Paul Gabriel, who has been supervising the erection of a 175-ft. greenhouse chimney at Greenlane Hospital. Now nearing completion, the chimney will be a new major feature of the Auckland skyline.



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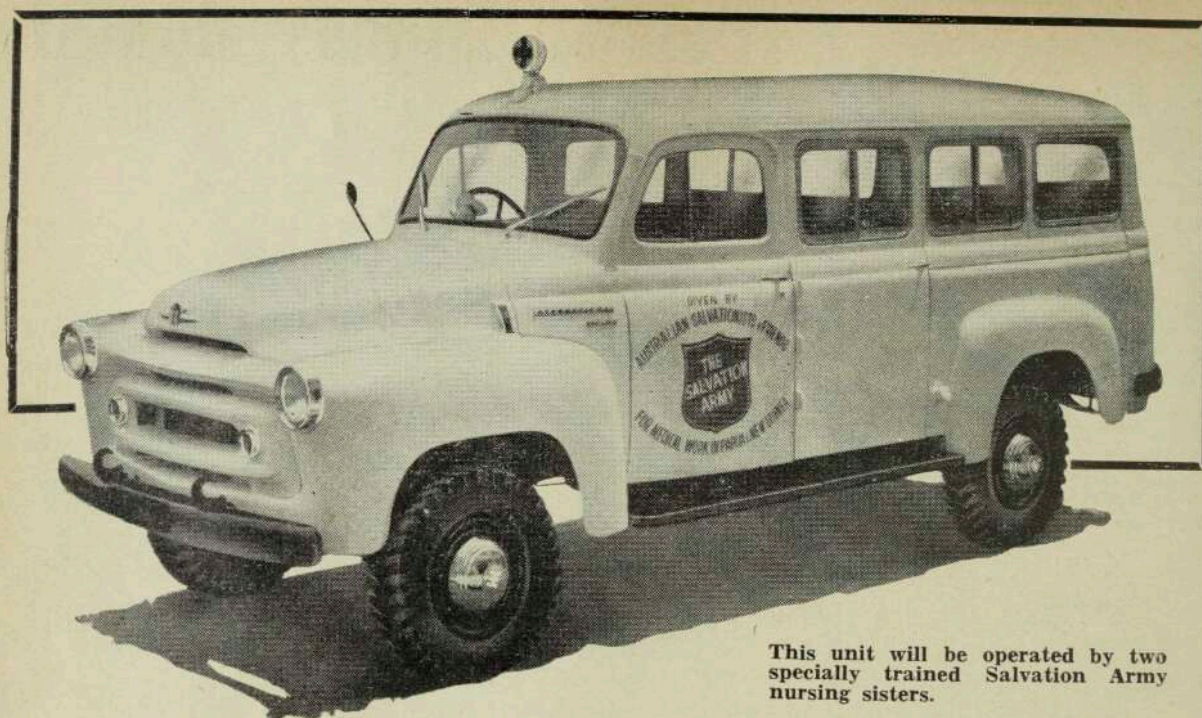
FEBRUARY, 1958

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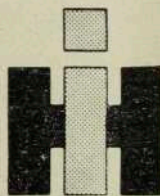
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Different Territories and Different Procedures

Comparison of Copra Prices in New Guinea and Fiji

The way in which the Australian authorities in the Dual Territory of Papua and New Guinea now are handling the Territory's copra output is of significance to all the South Pacific Territories.

VERY one of the 16 South Pacific Territories produces copra; and in all except Fiji (gar), Samoa (cocoa) and New Caledonia (metals) it is the dominant crop.

South Pacific production scarcely affects the world market, however. The Philippines is the largest producer, followed by Indonesia, Southeast Asia and Ceylon. The world production is about 3 million tons; and South Pacific does not export much more than 200,000 tons.

The annual production of P-NG is now close to 100,000 tons. No other South Pacific Territory produces more than a quarter of this.

P-NG Marketing Board

The disposal of the whole of the copra output of P-NG is in the hands of the Papua and New Guinea Copra Marketing Board, which was set up under a special Ordinance in 1953, and which is responsible to the Australian Territories Minister. It is not part of the P-NG Administration structure. It comprises a chairman (who actually is the chief executive officer), three members representing the P-NG copra producers, the Director of Agriculture and one other.

The Board has power to control the sale of all copra that goes out of P-NG; but it has no control over buying and selling within P-NG. For example, P-NG traders may buy quantities of copra from both European and native producers, and sell to the Board. The Planters' Association recently urged the Minister to amend the Ordinance, to ensure that all copra be taken by the Board.

The biggest buyer of copra within P-NG is the Carpenter crushing plant at Rabaul (Coconut Products)—it could probably crush the whole P-NG output of 100,000 tons;

P-NG Growers Get £47; Fiji Growers £57—See page 149.

There is no legal reason why the mill should not purchase its copra directly from the growers. It is apparently for the sake of a stable economy and orderly marketing of P-NG's main product—some agreement has been made under which the mill buys the whole of its requirements from the Board, at a price agreed upon.

The price to the mill is kept in line with the dominating factor—the sale of about 20,000 tons per annum to Unilever (Raw Materials) Ltd., London, at a price regulated by the prevailing quotation in the Philippines market—and the delivery to the mill in 1958, apparently by agreement, is to be 40,000 tons.

The effect of all this is as follows:

- All the copra produced in Papua and New Guinea is delivered to the Marketing Board, either directly, by the growers, or indirectly, through traders.

- Until otherwise notified, persons delivering copra to the Board at the main ports receive, provisionally, a price ranging from £A47 to £A45/7/6 per ton, according to grade; and if the Board finds, on periodical adjustment of accounts, that it has made, net, more than this from the sale of the copra, the persons delivering the copra will receive a "dividend" in addition to those rates.

- On the assumption that the P-NG production will be 95,000 tons, the Board proposes in 1958 to supply 40,000 tons to the Rabaul mill; 20,000-22,000 tons to Unilever; be-

tween 26,000 and 30,000 tons to mills in Australia, for Australian consumption; and the balance to the open market.

It is not anticipated that the present "tentative" price of £A47 for

Control and Prices in Solomons

Following the resignation on December 31 of Mr. E. J. Thomsett, as chief official of the British Solomon Islands Copra Board, the Board's affairs will be conducted by the BSI Trading Corporation.

The Copra Board will still be the administering body. It announced that, as from January 1, the ruling price of copra within the Solomons will be: 1st Grade, £51; 2nd Grade, £49; and 3rd Grade, £44. Prices (reviewed monthly) rose 30/- in Feb.—See page 151.

Mr. Thomsett (who was the first non-Government official to be Chairman of the Copra Board) has left the Protectorate after a period of ten years, associated with the copra industry.

first-class copra will be altered, unless there is a marked change in the governing factor—namely, the Philippines quotation.

The £47 price, fixed in January, as compared with the then prevailing Philippines quotation, seemed to leave the Board with a safe margin for contingencies. This suggests that there should be a "dividend" for growers, in later adjustments.

(Over)



WELCOME! It's clearly a warm meeting between Queen Elizabeth, the Queen Mother, and Ratu Sir Lala Sukuna, at Churchill Park, Lautoka, on January 31. Her Majesty's two-day visit, made en route to NZ and Australia, was crowded with colour and ceremony. It seemed that every Fijian for hundreds of miles came to pay homage. Photo: Akbar's Studios.

A marked movement upwards in the Manila quote might mean an increase in the £47 "tentative" price. A marked fall in Manila certainly would mean a reduction in the £47 rate.

Months may elapse before P-NG producers will know how the new system is working. In some ways, the Board will be feeling its way. However, the presence of three producers' representatives on the six-member Board gives the growers an assurance that their interests will

COPRA PRICES IN SAMOA

APIA, January 20.

The announcement that the new copra-buying rates will be considerably reduced has seriously affected the great mass of Western Samoa copra producers. The price under the contract with the British Ministry of Food (which terminated at the end of December, 1957), was £55 Sg. per ton, f.o.b. Apia. The new price, fixed for the first quarter of 1958 only, is £45/14/- Sterling for hot-air dried, £43/19/- for sun-dried No. 1, and £42/19/- for sun-dried No. 2.

These prices have been made under our 1958 contract with Unilever Ltd., based on the ruling open-market price for Philippines copra, plus a premium of £3 per ton for hot-air dried, 35/- for sun-dried No. 1, and 5/- for sun-dried No. 2. These premiums are dependent on the maintenance of the quality standards established recently.

(Note: W. Samoa's £ is equal to the NZ £, which is at par with Sterling. Therefore, £1 Samoan is equal to about \$1 4/6 Australian.)

be closely studied at the regular Board meetings.

If P-NG growers ultimately get £50 per ton, they will be down £7 per ton on the rates they got in 1957 (£57 per ton.)

It is now quite clear, of course, that a "pool" system is being operated.

All the P-NG copra goes into a common pool, and is graded. The "tentative" price per ton is paid at once, according to the grading. The Board markets the copra, and credits the pool.

The Board pays all the costs (storage, handling, grading, shipping, insuring, accounting, shrinkage, etc.), and charges same against the pool. If the net result at the end of the accounting periods (probably every 12 months) is better than those "tentative" prices, then there is a dividend for the growers.

(Continued page 149)

QUIET AND ORDERLY BEER-DRINKING

Fijians' 'New Freedom' On February 3

From a Special Representative

Suva's first day of beer-without-permits, for Fijian and Indian males over 18 years of age, on February 3, was a victory for the protagonists of the system.

The good behaviour of those who were permitted to drink for the first time in hotels was a blow for those who had forecast dire results. Restraint and orderliness were apparent all day in Suva's five hotels.

The majority of public bar patrons were Fijians; and Fijians have a reputation—often deserved—for becoming objectionable and unruly when under the influence. There was no unseemly behaviour whatever on February 3.

Groups of Fijians in the bars chatted animatedly among themselves, or called out cheerfully to friends.

However, it is difficult to form a balanced judgment on what happened on this one day. There are a number of factors to be considered.

The first day of "free beer" was two working days after pay-day, and a week-end after the Club Hotel public bar was reopened; and a large proportion of these Fijians already had had "permits" to drink.

End-of-the-month pay-days usually bring bedlam in their wake in and outside all hotels in Suva. On Friday night, January 31, there was the usual noise.

Next day, February 1, the Club Hotel bar reopened (see elsewhere)—and for years before its closure this was the traditional meeting-place of Fijians. So the Fijians had had three opportunities prior to February 3 to spend money on beer.

It could be that permit-holders already had spent their money; and the new drinkers were proceeding with caution.

Scenes in the Bars

I made several tours of Suva's hotels during February 3, and this is my summary.

Grand Pacific.—The public bar almost as quiet as a cemetery, with the biggest crowd between 6 p.m. and 7 p.m. Few voices were raised. Bar patrons sat in groups and talked quietly among themselves.

Melbourne.—Everybody well behaved, and the licensee reported no "incidents". He asked one man to stop singing—but nothing unusual in this.

Club.—Fairly well crowded during most of the day. Biggest crowd, 5

p.m. to 7 p.m. The usual hurried conversation generally associated with a big bar. The assembly seemed happy, but no one was objectionable. There were about 100 there at closing time.

Garrick.—A big crowd all until about 7 p.m.—no untoward incidents.

Metropole.—A big crowd during the evening, but all quiet. This closed an hour before normal closing time.

Regular police patrols may have had some effect. Off-duty police were noticeable among the well-behaved bar patrons.

From Ba it was reported that the bars were "quiet". There were a handful of new patrons—those who held no permits in the past.

At Tavua, it was pay-day, the bar was crowded; but there was no unruliness. There were about 50 new patrons.

At Lautoka, conditions were "normal".

What the Drinkers Said

Mosese Waqa, 23, of Wailoko, Suva, having his first drink

SYDNEY HABITS IN A NEW SUVA BAR

They have Sydney habits in Suva.

After the bar of the old Club Hotel, in Suva (now being rebuilt as a first-class hotel) was reopened early on February 3, it was crowded all day by old and new friends—and it is the biggest bar in Suva.

When business commenced early, Manager Max Lovell paid out, for use, 864 glasses (gross). When he closed up at 9.30 p.m., and made another check, there were 144—10 dozen or about 14 per cent., had been "pinched"!

hotel with the knowledge that a policeman would not tap him on the shoulder and ask if he had a permit. He had taken a little time from work to sample his new-found freedom, and he "liked" the system.

"This is a good idea", he said. "Now I know that I can have a drink of beer whenever I want, and there is no temptation to try to get something I was not allowed to have."

Tomasi Waicala, of Toga, Rai, who had held a "permit", said: "It is good to know that my young friends can now come and have a drink with me, under good conditions. They could not go into a bar because they had no permits."

Parmanand, 21, an Indian clerk who lives in Samabula, said he

(Continued page 145)

Trade Balance Trouble

FII, TONGA SHOCKED BY NZ's PLANNED BLITZ ON BANANA IMPORTS

Whatever the outcome of New Zealand's effort to reduce overseas spending by slashing imports of tropical fruit, it is certain that there will be no more fruit from faraway places for New Zealanders for some time to come: No more bananas from Ecuador; pineapples from Hawaii; or citrus from the Middle East. But those most rocked by Prime Minister Nash's bombshell of January 2 were Fiji and Tonga banana producers.

EVEN had there been no change of government at the recent New Zealand general election it was certain that action was imminent to reduce the depletion of overseas funds, but the announcement of a 25 per cent. cut in fresh fruit imports from areas outside the New Zealand currency zone caused shock and consternation to the New Zealand fruit trade and to growers and shippers in Fiji and Tonga.

Most extraordinary feature of the measure was that it was apparently taken without any reference to, or consultation with, anyone in those territories. As soon as the fruit trade in New Zealand had had time to absorb the announcement, which was made on January 2 and became effective from the previous day, the longest possible representations were made to the government against the measure by both the wholesale and retail trade.

The Governor of Fiji, Sir Ronald Rieve, on behalf of the Fiji Government, sent a radio message to the Prime Minister of NZ pointing out hardships which the Fiji banana industry would suffer if NZ put its banana restrictions into effect.

Mr. Nash replied that an urgent termination of the position would be carried out immediately.

Production Down

Up until the end of January there had been no further developments. In the case of Fiji, the 25 per cent. cut, which was to be based on 1956 exports, would be particularly unfortunate, as banana production was down by at least 200,000 cases from the recent average due to widespread damage to crops by bad weather that year.

But there would be other serious effects.

Fiji has a very strong historical claim to favourable consideration in New Zealand, having supplied the market for the past century. The whole industry has been based on the New Zealand market—there is no other at the present time—and New Zealand fruit importers have operated a steady campaign, in recent years especially, to encourage Fiji growers to extend

their plantings and improve the quality of the fruit.

The effect of a cut at this stage would be a severe blow on the morale of the growers and New Zealand would certainly lose face, even though the Government had not had anything to do directly with encouraging the Fiji banana industry.

Less Planting

New Zealand importers know that imposition of this restriction, even if only for one year, would almost certainly result in a reduction in plantings and a turning away from the crop which they have worked so hard to encourage.

The Pacific banana crop is, of course, almost entirely native grown.

The cut might also have a serious effect on the Union Steam Ship

Company. They have a new vessel, the *Tarawera*, of 1,750 tons dead-weight cargo capacity, now building in Hongkong and due to enter the Islands service next August. This vessel has been designed especially for the fruit trade and built at the urging of the New Zealand fruit importers. It would be uneconomic to divert the ship to the general cargo trade.

Western Samoa will be unaffected by the restriction and will even benefit, as there have been occasions in recent months when Samoan shippers have protested that insufficient cargo space has been allocated to them in comparison with that reserved for Fiji shippers.

In this connection there should be food for thought on the part of those people in Western Samoa who may be over-anxious to cut the New Zealand apron strings. The favoured treatment now enjoyed will probably cease in a few years time.

As far as Island growers are concerned, the restriction will effect only Fiji and Tonga. The latter has also been encouraged to extend banana plantings in recent years.

ON OTHER PAGES

New Administrator for Norfolk, p. 136; Freak Pacific Weather, p. 136; Fiji's Chief Justice Retires, p. 139; Sea Drama Off Lae, p. 139; Brighter Side in W. Samoa, p. 115.

Rain Eases New Caledonia Drought, But Still Severe Shortage of Meat

From PIM's Noumea Correspondent

A week of heavy, widespread rain relieved New Caledonia's long drought in January.

THE rain was general, and the Loyalty islands got a share of it.

However, despite this welcome relief, the meat situation was becoming even more grave in late January, for it could not be expected to pick up overnight.

Butchers were open only twice a week in Noumea, with customers queueing for their supplies, and even then missing out. In country districts most of the butchers have closed down entirely.

The Ouco meat works on the west coast has temporarily ceased canning because of the lack of cattle.

Meanwhile, there is agitation for official rationing of meat so that everyone can get a share. Some butchers have been fined heavily for overcharging.

Mainstay of the butchers is imported Australian pork.

The drought has brought several suggestions for solving similar problems in the future.

In the Loyalty group where things have been especially critical because most drinking water comes from rainwater tanks, it has been suggested that attempts should be made to tap holes and caverns known to exist in the islands' coral structure, and reported to contain sweet drinking water. The project is being examined.

Another idea is to follow Australia's successful rain-making experiments.

Two members have tabled a motion in the Territorial Assembly, suggesting that similar experiments be tried out in New Caledonia (possibly involving Lancasters with the French Air Fleet Arm).

THE NG RIOTS

OFFICER PROBLEM WITH THE PIR

• *The cause of the Pacific Islands Regiment's lost week-end in December, during which so-called "well trained" native troops rioted in Port Moresby streets and later stormed into and broke up a court sitting, can now apparently be summed up in just two words—"officer trouble".*

THE Australian Army is now re-viewing the system under which it has been sending officers to the P-NG native regiment, for criticism it has got from every side has pointed to this as the grave PIR weakness.

At present, Australian officers are sent to New Guinea for two-year terms. But because of the officer shortage or resignations they do not always remain their full period.

In any case, the officers are usually comparatively inexperienced at handling men, and certainly native troops, and in addition they do not live with the troops.

Most of them, with wives and families, live in rented Army houses at Murray Barracks, some miles from Taurama where the native troops are housed. Some junior officers only may stay at the Taurama mess.

Been Working Up

The December trouble has probably been working up for some time. Some PIR troops have played up before, to a less serious extent, but as the events occurred within their barracks they were given no publicity.

In fact, with the latest trouble, the Army has been most un-operative in accepting advice, even from the Administration, which naturally has an interest in what goes on in its own territory.

The PIR's attitude seems to be that the matter is the Army's business, and nobody else's. As a result, relations between the PIR and the Administration are at the moment strained, and between the PIR and civilian population they are at an all-time low.

Many P-NG people most experienced with natives say the healthiest way out of the trouble is for the PIR to discharge all its present

troops, and commence training afresh.

Interest of Former Commander

Keen interest in the causes of the recent troubles has been expressed by Colonel H. T. Allan, OBE, who had command of the first Pacific Islands Regiment in New Guinea at the conclusion of World War II.

Colonel Allan told PIM that he probably would visit New Guinea in March and he hoped to have a chance of studying the causes of the unrest among these servicemen. He thinks it may be due in part to the inexperience of young officers.

"I feel that in New Guinea a system is wanted akin to that of the old Indian Army, where officers served their cadetship, learned the language and spent the whole of their service with their Indian troops", said Colonel Allan.

The Colonel said that at the end of the last war he had a revolt in the Third New Guinea Infantry Battalion in Rabaul, and it could have been much more serious than the one in Moresby. "But," he said, "I had with me experienced New Guinea officers like Norman Neal, Sepik Robbie, Lee Ashton, Jack Mullaby, Don Barrett, Harry Read, Murchison and others. They understood the natives and the causes of the trouble, and the revolt soon subsided".

In Sydney, in January, Captain Frank Hoeter of the PNGVR, suggested, independently, that the PIR should consider adopting the training system of the old British Gurkha Regiment, which would mean that Duntroon graduates would be sent to the PIR on a permanent posting.

Vital New Moves In Indonesia

The move against the Soekarno Government by Central Sumatran Army Officers on February 9 may yet be checked. But it does mean the early collapse of the "Republic of Indonesia".

Economically, the former Dutch East Indies Empire of 83 millions is falling to pieces. Such orderly government as remains cannot last much longer. A series of "rebellions" in Java, Sumatra, Borneo, Celebes and Moluccas—is likely.

The situation—of vital interest to the South Pacific—could develop eventually as a fight for control of Indonesia between the Communist party, directed from Asia, and the Moslem sections, led by Dr. Hatta.

Australia, maintaining armed forces in Malaya and probably in North Borneo, can scarcely escape involvement.

Meanwhile, a very large proportion of the world's copra supply is "frozen" in Indonesia by lack of marketing and shipping facilities.

NOW A "HOT" QUESTION

INCOME TAX FOR P-N. GUINEA

IT is possible—even, at the moment probable—that taxation of income comes in Papua and New Guinea which was approved in principle by the Australian Cabinet in 1957—with commencement as from July 1, 1958.

Most Australian Ministers and high officials, seeing the high profits which P-NG traders make out of P-NG's national income (two-fifths of which represents Australian bonuses), are wholly in favour of income taxation.

But action has been deferred because of the practical difficulties in applying the system to the politico-economic set-up in P-NG. Here are some of them, with the answers supplied by the pro-tax advocates:

P-NG people already are taxed heavily through Import Duties.

ANSWER: No more heavily than in Australia, where both import duties and income tax apply.

Private enterprise will be discouraged, especially in planting.

A: Wipe out the export duties on copra, cocoa, coffee, rubber, and the gains thus made by the planters should about equal his income tax.

The tax will fall heavily upon the traders—and most of the small new enterprises in P-NG now are being financed from traders' surplus profits. . . . A: As these big profits come mainly from Australia's annual £10 million donation to P-NG, a proportion of them should go back to P-NG in income tax.

Taxation of the incomes of P-NG public servants will seriously disturb the whole basis of their present salaries and allowances. . . . They appear to be no answer to that one.

It could be that an increase in Public Service pay to take care of increased taxation would be so large as to absorb much of the planned income tax.

The matter is under urgent review. It is possible that the two major difficulties (disturbance of the public service, and discouragement of private investment and enterprise) may cause further postponement of the taxation plan.

NG Labour Laws as Scheduled—Almost

P-NG's proposed new Native Labour legislation will come before the Legislative Council in March as scheduled. But it is unlikely to be put to the vote.

After debate, the vital legislation will probably be held over to the mid-year meeting.

OIL SHARES SLUMP

Shares in Oil Search slumped on the Australian stock exchange in early February following news that Vacuum would not put in money beyond the current Papuan drilling programme. See Commerce, page 164.

French and Australian Air Moves

QANTAS MAY CLOSE THE SW PACIFIC AIR GAP

• The overall effect of plans now being developed by French and Australian airline companies will be to bring all Pacific Islands' residents closer to one another and to everyone else. A Pacific island can still be remote—but not very often.

MOST interesting air development of the past month is the survey flight carried out by Qantas in mid-January from Lae to Noumea via Honiara (BSIP), Santo and Vila (New Hebrides).

A report is now being prepared for the company's directors, but there is every possibility that this first link in the South-West Pacific air circle will be in operation within the next 12 months.

At the present time, anyone in the New Hebrides or New Caledonia does not want to visit the Solomons may do so by infrequent ship connection

or by flying via Australia and New Guinea. The air distance between Santo and Honiara is only a few hundred miles and what Qantas now proposes is long overdue.

The Solomons link with Australia is now by DC3 shuttle service between Honiara and Lae, where passengers connect with the Bird Of Paradise DC4 service. Qantas began this service about 10 years ago.

For several years, the Hebrides were served by flying-boats—first by Trans Oceanic Airways, later by Qantas. The Qantas service was an extension of the Noumea service and when Qantas flying-boats were withdrawn in mid-1955 and replaced with Skymasters the Hebrides lost their air connection with the outside world for about 12 months—until the French air company, Transport Aériens Intercontinentaux commenced operations Noumea-Vila-Santo with DC3 aircraft in July, 1956.

Airstrips at Vila and Santo were not up to required DCA standard for the DC4 aircraft that Qantas proposed to use. The new service extending from Honiara will, if it eventuates, be with DC3's. The DC3 used on the Lae-Honiara service is with the usual commercial aircraft amenities—unlike the rest of the DC3's used in the Territory which are of the high-density type, furnished with tin soap-dish, backless seats along the sides of the fuselage.

The new service would be a boon to business people and others wishing to make a grand-circle visit to the SW Pacific. At Noumea, the traveller could connect with the Qantas service to Sydney; and the TAI services to Auckland, Fiji, and Brisbane. Through TAI it would provide BSIP residents with an alternative route to Europe; and also through this airline with a link with the trans-Pacific services at Nadi, and with the Coral Route service to Cook Islands, Samoa and Tahiti.

TAI Proposed Service

No finality has been reached in the Noumea-Tahiti service proposed by TAI. Discussions are currently proceeding between the French airline and the New Zealand Government.

It is proposed to run the service

from Noumea to Bora Bora (with a flying-boat shuttle service to Papeete) via Nadi, and either the Cook Islands or Samoa.

There is no official confirmation of the take-over of the regional French Polynesia air-service (RAI) by TAI interests—but plenty of unofficial reports of this and other matters.

Air Moves in Fr. Polynesia

From Our New Zealand Correspondent.

IN January, when a Catalina aircraft from Tahiti flew to New Zealand, it was planned to reach Auckland via Suva. But the hurri-

NEARLY PENNILESS,
THEY SAY—

W. Samoa Critical of New Zealand

A WEST SAMOA Public Servant, Mr. Alan Gordon, schools' broadcasting officer, joined the critics of New Zealand's colonial administration in the NZ press in January.

He said that while New Zealand was expending large sums on the Colombo Plan, Western Samoa, its "main colonial responsibility" was in grave difficulties because of a near penniless administration.

All developmental public works have ceased in Savai'i and 200 Public Works employees have been dismissed, Mr. Gordon says. Schools may be closed and up to 200 teachers—about a third of the teaching strength—may be dismissed. There will be no new intake to the Teachers' Training College this year. Skilled New Zealand staff are being sent home or are not being replaced when their contracts end.

New Zealand is in danger of losing face in W. Samoa, said Mr. Gordon. The carrying out of her honourable intentions was left to amateurs.

Australia, he said, spent millions of pounds annually in Papua-New Guinea but little of New Zealand's own money went into Western Samoa.

"Now is the time for New Zealand to give practical expression to her oft-repeated good wishes by making grants for education and public works and by making loan money available at attractive rates to promote secondary industries," he said.

Mr. Gordon says that the Samoans have been most tolerant for many many years but, now that they are steering the ship they will also want to plot the course. Wise guidance and practical friendliness at this time would give New Zealand a better opportunity to say to the Commonwealth in three years' time: "Samoa has asked to join our family; we are proud of her decision".

(See Commentary, page 27)

Reported Sale of Fiji Airways

Although it was definitely announced in Suva on February 8 that Mrs. A. F. Gatty has agreed to sell to Qantas Empire Airways her husband's shares in Katafaga Airways Ltd., the Qantas management in Sydney on February 10 knew nothing of any such agreement.

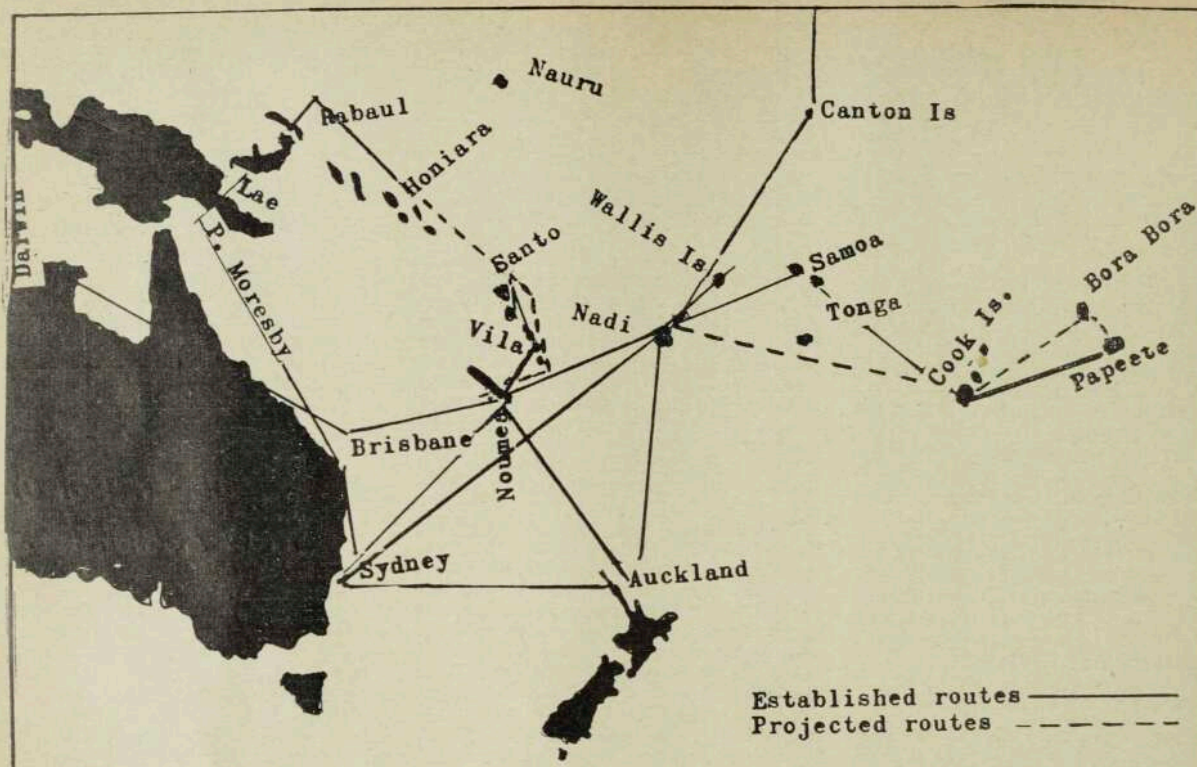
PIM was informed that Qantas submitted an offer to Mrs. Gatty some time ago, but had received no reply. Qantas would make no further comment.

Katafaga is the Lau Island purchased in 1951 by Mr. and Mrs. Gatty. Its ownership was taken over by a company, formed by Mr. and Mrs. Gatty; and funds from that company established Fiji Airways in 1951. Ownership of Katafaga Airways ownership of Fiji Airways.

It seems clear that if Mrs. Gatty prepared to sell, the transaction cannot be completed legally until probate is granted in Mr. Gatty's estate.

Qantas owns and operates a large portion of New Guinea's internal services, as part of its main business (which is inter-continental). There is no indication of how it will handle Fiji Airways, in the event of a purchase.

This purchase would mean that another Australian corporation entering Fiji. Those already established there include CSR Co.; Messrs Philp; W. R. Carpenter & Co.; Bank of NSW; ANZ Bank; Superior Gold Mines; and some smaller concerns. The only large non-Australian-owned corporations operating in Fiji are Union SS Co., and Bank of NZ.



cane which had battered Fiji on the previous day offered fair winds and a great saving in gasoline for a direct flight from Aitutaki (Cooks), which was completed in 12½ hours on January 8.

The aircraft skirted the extreme southern fringes of the hurricane, using the winds of its clock-wise circulation for a favourable boost of up to 26 miles per hour.

The Catalina, piloted by New Zealander Alexander Frame, and with Captain R. Seitre as co-pilot, and Messrs. M. Diard and J. Bataille as flight engineers, was one of the two owned by the local French Polynesia inter-island service.

This organisation, formerly known as Regie Arien Inter-insulaire—RAI for short—is, as from January 1, Messageries Arien Interinsulaire—MAI. RAI was a totally government-owned organisation under the jurisdiction of the local Public Works Department. The new owners are an amalgamation of Messageries Maritimes—the shipping company—and TAI—Transports Aeriens Inter-continentaux.

Plans are already afoot for the establishment of a regular two-monthly flight from Papeete to certain Tuamotu islands, two flights per annum to the Austral Is., two to Mangareva, and later, for occasional flights to the Marquesas, in addition to the present regular services to the Leeward Group.

When a representative of TAI passed through Suva in mid-November

he said that TAI would commence a service from Noumea to Eorabora in January. Captain Frame said that he assumed that his service would commence when the sealing of the Bora Bora airstrip and the establishment of radio-beacon facilities were completed, probably in February. The work was progressing well.

Captain Frame said that plans for the establishment of an airfield of international standard at Papeete appeared still to be at a standstill as far as actual construction was concerned, though there may be progress in the organisational sphere.

However, both TEAL and MAI have transferred their facilities to the intended site at Faava, near the Hotel Les Tropiques. MAI has a maintenance workshop and passenger facilities there.

Captain Frame reported that Mr. Richard K. Kimball, of Honolulu, who operated some "men only" flights to Tahiti in 1956 has now acquired a "luxury" PBV Catalina flying-boat which arrived at Papeete in mid-December with half a dozen passengers and was due again in mid-January, flying via Christmas Island.

The operational owners of this aircraft are the Friends of Tahiti Club of Honolulu. A privately owned "club" aircraft apparently is not subject to the American civil aviation licensing restrictions which hamper commercially-owned air-

craft in their non-scheduled operations.

Captain Frame said that there was also an unconfirmed story in Papeete that the French authorities there had now granted South Pacific Air Lines of Honolulu a license to base one of its Solent flying-boats at Papeete to maintain a connection with an service operated by land planes from Honolulu to Bora Bora.

It will be recalled that this company was ready to commence regular Honolulu-Papeete Solent flights when Britain suddenly decided to use Christmas Island, as intended staging point, for its H bomb test base.

A later report from Honolulu said that South Pacific Air Lines might overcome this difficulty by using land planes with greater flying range direct from Honolulu to Bora Bora with the company's present Solent maintaining the water sector on Papeete, where no airfield exists.

However, Captain Frame said more appeared to be known in the outside world of plans in connection with air services and air facilities associated with Tahiti than was known in Papeete. Most of his news of "what was cooking" in fact came from PIM, he said.

The two MAI Catalinas, originally of the amphibious type, have been partly converted to straight flying-boats before going to Papeete several years ago. But the new

(Continued on page 145)

More Hotels in South Seas

Rich Canadian's Plans Arouse Some Interest

Out of the blue, there has come a development which may assist considerably in solving the tourist accommodation problem in Fiji, to which many references have been made in recent years.

FIJI believes it can materially increase its revenue from tourism, if there were more suitable hotels in Fiji, and especially in Suva. Fiji in this respect has been handicapped by the ever-mounting costs of hotel construction—now so high as to make the profitable operation of new tourist hotels a difficult matter.

A Canadian group, headed by Mr. F. Rehnborg, apparently has decided to enter into the tourist hotel business in the South Pacific Islands. Mr. Rehnborg and his associates in very recent weeks have:

- Purchased the well known Les Tropiques Hotel, which is delightfully situated on the lagoon-side at the western end of Papeete.

- Interviewed the directors of the Union SS Co. of New Zealand Ltd. in furtherance of a plan that they would purchase the Grand Pacific Hotel, in Suva.

- Purchased a block of land on the Suva waterfront, adjoining the Grand Pacific Hotel, and announced that, if purchase by them of the Grand Pacific Hotel is not practicable, they will establish another first-class hotel there.

- Examined the possibilities of establishing first-class tourist hotels in Western Samoa, Eastern Samoa and elsewhere in the South Seas.

Meanwhile, other activities have been reported.

Associated with Mr. Rehnborg are Messrs. Fletcher C. Kettle and Adolphe J. A. de Seife. They have registered a company called South Seas Enterprises Ltd., capital 1,500,000 dollars.

The three men left Suva on January 23, in Sir Gordon Taylor's kermuda flying-boat, to inspect possible hotel sites in Aitutaki, Rarotonga, Western Samoa and Tahiti. They now have returned to Canada. Mr. Rehnborg founded and is the head of a successful North American corporation called Nutrilite Products Co. of California, which specialises in the preparation and distribution of foodstuffs, especially fruit and vegetable extracts.

First Class Hotel

The well known company, Northern Hotels Limited, of Fiji, which owns and operates a chain of hotels in Fiji, including the well known Parnu resort (a) has taken over the bar section of the very

modern Club Hotel (now being erected at the corner of Victoria Parade and Gordon Street, Suva, by Morris Hedstrom Ltd.) and (b) plans the construction of a new first-class hotel in the Waimanu Road area—on the low hill behind Suva city, near the hospital.

It is announced also that another well known Fiji hotel-owner, Mr. Barry Philp, is planning the construction of a hotel at Namaka, on a hill overlooking the Nadi International Airport.

It is presumed that, as a result of the reconstruction of Nadi airport (decided upon lately by the international authority controlling the main air routes of the South Pacific) the Mocambo Hotel at Nadi (now conducted by Mr. Philp) will be

done away with; so that a first-class hotel will be needed near the international airport.

It is suggested that South Seas Enterprises Ltd. will co-operate with Mr. Philp.

Many people, talking much hot air, have been in the South Pacific Islands in recent years, discussing hotel plans. South Pacific people therefore are somewhat wary of accepting new stories about hotel construction.

However, the history and background of Mr. Rehnborg suggest that he may provide Fiji and the South Seas generally with what they really need—more first-class hotels.

"Attractive Type"

Mr. Rehnborg is described as an attractive type of elderly Canadian who has made a lot of money out of his food manufacturing business, which he personally developed by initiative and enterprise. Some time ago he holidayed in Tahiti and Samoa, and became interested in tourist possibilities. Then he bought Les Tropiques in Papeete and developed his plan for a chain of South Pacific hotels.

Mr. Rehnborg also has been making an analysis of the various useful

(Continued on page 147)

At a Canberra Conference on the Problems of Papua-N. Guinea



At the summer school of the Australian Institute of Political Science held in Canberra in January, Mrs. Charles Walton (the Australian airwoman Nancy Bird, whose father and a brother are P-NG residents) talks with P-NG Assistant Administrator Dr. John Gunther (left), and Mr. Bob Bunting, MLC. Dr. Gunther and Mr. Bunting were among a number of prominent New Guinea people who addressed the school, which dealt entirely with P-NG. Reviews of some of the main addresses appear in this issue. Others of the more interesting debates will be published next month. (See also Commentary, page 25).

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COMMENTARY . . .

What Know They Of Islands Who Only P-NG Know!

TATS off to the hard-working men and women who organised the Political Science convention in Canberra in late January, to discuss Australia's interests and problems in the Pacific Islands. We do not think that much was achieved; but the effort surely was in the right direction.

The emphasis was all on New Guinea, although Australia's responsibilities and obligations extend much farther into the east and south-east. What do they know of the South Pacific, who only New Guinea know!

The principal talks came from mainly academic folk, who never have sailed a little boat, or planted a coconut, or kicked the behind of a cheeky native labourer in New Guinea. Yet they got most of the delight in the newspapers and broadcasting.

There were sound and experienced men there from New Guinea, like F. Bunting, and Ian Downs and George Whittaker, and they were encouraged to make contributions to the talk. But they were given second place to the academicians; and very, very little of what they did get through to the Australian public.

Public opinion was given little that was new or practical. That is why we think that little was achieved.

It does not seem that the Australian Institute of Political Science has accepted as fact that Australia's interests in Solomons, New Hebrides and Fiji are large, growing; and that Australia, because of her size and importance in the South Pacific, must take a larger and bigger share in seeking solution to the growing problems of the dozen Territories which lie between the South Pacific between New Guinea and French Oceania.

These Australian students seem inclined to run away from South Pacific problems. The only men among the chief speakers who directed their eyes beyond the boundaries of New Guinea and New Guinea were Dr. J. Andrews (Sydney University) and Mr. J. R. Kerr; they looked only at British Solomons and Dutch New Guinea, possible units in a planned federation or "United States" of the Pacific.

These political planners may run away; but the merchants drag Australia steadily eastwards.

New Guinea is a big and important British Colony. Take out of Fiji the Colonial Sugar Company, Burns & Co., W. R. Carpenter &

Co., the Banks of NSW and ANZ, Emperor Gold Mines, Qantas and their associated interests, and there would be nothing left in Fiji except an economy-less population of 175,000 Indians and 145,000 Fijians.

Much of the Solomon Islands' economy is Australian-owned. Britain and France administer the New Hebrides Condominium—but the Australian Commonwealth Government owns about 80,000 acres of the best land there.

If the Australian Institute will forget the professors for a while, and look at the Pacific Islands through spectacles that are less politically scientific and more realistic, they might assist materially in the planning of Australia's future course.

Mr. Powles' Record In W. Samoa

Most people who know Western Samoa and its High Commissioner, Mr. G. R. Powles, CMG, hope there is truth in reports in NZ newspapers, that Mr. Powles is slated for a New Zealand diplomatic post abroad. He has earned a good reward; and he had diplomatic experience abroad in the 'Forties.

It is nearly nine years since Mr. Powles was put in charge in Samoa. Apart from the inevitable discomfort of administration life in "the Ireland of the Pacific"—a title earned long ago by the politically restless country—Western Samoa has been faced for some time with tough economic problems.

Mr. Powles has been given the task in recent years of explaining the very simple facts of national life to the new nation. It has not been an easy task. In fact, it has called for a high degree of tact, diplomacy, and patience.

In the first couple of decades after World War I, New Zealand's administrative record in Western Samoa was shocking—she tried to govern a high-spirited people through gentlemen whose only qualification was a World War I military title.

The two men who, by patience and hard work, plus a capacity for inducing the right type of Samoan to accept the right kind of responsibility, changed NZ's record from discredit to credit, were Alfred Turnbull (eight years) and G. R. Powles (nine years).

Mr. Powles deserves a suitable reward for distinguished service.

The High Incidence Of Japanese Appendicitis

THE incidence of appendicitis among Japanese fishermen must amount to an occupational disease. Few hospitals in the larger Pacific Islands ports have not been honoured by a Japanese patient by now. There was another case of it in New Guinea last month (see story page 143).

The cheeky behaviour of some of these people never fails to get residents' hackles up—especially those whom our NG correspondent describes as having long memories. It would be a mistake to imagine that these people are spying; the Japanese must know almost everything that there is to be known about New Guinea.

It is probably something best written off to the mystery of the inscrutable East: they probably like to show that there is more than one way of entering forbidden territory.

In the light of reason and commonsense the Japanese cannot be ostracised forever, but these inquisitive fishermen are not doing anything for the Jap cause. Most people in the SW Pacific feel that America's famous writer of nonsense verse, Ogden Nash, had the last word to say about them when—away back in 1940—he wrote:

How courteous is the Japanese;
He always says, "Excuse it please."
He climbed into his neighbour's garden
And smiles, and says, "I beg your pardon";

He bows and grins a friendly grin
And calls his hungry family in;
He grins and bows a friendly bow;
"So sorry, this my garden now".

For a PM: Indifference For a Queen: Acclaim

THE presence of Harold Macmillan—first British Prime Minister ever to visit the South Pacific—did not exactly stir the Australian nation. There were no "crowds", and the few people who did gather in places were unenthusiastic, though quite friendly.

Most newspapers did their best to demonstrate warm British-Australian friendship; but the Fairfax-owned group quite evidently did not like Mr. Macmillan.

The *Sydney Morning Herald* was cold, but correct; the *Sydney Sun* was unfriendly ("What Is He Here For?" squawked one of its "feature writers"); and the *Sunday Sun Herald* ran a particularly nasty story

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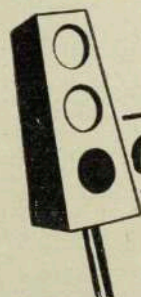
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suggesting bad relations between Macmillan and Menzies, and stating that Menzies was "hogging the limelight". There was perceptible fury in a press statement issued by Menzies, denying such incidents or bad relations.

Watching the Macmillan processions, we were inclined to say that both Australia and New Zealand—both in many ways "more British than the British"—are growing away from the Old Country. The older generations, and especially those who remember the old Empire, the *Pax Britannica* and the dominant White Ensign of pre-1914, still call Britain "Home", and contemplate no world in which Britain is not all-powerful.

But the newer generations apparently are not moved by these things. The Britain they see is a Britain badgered and harassed by political, social and economic evils, which have arisen directly out of the exhaustions of two World Wars. They think mostly in terms of their nationhood. They seem to be immensely more influenced by a new song from America than by all the patriotic fervour of a British Prime Minister, so painstakingly seeking their goodwill.

That is how it seems. And then, right on the heels of the Macmillans, comes the Queen Mother—and these unpredictable people gather in their countless thousands, to cheer and demonstrate. Our memories go back four years, to similar scenes when Elizabeth and Philip were here.

Maybe our focus needs adjusting.

Queen is always a Queen—and the British of all latitudes always have had a monarch at their head. But a Prime Minister is just another politician—and there is no doubt about how the South Pacific British feel about politicians!

The Urgent Damning Dulles & Co.

AMAZING man, this Mr. Nikita Khrushchev. Well-informed commentators, like America's *Time*, call him a bumble-footed clodhopper, an ignorant peasant, an unpredictable alcoholic; but Mr. Khrushchev maintains his precarious perch on top of the Kremlin, and keeps the Western leaders hopping round uneasily, their moods ranging from fury to panic.

Throughout the world, nothing is more anxiously desired than peace, so that we may live out our lives without this daily threat of atomic extermination. Most people curse our leaders, because they fail to end the tension.

This, of course, is capitalised by the "ignorant peasant". Every day,

he insists that none desires peace more ardently than the Soviets. Why, he demands, will Western leaders not meet him "at the summit", to seek a means to end the Cold War?

The Western masses turn an increasingly friendly eye upon Nikita, and echo his "Why". Which is precisely what the bumble-footed clodhopper wants them to do. The under-mining of responsible Western governments by Cold-War-weary people is the next stage in the Muscovite plan to bring the whole world under Communism.

As this is written, Dulles (in Turkey), Macmillan (in Australia) and Eisenhower (in Washington) are increasingly under fire because they ignore the jovial Khrushchev hand, extended daily from the Kremlin.

But our leaders seek deeds, not words, before they gather at "the summit"—they want some proof of Russia's sincerity. They dare not forget (a) that after 1945 we disarmed to the point of nakedness, while Russia maintained all her armaments, and initiated the Cold War; (b) that we are secure and safe only while our H-bombs are dry and ready; and (c) no one in his senses would entrust his life and his future to the unsupported word of a Communist.

We are inclined to hope, increasingly, that the twinkling Mr. Khrushchev means all he says. But we dare not drop our guard, until we are sure.

On Having And Eating Your Cake

A WEST SAMOA public servant's outburst in the New Zealand press about the Dominion's approach to what he called its colonial administration, made sensational reading (or as close to it as the NZ press ever gets) but showed little realism. (See article page 21, this issue).

It has been obvious for the past year that W. Samoa's finances have been sick; and in the last six months that there has been something like panic, with budget estimates being slashed in an attempt to live within income.

The event that triggered the crisis was the expected £126,000 payment from the Trust Estates Corporation that did not eventuate. (See *PIM*, September, p. 20.)

The trouble in which W. Samoa now finds herself may be due partly to the bungling of what the critic called "amateurs", but mostly it is due to the fact that in the post-war boom years, the Samoan people demanded and got more and more social services and began more and more projects of a capital nature.

But production in basic industries

was not increased to cover this soaring expenditure, with the result that as soon as export incomes fell and NZ grants were not forthcoming so freely, Samoa fell on evil times.

When West Samoans get full self-government—and they are close to it now—they will learn that government hand-outs are never free, and that everything ultimately is based on labour and production. It can hardly be said that they have shown much appreciation of the situation as yet, however—having just voted in favour of a *paid* legislature of 46, plus Speaker, etc., for a population of about 100,000.

To compare New Zealand and W. Samoa with Australia and P-N-G, as the critic did, is ridiculous. New Guinea is a bastion against Asia—conclusively proved in 1942-45; it is a huge, rich territory with industries that dwarf any enterprise in W. Samoa. Australia pours millions in, but gets much in return.

W. Samoa is of little value to New Zealand; strategically it is worthless and economically it is unimportant.

There are a dozen valid reasons why Australia should stay in P-N-G; few why NZ should hang on in W. Samoa—a fact evidently recognised by the last Nationalist government which decided to give the Samoans the independence they have craved for 30 years, and thereby at least gain some international kudos.

The freedom and independence that W. Samoa is soon to attain will be that Territory's just so long as there are no larger and stronger Powers to fit their eyes upon it; or so long as there are larger and stronger Powers to protect it. None of the Pacific territories, now working towards independence, can ever be "freer" than that.

How Silly Can Indonesia Get?

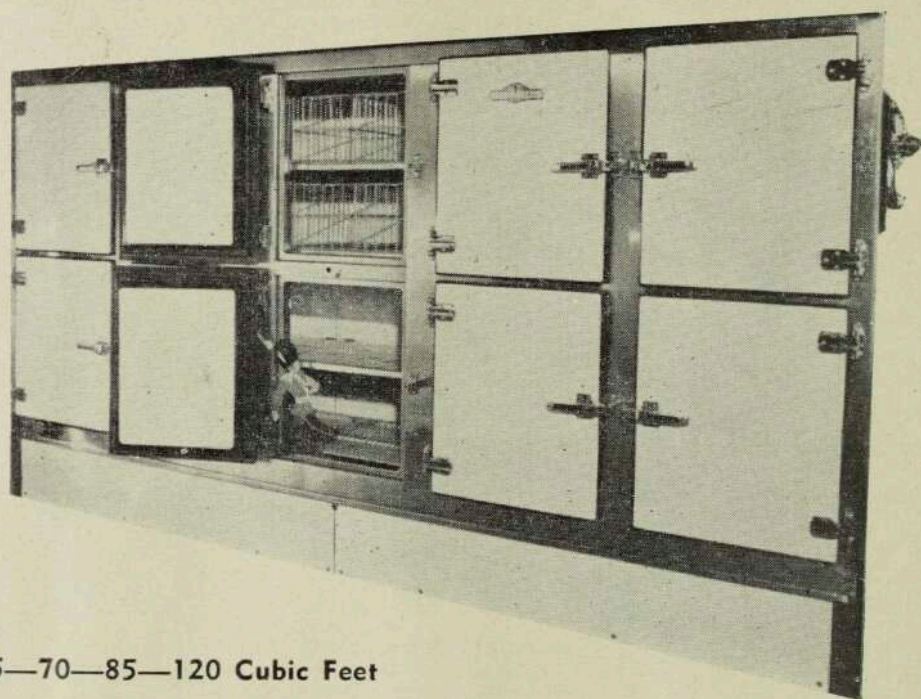
IF the Indonesians remain serious in treating the Java Sea (between Java and Eastern Indonesia) as "territorial waters", to be used by international shipping only with Soekarno's permission, an ugly situation could develop. This has been a maritime highway, between the Indian and the Pacific Oceans for hundreds of years.

If such a claim could be upheld, Australia would have an equal right to sovereignty over Bass Strait (between Tasmania and Victoria) and Torres Strait (between Australia and Papua), and to close those highways to the ships of other nations.

The reasoning is in line with Indonesia's claim to West New Guinea, which has no political, historical, geographical or ethnical foundation.

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THE EDITORS' MAILBAG

Australia's Stake in the SPC

Twice recently, according to the reports, *PIM* has had Australia being a great deal more generous to the South Pacific Commission than the Commonwealth really is.

An SPC official in Australia and another from New Zealand have pointed out that Australia has never provided 60 per cent. of the Commission's revenue and that the proportions, unchanged from the beginning, are:

Australia, 30 per cent.; Netherlands, 15 per cent.; New Zealand, 15 per cent.; United Kingdom, 15 per cent.; France, 12½ per cent.; and the United States, 12½ per cent.

The proportions are obviously not based on ability to pay; but on the respective territorial areas involved.

Anger at the "Japanese Thrust"

PIM's January review of *The Japanese Thrust*, volume four in the many series of Australia's official history, created some interest. A reader, who was there, has taken Victorian Lionel Wigmore gently to task on one or two minor points, and asked us to forward his letter. That, we will do.

Another letter says, "What I think a disgrace is that nothing has been done to write up the deeds of the little band of locals—the New Guinea Volunteer Rifles. It did wonderful service in Rabaul, Milne Bay, Lae and Madang."

No war history of New Guinea can be complete unless this little-known unit gets its worth also in print. The unit was just a handful of civilians armed with old rifles and bell-mouthed Lewis guns, but the Nip very worried.

Our strength he did not know, apparently, or else things may have been different. About 100 units were based over 600 miles of coastline near reserves, short of supplies, with their backs to the wall until relieved almost a year later". They couldn't agree more.

Ropati Johnny

People in Polynesia, who feel that they have a sort of proprietary interest in Johnny Frisbie, daughter

of the American novelist, the late Robert Dean Frisbie, will no doubt like to know that according to her 1957 Christmas card she is enjoying a full and varied life.

Johnny married an American, Mr. Carl Hebenstreit, and they now live in Hawaii—with their two cats and a healthy, extremely photogenic son aged seven months. The baby's name is Carl Ropati—and is usually called Ropati—as was his maternal grandfather, by his Polynesian friends.

Johnny and Carl are in the entertainment business, and evidently to fill in time waiting for Carl Ropati, they went on a trip to Europe. That is what the central photograph on Johnny's card seems to suggest, anyhow. It is taken of the pair of them, in Majorca, with Johnny wearing the usual short-jacket suit, appropriate for the occasion.

Friends in the Cook Islands, Samoa, Tahiti and elsewhere are always glad to know that the Frisbie kids, about whom their father wrote so delightfully, are doing well.

There May be Magic in the Mushroom

The story that *PIM* ran in the issue of September, 1957, about the fungi that grew at Minj, New Guinea Highlands, around July-August, and was suspected of causing hysteria, interested a Fiji reader, Mrs. Elizabeth Hennings, of Naitaubu.

Mrs. Hennings had recently read an article in *Life* by a Mr. R. Gordon Wasson, a New York banker whose hobby is collecting strange mushrooms. He and his wife were to embark on an expedition into Mexico for "Magic Mushrooms" which gave strange visions to those who eat them".

Mrs. Hennings thinks that there may be some connection between these Mexican mushrooms and the Minj fungi; at her request we sent the September item to Mr. Wasson.

The NG fungi grow at the base of some Wahgi Valley trees in July-August, and the natives eat them. The fact that some of these natives appear to go berserk at this time of the year was thought to be too much of a coincidence and some of the fungi have been sent to Kew Gardens in England for examination. A verdict is awaited.

The natives themselves believe that eating of the fungus causes hysteria—so that it may be just a form of auto-suggestion.



There is nothing Latin looking about this portrait of John Patrick O'Grady, alias Nino Culotta, now in Western Samoa.

Australia's Nino—

A TEMPORARY WEST SAMOAN

HIS real name is John Patrick O'Grady—of the Public Health Department, Apia, Western Samoa; but to thousands of Australians he is Nino Culotta, the bloke who wrote the literary riot of a decade, *They're a Weird Mob*.

They're a Weird Mob is the impressions of Nino, a New Australian, whose culture-contacts with the old variety in pubs, on the surfing beaches, the racecourse and on the job as a bricklayer's labourer, are hilarious. Most of Nino's troubles are language troubles. "It was very depressing," he says, after hearing three men in a cafe discuss horse-racing. "I understood nothing. Yet my boss had said that Australians spoke English, and he was a knowledgeable man".

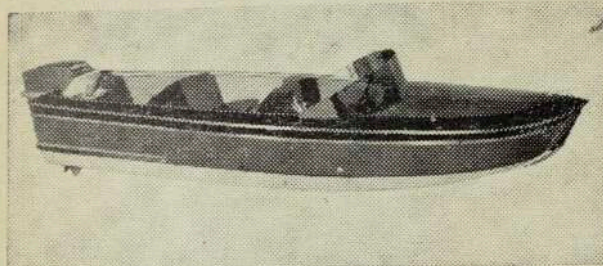
The book first hit the bookshops in November and has already run into three editions. It also has been running as a serial in the *Daily Telegraph*. Before Nino's identity was revealed, a number of *DT* readers wrote letters to the editor, wanting to fight the Italian boss for his presumption.

John Patrick ("Nino") O'Grady is 50, with a wife and three grown sons—one a producer in a radio station; one a bricklayer; and the third a RAN lieutenant in the fleet air-arm.

O'Grady Snr.'s business is that of pharmacist but his life has not been devoted entirely to that. He enlisted in the Army as a private in World War II—and ended as a captain—and a pharmacist—on the old *Manunda*.

He returned to peace and a

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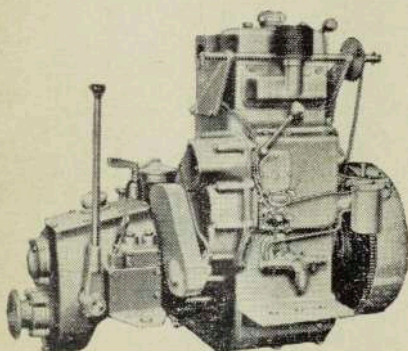
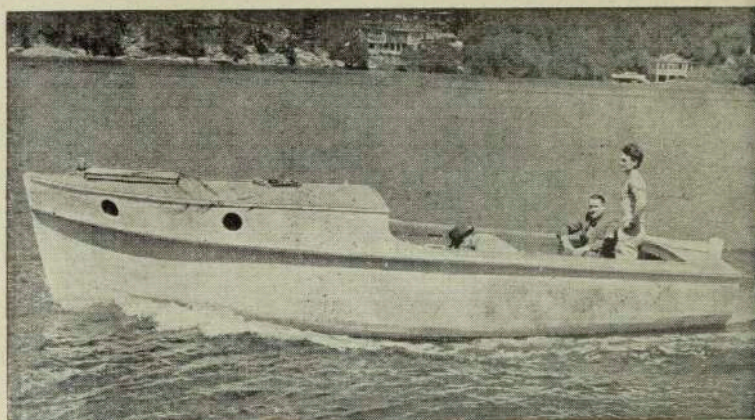


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pharmacy job but a couple of years ago he felt he needed a more active life, quit for six months and took a job as a bricklayer's labourer. It was here that he met Nino, the New Australian—and believing that a New Australian would write a book about being a New Australian sometime, he decided to do it for him.

In May, 1956, he and Mrs. O'Grady went to Western Samoa, when he joined the Public Health Department for the usual three years term. On the way they lingered a while in New Zealand, where O'Grady polished up his novel before sending it back to his eldest son to place if he could. The book was accepted by

Ure Smith—and the rest is history. The story is that when told of its phenomenal success lately, O'Grady, said, I "don't believe it." Well, it's true enough, Nino O'Grady; for Australians it's the best best-seller for a long time.

The book is more than a parody of the Australian scene and the impact it has on the newcomer: it shows real insight into human behaviour and emphasises that Australian phenomenon—made mate-ship. But a lot of its charm is in the extraordinary Australian language, and for foreign consumption this is a disadvantage. However, the Dennis' *Sentimental Bloke* of earlier age; and Lawlor's *Summer of the Seventeenth Doll*, of the present, Nino and his tribulations seem to survive that obstacle to come part of the literature of the nation.

The report is that O'Grady is enjoying Samoa and the Samoans. We don't know whether Nino will visit at Territory—but there is certainly plenty of scope there for the penetrating O'Grady eye, and the Grady sense of fun.—JT.

THEY'RE NOT AS SILLY AS WE ARE

Melbourne psychiatrist Dr. Alex Sinclair, who recently made a study of the mental health of New Guinea natives, told a conference in January:

"In the natives' own culture, his chief stresses are fear of attack, subsistence fears, and the fear of supernatural forces. Disputes between individuals are mainly in relation to property—either of land, chattels, or women."

"We do not know whether these people are happy or not, no more than we know whether we are, ourselves."

"One thing we do know is that it is almost impossible to find, in a relatively untouched native culture, any evidence of the erotic pattern of behaviour and thinking which is the predominant ill of our own so-called enlightened social structure."

TERRITORIES TALK-TALK

By Tolala

Following on the New Year near-riots amongst lads of different talks in Moresby, the good old counter-irritant policy of more "recreation facilities" has been suggested by officialdom.

THIS means more competitive sport, which in turn invariably means "kick ball", or even "kick cross". Of the latter there are various types, some with bloody results. It might not be amiss, if football is to be a safety valve for unexpended inhibitions, that teams should be composed of players from different areas in order to lessen tribal friction.

But then tribal rivalry is by no means confined to the more primitive parts of the world, according to recent newspaper reports of a "pitched battle in Piccadilly" following an England-Wales Rugby Union international match in London, when the Welshmen turned on a blue resulting in 18 police being injured and 30 people arrested. Unconsciously, perhaps, the Moresby lads were merely responding to modern civilised standards, and shows how successful have been the efforts of the tutelary administration.

Sport And Spare Time

The introduction of lusty sporting rivalry was launched in TNG by the Australians. The Germans relied upon the good old sing-sing as an escape valve for unexpended energy—if any.

For, be it remembered, the Teuton employer, unrestricted by anti-Colonial propaganda and not responsible to any constituted dogooders, such as the League of Nations or UNO, demanded the maximum of work from a minimum of labourers with the result that spare-time of the employees was not so great.

I well remember the first near-riot at a native sports gathering. It was in 1913, at Soraken—one of the few Australian-owned plantations in the German colony—the event was a tug-of-war between Black Skins and Red Skins (Buka-Bougainville versus New Britain-New Ireland). The stoutest ropes proved inadequate for the strain and an anchor chain was used.

Old Jim Campbell was the adjudicator, and when the Blacks eventually pulled their opponents across the line a general melee ensued and all hell was let loose.

Only direct action of the most emphatic nature by the whites re-

stored peace; hands were shaken and eventually food shared by one and all. Tugs-of-war were banned from subsequent sporting fixtures for some years after.

Christian Unity

I was somewhat surprised, but nevertheless gladdened when I read the heading in the *Sydney Morning Herald* (25/1/58), "Churches Unite in Port Moresby"; only to be disappointed when I discovered that the United Church in PM, which "will mark an important forward step in co-operation between the churches" was the appointment of a Congregational minister who would represent the Presbyterian, Methodist and Congregational Churches there.

As neither the Presbyterian nor Congregational churches have entered the Missionary Stakes in P-NG, one is inclined to the view that yet another missionary body is about to be launched into the Newguineasphere; a missile guided by one Society already operating there (Methodists), with two denominations which, heretofore, have not endeavoured to compete against the other 30-odd mission societies—all flat out to missionise Black Brother.

I feel strongly in this matter of missionisation which goes on in P-NG, for two reasons:

(a) The variety of denominations, each pushing the sale of their particular dogma, confuses that simple native mind and encourages the more sophisticated native to exploit one sect against the other;

(b) The animosity which is created amongst a section of the white population as a result of divergent religious opinions in a country where there should be the greatest co-operation amongst the European section.

Much of the present dissension in P-NG is due to the multiple mission activities. Only recently in PM, press reports mentioned that objections had been raised to the methods adopted amongst the natives by the Jehovah Witness sect, and an investigation into its operations was suggested at a meeting of the local TAC by one of the councillors; only to be reminded that such investigation would be establishing a "dangerous precedent" and the same weapon used against others.

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Surely some steps could be taken to control this excessive religious zealotry, which is by no means an essential ingredient for native welfare or boosting the standard of living.

Forward The Planners!

Following on the Summer School session of the AIPS at Canberra, the ABC on one of its "I Put It To You" talks turned on Mr. J. R. Kerr, QC, to expound "What We Should Do With New Guinea".

It was quite an interesting session; it could have been more so had there been a more enthusiastic team of questioners to bring out more details of the speaker's Federation scheme.

It is nearly twelve years ago—May, 1946, to be exact—since Mr. Kerr (then a Colonel and Principal of ASOPA) made one of a panel on an ABC Forum Of The Air when, under the chairmanship of H. B. Black, he advocated the extinction of the "exploiters" (Europeans in New Guinea) and a new economic policy for the benefit of the natives. His ideas have undergone no change, with the exception that in his Federation he would include Dutch New Guinea, but rules out the Federates (where there is most certainly room for improved administration from the present Pandemonium).

The more I listen to the ideas of these planners for a Pacific Elysium the more I am aware of the unctuousness of their declarations, clothed in altruism, about native welfare when beneath it all lies the hard reasoning of: What can we do to better our own political security and attract these primitives away from other nations with political aims in conflict with our own? How can we include them in our Way of Life; to be absorbed in our religions; our trade unions; our commercial expansions and as a sufferer unit in event of armed aggression? All the nations are doing it; all of them have their tongues in their cheeks; throwing away sprats to catch mackerels.

A Man Hard To Replace

I see where Director of Education V. C. Groves is calling it a day when the month of August comes round. And I should think that most people, who have the educational welfare of the P-NGites at heart, will feel somewhat apprehensive at the thought of this old war-horse being put out to grass at this particular stage of the Territory's struggles from the primitive to the modern Way of Life, and the thousand and one complexities that snow-ball during such a metamorphosis.

Bill Groves has gone a long way

since the days when he was teaching school at Kokopo in circa 1922, and formulated an education policy for the then Director of Education, Harry Cardew. He was wise to give teaching away for a while and concentrate on practical anthropology, which he carried out the hard way, especially during his research work on Tabar Island when shekels were few and adverse criticism abounding.

His near-four inches in "Who's Who in Australia" gives some indication of what he has accomplished; but withal, he has ever kept his feet on the ground.

What endears me to this tall poppy of the present P-NG Administration is his down-to-earth, logical reasoning, which his early experiences as a teacher and a research anthropologist among the natives, have given him the dinkum drum on what should be done.

Bill has by no means been a Yes-man; but his long-range plans have indubitably proved to be accurate and the progressive statistics of the Education Department are proof of his wise decisions.

Personally, I think it is gambling with fate to allow such a well-balanced and experienced man to step out of his job at this critical time, when the eyes of the world are on NG. His successor's selection creates a problem, for I know of no one with his particular qualifications—outside of the missionaries—able

to carry on with the same ideals and practical conception of the requirements of the native people, without sucking up to the Canberra pooh-bahs.

Bill is only a young man—comparatively speaking. He will be 60 in August when (and if) he resigns; but a good mode of living and a watchful spouse have kept him in good nick. I'd like to see him keep going at least for another five years when probably he would be able to see more of his dreams come true.

Nostalgic Inc.

Congratulations to former P-NG residents now in Melbourne in getting off to a good start for the formation of a P-NG Association (Jan. PIM, p. 49). Brisbane has already such a body that meets weekly at the Criterion; but their Sydney opposites appear to be content to allow the unofficial rendezvous at Usher's to serve as the venue for nostalgic burlings; and a well-patronised place it is, too, though I can imagine it would be more comfortable with seating accommodation available after the first two hours of a session.

That's one organisation where the NG women are right out in front, and their associations in Melbourne, Sydney, and Brisbane, formed in the early forties, are still flourishing. And what a good job all of them are doing! (Over)

"WEST N. GUINEA BELONGS TO US!"

Some Secret History, by "One of the Three", Now Living in NG.

Why all this controversy over the ownership of Dutch New Guinea? After all, legally it belongs to Papua-New Guinea, the New Guinea Volunteer Rifles having captured it in 1942.

I know, I helped, and this is how it happened:

The Japs landed at Hollandia in April, 1942, removed the Dutch officials, and after a short stay left two Jap political officials to introduce the new "Co-Prosperity Era".

Because of all this, Hollandia went off the air, and it was no trouble at all for Army HQ at Port Moresby to send a signal to the NGVR platoon (a whole 15 of us) who held the fort at Madang, with instructions to "go west, young man" and investigate the reason for Hollandia's silence.

The result was that the NGVR unit provisioned our Naval Branch—the *Edith* (capable of a full four knots with a following sea) manned by three NGVR units, with Sgt. Gordon Russel in command, and ventured forth.

En route, District Officer H. C. Jones, of Wewak, was collected to see that we behaved ourselves and to give us Government authority. A couple of Police boys were also brought along to add to the protocol.

In due course we arrived in Hollandia, ten days after the Jap naval units had returned to Manus—thank God!

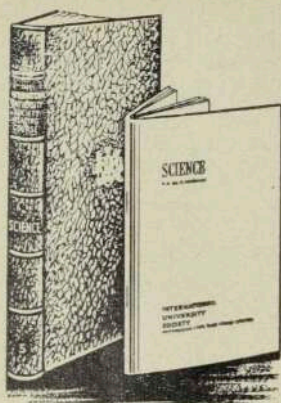
We looked everywhere for a Dutch flag, but never a one to be seen; there were only Jap flags, mostly paper ones.

We decided, therefore, to run up the good old Aussie flag.

As DO Jones stepped ashore, we broke the flag at the masthead. The "occupying Army", plus a large crowd of locals who were present, came to the salute.

So there you are. No one can dispute our ownership. West New Guinea is ours!

But did you say that was tough? It sure was; as the local pub was the first place we visited, only to find that the Japs had drunk it dry!



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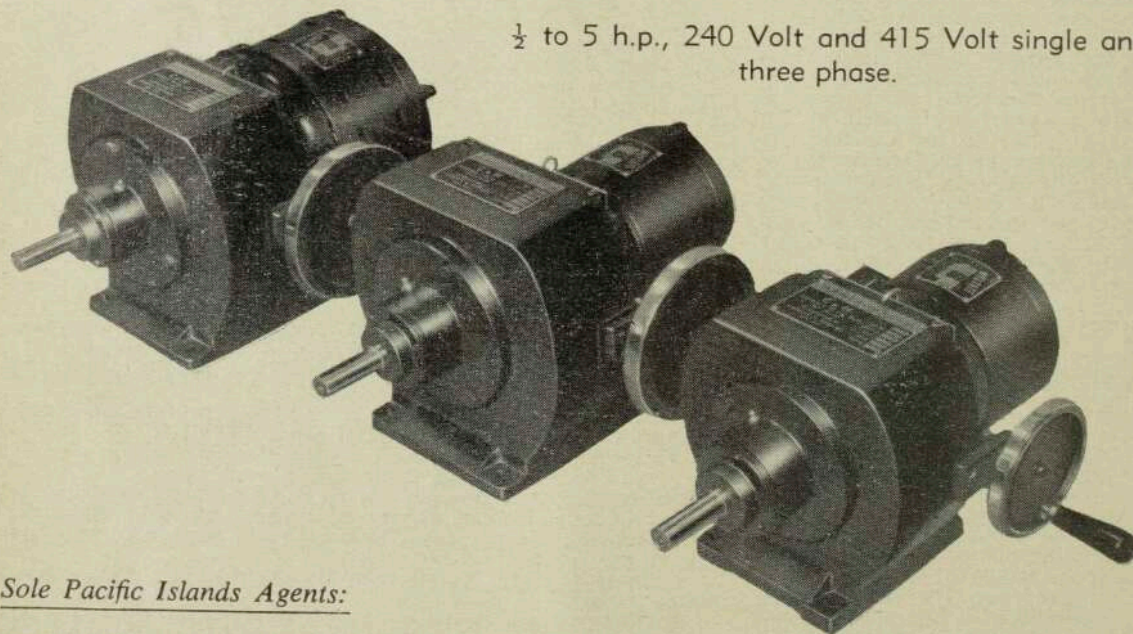
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Pandanus Soup

I note where a Benjamin Stone is carrying out research into the uses of pandanus (*PIM*, Jan. p. 77), which reminds me of a trip I made to Iboki (New Britain) one time in the '20's when the Chinese engineer went down with blackwater fever.

The skipper, Capt. Cole (the same ad who made the epic trip from Aua to Aitape in a whale boat) was treating him with saline injections, but without much success. Returning to Rabaul we called at Talasea (Linga Linga) plantation, where a couple of Chinese carpenters were employed and they promptly took charge of their sick countryman, and after a couple of days pronounced him out of danger. By the time we reached Rabaul he was almost as good as new.

The cure? A soup, made by the infusion of the subterranean roots of the pandanus palm. Passed on to you, Benjamin Stone, for what it is worth.

Happy Days

And they were happy days, indeed, as recalled by Supercargo Frank Street (*PIM*, Jan., p. 146) of the old *Mindini*. I seem to remember him as a dark-eyed, beetle-browed, energetic Super. And as for Skipper Coy, with his sweat-rag round his neck, his gruff greetings and the merry twinkle in his eye; and Chief Engineer Corrigan, he with the waxed moustache ends, and the double-shooter of nearly every BSI lunch-owner when there was something wrong with the phuf-phuf olve. Corrigan was later Marine Super. for BP.

Many of the names mentioned I remember well; particularly Sam and Willie Atkinson; the former from Awa and the latter—dyed-in-the-wool old bachelor in those days lived down in the south Shortlands somewhere. He must also recall the genial Julius Oien, the imitable Long Jack, Dick Ravener (who disappeared in Faisi harbour one night—and perfectly sober, too). Tommy Mason, Father Boch, Jack Quickshank, of Sivilu and his wife Jim; Hughie Scott, of Orlofe, and his wife Claire (she is still there somewhere and only recently her sister, the glamorous Ethel Austin, now married Judge "Ikey" Bates told her a visit not so long ago, then returned to her home in America).

Phil Coote was BP manager at one time and little Doctor Critchlow was the magistrate. I was at Aitape for a while, having relieved "Poppy" Dakers, before I left for Aitape.

Yes; they were happy days. No radios, no League of Nations; no social consciousness. A happy, low standard of living when, if you wanted cold beer you put it in a

wash tub and swirled it round with washing soda. God bless 'em all.

Bits And Pieces

Married: John Laws to Sonia Zlotkowski at St. Phillips Church, Church Hill, on January 10. John is the only son of the late Mr. R. Laws, of Wau, and Mrs. Laws, of Lindfield. . . Cyril Parer has been down on leave recently; I met up with him returning to Brisbane from a trip to Melbourne where he had been visiting Ted Fulton. Cyril seems none the worse for his "Bell-bird" experience. A lucky man. He still has faith in copra and is extending his interests from the Malai Plantation to a venue at Kokopo. (I

wish I had his optimism.) . . . Only 25,000 sq. miles of P-NG's 183,600 sq. miles now remain "outside full Administration control", according to Minister Hasluck, and full control is now promised by the end of 1959. We hope. UN Trusteeship Committee, please note. . . Export of puk-puk skins in 1956-57 amounted to £63,571, an increase of about £10,000 on the previous year. (The news item, appearing in a Sydney paper, showed the figures as quoting "£A". Must have been a hand-out for the English Press. No?). . . Ansett Airways is after the control of the Bobby Gibbes Air Lines in NG, according to a Sydney columnist's report.



aa-a-ah!

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The Problems of A British Colony

A Fijian's Plea For Tolerance and Co-operation

• This analysis of the chief governmental problem in Fiji—namely, how best to merge the indigenous Fijian race with the introduced races, Indians and Europeans, so as to create a small, united nation—was written for us by a Fijian resident of Melbourne, Mr. Joe Kamikamica. He is a student at the University of Melbourne, and doing his final year for the degree of Bachelor of Commerce.

It discloses a capacity for analytical thinking, a breadth of view and a spirit of tolerance that are remarkable.

It is published with pleasure by "PIM", in the belief that, as a statement of view by an educated Fijian, it will be of help to the men who are dealing with these problems on the spot, in Fiji.

UNDUE stress has been placed upon some aspects of Fijian development, leaving untouched the main problem, which is one of change from a relatively underdeveloped economy to an industrialised economy.

Most writers have made too much of problems relating to population, races, land, and the economy. They have even suggested that a solution of one would solve the whole Fijian problem. This is not practicable.

The problem of change in which the Fijian is involved is not only one of substitution of rule by custom or regulation by competition, but a change involving his whole way of life, and of underlying methods of thought associated with it.

This process is complicated, and demands careful planning and understanding.

But however efficient the plan may be—or however great the amount of freedom given—the extent to which Fijians will emerge from this transition successfully—that is, with a high standard of living—seems to me to depend mostly on the individual urge to make progress.

Too much generalisation on the whole race gives wrong impressions—it fails to appreciate the individual.

For instance, I disagree with the statement in your paper that while the Fijians are the most amiable of South Sea Islanders, under the influence of liquor they become a marvellous pest. I can quote instances, from personal experience, where Fijians become quarrelsome even without liquor, and of instances where Fijians become happy under its influence.

I also know some Fijians who do not drink liquor at all; but yet do deserve the description given in your paper.

I claim that it is the individual Fijian who will be responsible in the end for dealing with the

problem of liquor consumption. Other peoples, and religious bodies who have the interest of the Fijian at heart, could best serve him, in my opinion, by helping the individual to make the right decision, rather than by preventing him from deciding at all.

I READ a complaint in your paper some time ago that students from Fiji in Tasmania called themselves Fijian students, although they belong to the Indian race in Fiji. This raises broad issues.

The presence of an Indian community in Fiji has been often explained. Although the Fijian chiefs originally objected to the "indentured labour system", the Europeans in Fiji, because of their profit motive—or, more politely, because of their desire to industrialise Fiji—dismissed the objection.

As the Fijian economy developed, and the Indians, through their enterprise and their desire to make profits, became increasingly competitive with Europeans in trade and commerce, the objection to their presence now comes—interestingly enough—not so much from Fijian chiefs, but from Europeans in Fiji who pose as the champions of the Fijian race.

I feel that to use words to create uneasy feelings between Fijians and Indians is to do a great wrong to both communities. After all, they have been brought to their present situation by events which now are outside their control.

Naturally, the Fijian villager, in his communal life, is bewildered by the changes, and by the Indian individualist grabbing every opportunity to make a profit.

The Europeans in Fiji, if we regard them as a group, enjoy a superior existence, which is generally accepted without question by the majority of Fijians and Indians. It is only when some Indians and Fijians have progressed far enough to be able to share the higher

amenities of life with Europeans, and to enjoy economic superiority, that racial distinctions become apparent. I offer, as an example, the Suva sea-baths, and the liquor permit system.

I do not blame the Indians for what they may have achieved through their hard work and business ability, and their wish to secure equal recognition with Europeans in Fiji.

There are, of course, some Europeans who have the interests of all persons at heart, and work to raise the standard of living of the whole community.

There are certainly Indians in Fiji who make first-class citizens; and Fijians who, in their own humble way, amid all the social and economic obstacles, do what they can to improve.

If we think of the people as individuals, the racial problem becomes simpler.

BUT there is an essential difference between the Fijian way of life (based on the communal system, with the emphasis on mutual assistance and help) in a controlled economy and that of the Europeans and Indians who operate in a free-enterprise economy, with the emphasis on the making of profit.

On this basis, it is foolish to compare the material achievements of Fijians and Indians, or Europeans, for that matter.

However morally justified the basis of Fijian communal life is, it cannot survive the competition of the free-enterprise economy, unless a well-thought-out plan for Fijian economic development is devised, and drastically enforced, to the last letter. This, of course, involves a loss of human freedom, and is opposed to democratic ideals.

It remains for the individual Fijian to make up his mind as to whether he wants to change or not; and, if he must change, it must be done quickly.

The belief that gradual change avoids the evils associated with accelerated change fails to recognise that this encourages inefficiency in the Fijian economy. It could mean putting an obstacle in the way of those who want to change, for the sake of those who want to stay as they are.

TO generalise, as some writers on Fijian conditions do, and say that the Fijian is happy-go-lucky, easy-going, etc., is to overlook the important fact that this attitude is dictated by custom and tradition, bound together by the security of the communal system.

It is understandable that those who have derided the Fijian attitude to change do not really understand the force of custom and tradition. Because of custom we obey our chiefs; and if, because of respect,

or faith, or what-it-is, our chiefs become the mouth-piece of the Europeans, who should be blamed?

I do not think it will get us anywhere if we blame one another for the situation we find ourselves in.

Rather, we must admit our responsibility for the situation and, as individuals (Fijians, Indians, Europeans) work for a better Fiji.

Our choice now, it seems to me, is not whether Fijians and Indians, Europeans and Chinese, part-Europeans and Islanders, should live together or not; but whether, living together, we should quarrel or co-operate.

Considerations of morality, economics and commonsense all point to co-operation. But there are powerful forces of prejudice, stupidity and political ambition, which drive us in the opposite direc-

tion. The quicker we realise this, the better for us all.

IN making these changes in living conditions, the Fijian should be made to understand the problems of Western civilisation.

Sir John Maud, one of Britain's outstanding Civil Servants, has pointed out that industrialisation gives the possibility of more freedom and more slavery, more fellowship and more loneliness, more civilisation and more barbarism—and that between these we cannot always choose. But to the extent that we can choose we can, by taking thought, avoid the worst extremes.

The problem is one of individual choice. By making a wrong choice, some Fijians have indulged in drinking habits detrimental to them-

selves and to the community. The immediate need is, first, to convince him of the need to change his personal outlook, so as to acquire the urge to make profit, and this turn will bring him into the competitive system on the same level as Indians and Europeans in Fiji.

—JOE KAMIKAMICA.

IT'S REALLY TOUGH

A NEW SLANT ON JAPANESE TUNA FISHING

From J. P. Shortall

One of the more interesting (and for some, frustrating and infuriating) developments of post-war years in the South Pacific has been the great expansion of Japanese tuna fishing activities south of the equator.

IN the years between the war there were always a few sampans working these waters, but never the scale of mother-ship operations as now exist, with operations south to New Zealand, east of South America, and west into the Indian Ocean, the Persian Gulf, and even into the Atlantic.

But despite all this activity, most people, outside Japan, know very little of the day-to-day life aboard one of these modern tuna fishing vessels.

An outline of this life in all its aspects, the method of deciding on a fishing ground, the make-up of the equipment used in fishing to the productive 50 to 75 fathom level, and many other interesting facets of the industry in which the Japanese have been engaged for 300 years, is contained in an article which recently appeared in a US Fish & Wildlife Service publication.

It is from a bulletin written by Mitsuo Nagai, director of the fisheries experiment station of the Kanagawa Prefecture of Japan, one of the leading Japanese fisheries research institutes.

For a glimpse of life on the ocean wave—tuna fishing style—we quote a small portion of this interesting article:

When the boat is hove-to on which is estimated to be a good ground the setting of the lines is begun around 3 o'clock in the morning. This is because the feeding reaction of fishes is most pronounced at such times as sunrise and sunset, at the change of the tidal current, or when the sea or weather conditions change.

Once the line is set, it is left

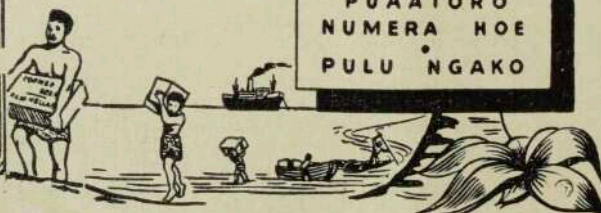
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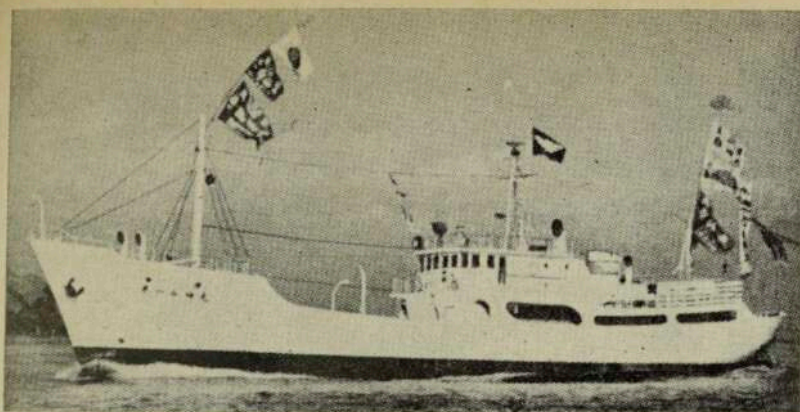
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A typical modern Japanese tuna long-liner, "Shirogami Maru No. 1", decorated at her trials.

oak for 2 or 3 hours, and then the line hauling is begun. With expert hands this operation is carried on at the rate of about 4 minutes per basket (a "basket" being a 300-metre length of main line with 6 evenly spaced drop lines).

At this time great skill in handling the boat is required; when the weather is bad it is especially difficult, and great demands are made on the engine. Furthermore, the expertness, or lack of it, in this operation has bearing on the working life of the long lines, and on the occurrence of main-line breaks and the loss of hooked fish.

About 19 men are required in setting the gear. The boat steams at 8 to 9 knots while the line is set from the stern, setting being finished about 4 to 5 hours. The speed of setting is related to the depth of fishing.

Line hauling calls for all hands and requires 12 to 14 hours, and when there are line breaks or the catch is heavy, the work frequently continues through the night. Once the hauling is completed, setting starts again after 1 or 2 hours.

When fishing is poor, boats sometimes keep on operating for as long as 40 days.

The working hours of the crew are 6 hours for line setting, and 13 hours for hauling, a total of 19 hours, and if one hour is added for meals and so forth, about three or four hours are left for sleep. As much labour is done continuously, the fishermen are terribly fatigued at the end of a trip, and frequently their health is damaged. Consequently, men can engage in this work up to about the age of 40.

The compensation for this labour averages 29,000 yen (£Stg.29 a month) and when taxes and cost of working clothes are subtracted, this leaves a monthly income of £Stg.25. The captain receives three times as much as an ordinary fisherman, and the chief engineer about 2½ times as much.

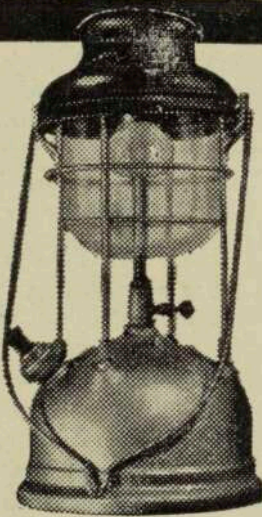
In 1956, the average monthly income of regularly employed workers in Japan was 20,669 yen (£Stg.20/13/-), and for miners the figure was 20,465 yen. By comparison, the pay of tuna long-line fishermen is very low, in view of their working conditions.

In foreign countries the income of maritime workers is generally considered to be about twice that of workers ashore, but the Japanese fisheries are peculiar in this respect, and this is one of the problems to be faced in the future (the article concludes).

As Mr. Mitsuo Nagai shows elsewhere in his article, it is not a question of exploitation of labour

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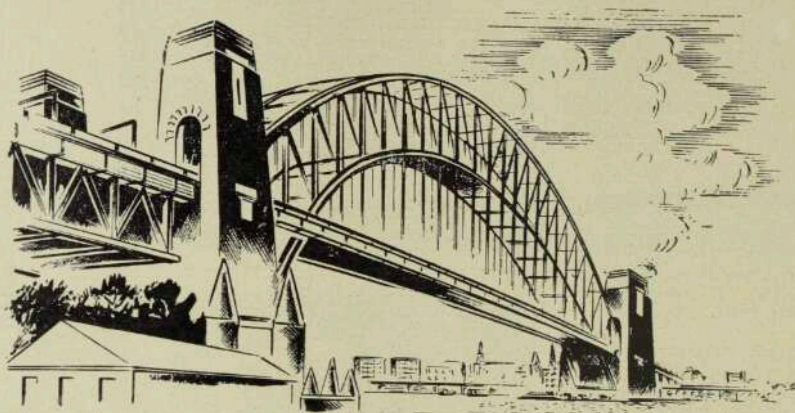
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by the ship-owners. A typical modern 350-ton vessel, costing £Stg.82,000 in 1953, lost £Stg.11,000 on operations over four voyages in 1956, despite good average catches.

Some 67 per cent. of operating costs is taken up by diesel fuel—and the further the boats have to go for a load, the higher these costs are.

All-in-all it is a gloomy picture, and from the above portion of the article alone it is possible to begin to understand how many strandings occur, probably through sheer exhaustion of the navigating staff, and by a Japanese tuna boat, once a while, pulls into the lee of some uninhabited or sparsely inhabited land and lands her men for a ash, a fresh coconut, and a brief sleep under a shady palm, no matter how illegal it all may be.

After 20 hours' work per day in reeling workshop the fine points of international law are liable to lose some of their sting.

PERSONALITY

Popular Cook Islands' Educator Resigns

Popular Cook Islands Director of Education, Mr. W. N. A. Allison, retired from the Public Service and left Rarotonga for Australia, and a new job, on January 25.

MR. ALLISON becomes Editorial Assistant with the SPC's Literature Bureau. He will be stationed at Sydney, and will take up his new duties about the end of February. The duties consist of helping with the production programme of the administrative and research work of the Literature Bureau, and advising territorial organisations in the establishment and maintenance of village libraries. There will also be normal editorial duties.

Allison's career in the Cook Islands began in March, 1940, when he was appointed Resident Agent and headteacher at Atiu.

During his ten years on that island, he persistently urged that a larger part of the New Zealand subsidy be spent on the outer islands; fought for improved plantations, shipping and marketing; and secured a guaranteed price for growers.

In his period of office he saw many changes—improved water supplies, introduction of a democratically elected Island Council, and the mission-run schools of the northern islands gradually replaced by Administration schools under Maori headteachers.

In November, 1950, Allison became headteacher of Avarua school, Rarotonga. Much of his time was

spent as Acting Education Officer, and he was confirmed in that position when Mr. H. H. Hickling retired because of ill-health.

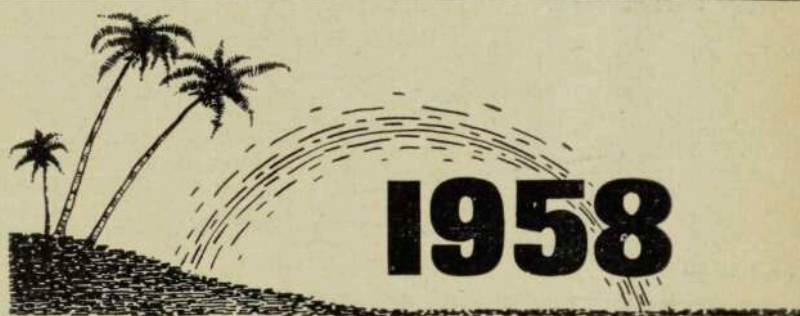
As the Education Department expanded, the position of "Director" replaced that of "Education Officer", and in February, 1955, Mr. Allison became the first Director. Always keenly interested in the welfare and development of Cook Islanders, he was one of the men who helped to build the framework of the Legislative Council. He subsequently attended eight of its 11 annual sessions, first as Atiu's RA, then as Education Officer, and finally as Director of Education.

During recent years, he has had the satisfaction of seeing the estab-

lishment of Tereora College, a Teachers' Training College, and several new schools built in Rarotonga and most of the outer islands. School grounds have been improved, qualified organising and supervisory staff introduced, and academic standards raised.

Mr. Allison is the first and only European to be elected Honorary Member of the Maori Teachers' Guild—which indicates the high regard in which he is held by the teaching staff.

He has given many years of conscientious service to the Cook Islands, and has friends in all sections of the community. He goes to his new career in Australia with their sincere good wishes.—WHP.



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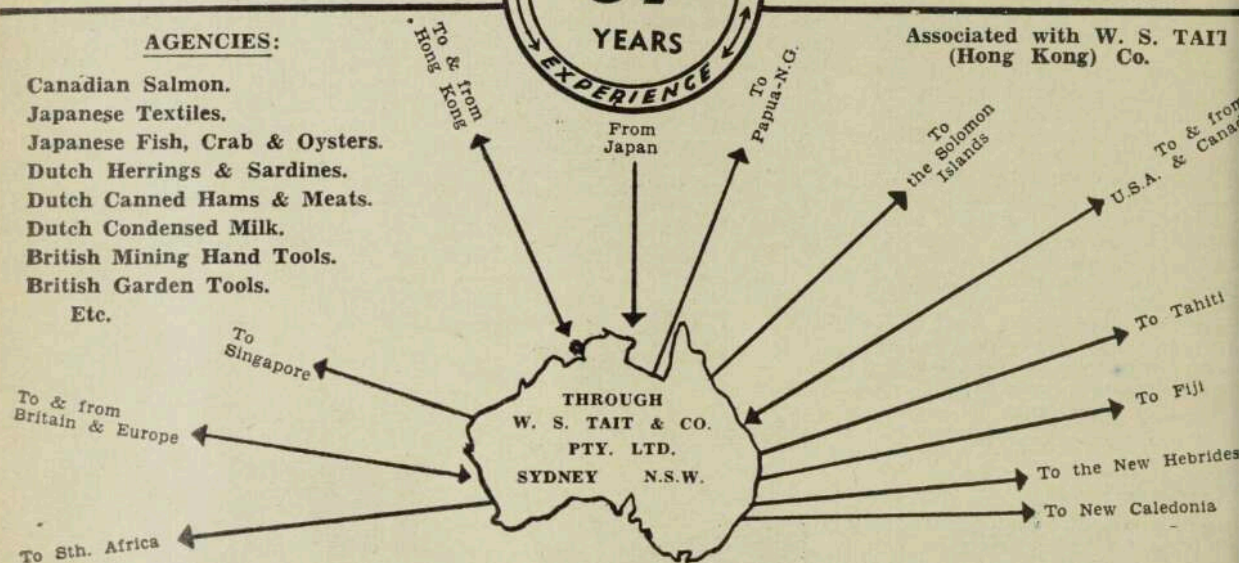
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A Report With a Moral to it

First Steps in Making a Vast Fortune from Crocodile Shooting

From PAT ROBERTSON, in Lae, NG

So you'd like to shoot a crocodile, hang the trophy on the wall, or present the little woman with some crocodile skin shoes? But don't try it for a living unless you are fully equipped; an experienced shot; immune to insects and mosquitoes and prepared to suffer hardships and exist on native food for long periods.

MR. COLIN PIETRIE, who left Lae, New Guinea, in October last year with a mate for some crocodile shooting in the wilds of New Guinea, returned early in January to pick up some more equipment and supplies. Col. kept diary during the two months, and after taking a peep at it we gather that crocodile shooting is no picnic.

Before starting off, the two men got together some hundreds of pounds worth of gear, including a heavy shot gun, spot lights, battery charger and supplies.

First hazard was encountered when they decided to try out their gear at Labu, a little way down the coast from Lae, before starting off on the big stuff.

The lighting failed, but they managed to get one light going. Col. lit a croc and shot him in the eye and he sank to the bottom. Previous to this the men had been given all kinds of advice—some good, some bad—regarding the proper way to shoot a croc, but Col. had had some experience and knew that a croc must be shot in the back of the head.)

Croc. Tried to Board

We had to poke around for him with a harpoon", his diary reads, and while doing this he came up alongside the boat. I still had my gun, so immediately turned round to have another shot at him and in doing so knocked one of the other blokes in the water. After that I had to forget about the croc and let the bloke out. We kept the boat on the croc and he went round and round the boat and tried to get in with us about three times. He eventually raced up the trunk of a mangrove tree and just there about 25 feet away, so I shot him off with the .303".

After this experience the men decided they would get their gear in first-class order before attempting their trip.

Eventually all was set and they left Lae at the end of October on the little coastal ship *Mubo*. Destination, the mighty Sepik. Pietrie's mate takes it from there:

11/11/57—Departed Angoram 600

hours for Toko without any idea of where it is or how far. We are going on what the boys told us.

13/11/57—The big motor on the canoe broke down. We worked on it for about three hours but couldn't get it going. I put our motor back on the pinnace and took off up river again with two boys. After two hours it rained so we made camp. Ron stayed with the canoes and drifted back to Angoram.

Bad Bunch of Natives

14/11/57—Arrived Angisi. Boys warned me against staying here as they are a bad bunch of natives. However, had kai and settled down. An hour later a native tried to push something through the floor under my cot. I take it that it was a spear. We took turns at watch all night and at daylight got out very smartly.

15/11/57—Arrived Toko about 1500 hours. Natives very friendly, as I have one of their tribe working for me.

18/11/57—Quite a good night; one croc 28 in. and another 16 in. across the tummy. Ron arrived at 1300 hours with all our gear on the canoes.

Towards Cooler Tropic Nights

THE average Tropic dweller mops his way through the humid day and manages to keep fairly comfortable with the aid of numerous showers and electric fans, and at the day's end is rewarded with a cold pint of the best on his club verandah. But the nights are the big problem.

Small gnats, insects and mosquitoes force the use of a mosquito net, which becomes an uncomfortable hot house during the night.

One enterprising wife in Lae, New Guinea, however, has part-solved the problem of air-conditioned night-wear for her husband by making him a night-shirt along the lines of those worn by grandfather. At first he was not taken with the idea at all, but after finding out the complete comfort, freedom and coolness obtained from this type of garment he will wear no other—P.R.

It was good to see him. Went to Bumbura to do a bit of shooting and have a look at another "round water". (Round water: Pidgin for lake or pool). No good at all, too much grass.

20/11/57—My legs gave out after three hours walking to Bingo. Passed through quite a few small villages on the way. All very poor. In one particular place the few natives I saw were like scarecrows; their dogs likewise.

21/11/57—Quiet night, slept well. Left Bingo 700 hours for round water. Met a stupid old headman about an hour out, who told me all sorts of yarns about the water. He said he would take me to it. We had to go through a swamp about half a mile wide.

As we went into it the old man reached down inside a palm tree and brought out a bottle with a tiny drop of water in it. I asked him what it was and he said "Tambu Water". He thinks that while he has it on him in the swamp he is safe from crocs. I guess he has just been lucky and that there have been none around when he has been in the water.

"He Was Nuts"

We went along for about another hour and came to a little dead tree. He said that if he cut it down it would rain. I reckon he was nuts.

We eventually came to the water. This character said that if he hit the bank at the edge of the water the crocs would come up all over the place. I didn't believe him at the time, but I do now, as that is exactly what happened. The smallest one I saw was about 14 ft long. He also told me about a two-headed croc and one 30 ft long, but these I'll have to see to believe.

24/11/57—Took off for main camp and arrived back completely exhausted. It was good to talk to a white man again. The boys had picked up five skins during my absence. Decided to move on to this new water, taking plenty of salt and good lights. The native boys are working on canoes and a house for me out there. Ron will stay here and keep these native boys working and organise as many more villages as possible.

26/11/57—After sorting out enough gear to take with me we find we are a bit short of rations and equipment. I am going out for three weeks and all the foodstuff I can carry is 1 tin coffee, 1 lb tea, 3 tins of meat and a few pounds of sugar. I shall have to live off the rifle, though I have done before. Carriers have started taking my gear to new camp and Ron has gone down to Angoram for more supplies. If rain holds off I should get at least 10 skins a night at this new place. (Over)

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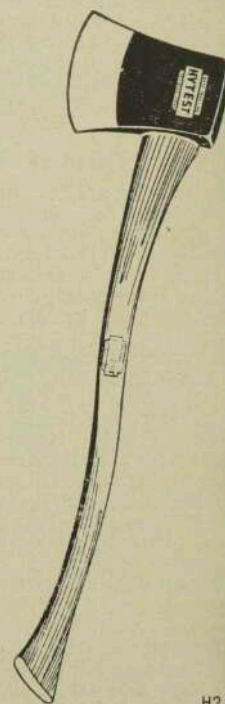
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THE HEADMAN WENT "LONG LONG"

(From page 43)

27/11/57—Rained heavily last night; no shooting. Had a small croc tied up at the camp and during the night a big one came in and ate him. You can't win!

3/12/57—Arrived about 3 p.m. House ready but canoes a long way off being finished. They are making them too long, about 45 ft. Too late to stop them now and will have to use them for the time being. We camped about five miles from the round water but will have to shift again when the canoes are finished. Plenty of pigeons here and miles of fish in the river, also crabs so big you could nearly kill them lobsters. Have had fever, and still have dysentery.

Some Magic Words

4/12/57—Still waiting around for canoes to be finished. River has risen about 2 ft but boys say it will not affect round water yet. I got dysentery and took a good dose of sulphaguanidine. Old headman and witch doctor came a while ago and said a few magic words over me. Said he was frightening my stomach up. Crazy and-so's.

6/12/57—Had a bad night. The headman went long-long and was dancing around singing war songs all the night. He reckons two of his fellows have made poison against him, and that a croc is going to eat him. I wish one would! I want to shoot these two crocs but I don't think it's a very good idea.

10/12/57—Quite a good night. I picked up a 36-in. skin and a 30 one. A fair few around, but couldn't get onto them as most of the crew boys are afraid of them. Both crocs went to the bottom at night and we got one after a lot of trouble. I had to go back and fish the second one out this morning. I also hit a third one about 6 ft, but he was in deep water, and I lost him altogether. 11/12/57—Went out last night and had a hell of an experience. I killed a croc a good 20 ft long.

Boys Panicked

Had the boys pull the canoe within 25 ft of him, when he lifted his head out of the water and let out a heap of wind and a lot of a roar. The boys panicked and shook the canoe about. We drifted to within 6 ft of him and he lifted his whole body out of the water and started to open his mouth and come towards the canoe, so I had to give him a back pellet from the .303. The big croc went to the bottom and lost him.

13/12/57—No good again last night. Saw five big ones but boys

are still scared after last experience and I just can't get them to go close enough for me to shoot. I badly need a dinghy and outboard motor.

14/12/57—More rain, no shooting. 15/12/57—Still raining. Second canoe completed, with 40-ft long. Fig launching. Boys cooked a heap of kai and ate it in the canoe. Then made talk over it, saying they were rousing all the evil spirits.

16/12/57—Tried new canoe out last night. She is a good one. Nose

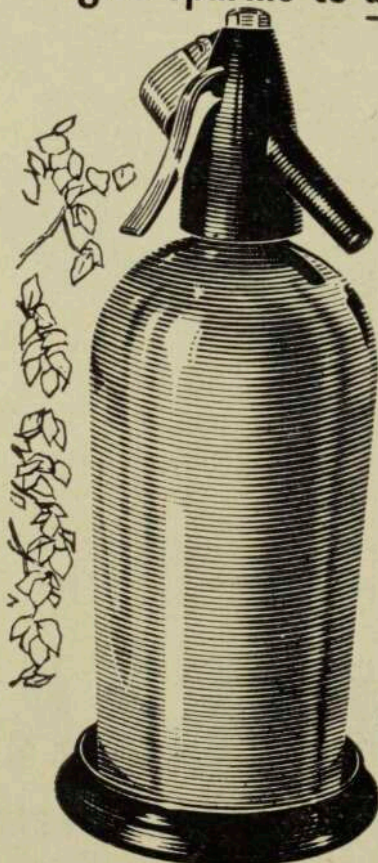
is about a foot above the water, whereas the other one is about an inch. Sighted three small crocs but got only one. Should have had the three but crew still afraid. Didn't sight the big one last night. I haven't mentioned him before but he has been hanging around the camp all the time. I have tried to get him five times so far, but I just can't get within range to shoot him. I must get him shortly, as he is the one that has got the crew scared. I calculate he is over 20 ft. long.

Civilisation Ahead

17/12/57—Went out again last night but sighted only one croc.

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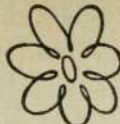
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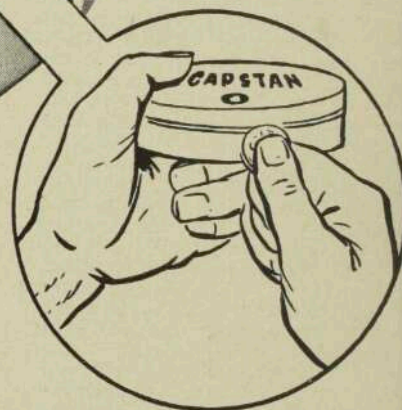
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But Not as Severe as the Last

There May be Another Epidemic Of Asian Flu

The pandemic of influenza due to the Asian type of influenza A virus has now spread to all parts of the world, with the exception of perhaps a few islands and other isolated communities. For most areas the pandemic is over or is rapidly decreasing.

HOWEVER, although the mortality rate has remained low, the actual number of deaths has been by no means negligible, since in many areas a very high proportion of the population has been affected. This ranges from 20 to as high as 70 per cent.

Many people are now speaking with concern about the possibilities of a "second wave" of the disease and some fear that this might be more severe than the first.

It may be useful, therefore, to

examine possibilities for the future.

First, it must be appreciated that every 10-15 years the influenza virus undergoes a major antigenic change, which means that people have little or no immunity to the new virus. Since the influenza virus was discovered in 1933 that has happened three times, the last time in 1947.

More Epidemics Forecast

It is logical to expect that the Asian strain will replace the FM1 group, which has been prevalent since 1947, and that it will be the predominant cause of influenza for the next decade or so.

It may also reasonably be anticipated that epidemics of varying extent will occur every two or three years.

It may be as well to emphasise that the 1918 pandemic appears to have been an event without precedent in history and cannot be compared with any other pandemic of which we have record. There are grounds for believing that the Asian virus may be related to a virus prevalent in 1889 and subsequent years, since some people who lived through this period have antibodies to the Asian strain which younger persons have not.

This does not, of course, mean that what happens in 1889 and subsequent years will necessarily repeat itself, but in view of our present lack of knowledge we must take history into account.

The 1889 pandemic did not cause a high mortality even though there were no antibiotics, and medical care was primitive compared to the present day. In the two or three following years there were again extensive epidemics, and in some areas these were associated with a moderate increase in mortality.

To be Watched Closely

HOWEVER unlikely it may be, we must watch carefully for any such mortality trend now.

This watch is being carried out by the WHO network of influenza centres, and many co-operating laboratories and hospitals all over the world.

The network of laboratories was initiated by WHO ten years ago in

Many Pacific Territories, in common with the rest of the world, were hit by last year's wave of Asian influenza. In this article, Dr. A. M. M. Payne, chief of the Endemo-Epidemic Diseases Section of WHO's Division of Communicable Diseases, discusses the newly-discovered virus, and makes some predictions on what it is likely to do in the future.

anticipation of just such an event as took place last year.

Within three weeks of the first news of the epidemic reaching WHO, the virus had been isolated, sent by air to the World Influenza Centre in London, identified as a new strain and a warning issued by world-wide broadcast to health authorities that existing vaccines would be unlikely to protect against the new virus, and that extensive spread was anticipated.

All experts agree that it is at present impossible to check the spread of epidemic influenza, so that you may ask what is the use of such a warning. The first and by far the most important thing is that it gives time for the health authorities to organise medical care for the large number of people who will fall sick within a short time, and which otherwise might disorganise medical services and drug supplies.

The second purpose of the warning is to enable vaccine production to be initiated.

Vaccination can play a role in maintaining medical service, but it is not the major role since it is only roughly 50-70 per cent. effective and is expensive and by no means easy to produce. It is the organisation which matters in ensuring adequate relief for hard-hit areas.

Less Extensive

Should one anticipate a further epidemic this winter as extensive as the last? Personally, I don't think so, although no one can be certain. A large part of the population has acquired at least a basic immunity as a result of the pandemic, so it is not unreasonable to hope that if an epidemic occurs, which is not improbable since one is now under way in Japan, it will be less extensive and cause fewer complications than the pandemic.

Here I would stress that it may be misleading to speak of such an epidemic as a "second wave" since that carries the implication that it will be as extensive as the first. That is, in my view, unlikely.

It would be wise to anticipate an epidemic but not a "second wave" in the above sense.

Finally, can such an epidemic be prevented, for example, by quarantine restrictions against countries where an epidemic is in progress? The answer is No.

That Crocodile Fortune

(From page 45)

The river has risen a fair bit and I think all the big ones must be hiding in the pit-pit. I covered about three miles last night and the second canoe did the same. I have decided to head back to central camp.

19/12/57—Camp was deserted when I arrived back late last night. Ron had gone down river to pick up some skins. River has risen about 8 ft since I have been away. Millions of mosses here night and day. Ron arrived back with seven more skins and Peter England's crocodiles arrived about five. Will soon be off to civilisation.

During their six weeks on the river, the two men got 35 skins—which, in view of the time and work involved is not a paying proposition.

However, they have not yet given up the idea of making a living from crocodile shooting. Experienced hunters have advised them to try the Upper Sepik, near the Green River, and this, with new equipment and fresh supplies, they intend to do.

Mr. Pietrie apologised for his story—there are, he says, older men who could give a bigger and better story of crocodile hunting. His story, however, gives some idea why, in spite of the alleged riches that are made, crocodile shooting isn't likely to become an overcrowded profession. There are many other, easier ways of making a living.



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ISLANDS' FEDERATION IDEA

Australian Thinks In Terms of Melanesia

A very wrong impression may have been given by the following Press message, broadcast from Canberra on January 26:

A new British Dominion—the Federation of Melanesia—might be the natural outcome of a close economic, cultural and defence partnership between Australia and the Dutch, according to Pacific affairs expert, Mr. J. R. Kerr.

Mr. Kerr, a Queen's Counsel, who was the first Principal of the Australian School of Pacific Administration, and who was Organising Secretary of the South Pacific Commission when it was formed in 1948, was addressing the Summer School of the Australian Institute of Political Science here.

He said the new Dominion would include Dutch New Guinea, the Australian Trust Territory of New Guinea, Papua, and the British Solomon Islands.—AAP-Reuter.

IN explanation of which it is necessary to state, categorically and specifically:

- No such development is imminent or even probable.

- Mr. Kerr is not a "Pacific affairs expert". He is a Sydney barrister, practising in a modest way. He was admitted to the NSW Bar in 1938; but he does not appear to have practised until 1948.

In the meantime, and especially during World War II, Mr. Kerr was one of a group of "brilliant young planners" who circulated more or less in an orbit around the turbulent Australian politician, Mr. Eddie Ward, while that gentleman was Minister for Territories. This little group insisted that they knew all the answers to the problems created in the Southwest Pacific by the Japanese invasion.

Supported by their counsels, Mr. Ward proceeded to create a Socialist heaven and an anti-capitalist earth to function in Papua and New Guinea after the war; but the idealistic conception was already collapsing when the Australian electors took a hand, and Mr. Ward retired into obscurity with his plans and his planners.

- Mr. Kerr was nominally the first Principal of the Australian School of Pacific Administration. The man who actually started the institution was Colonel J. K. Murray, later Administrator of Papua and New Guinea. Late in the war period,

while in charge of Duntroon Military College, Murray was also "Chief Instructor" of the "School of Civil Affairs, Duntroon", where young officers were trained for administrative duties in P-NG. Mr. Kerr was given charge of it in 1946, when it was given permanency and its present name, and transferred to Sydney. He was only a brief time in this position—then he became a practising barrister.

- To describe Mr. Kerr as "the organising secretary of the South Pacific Commission when it was formed in 1948", is to give a wrong and unfortunate impression. Mr. Kerr, while Principal of the School, appears to have carried out some work for Messrs. Evatt and Ward

when the SPC idea was being shaped up in 1947-48. (He was asked to act as Secretary of the Commission, in April, 1947, and the Commission's temporary headquarters were established near Mr. Kerr's office at the new School of Pacific Administration, St. Georges Heights, Sydney—see *PIM* of August, 1947, page 13.)

But it never appeared to me that he had much to do with the Commission, and I then was keenly interested in this new organisation. Mr. W. D. Forsyth, OBE (now a top official of Australian External Affairs Department) came into the picture a few months later (in 1948) as Secretary-General—he created the organisation and between 1948

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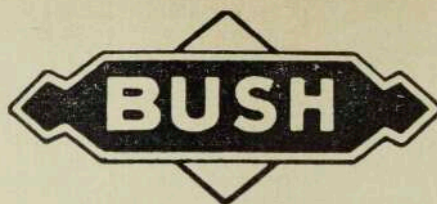
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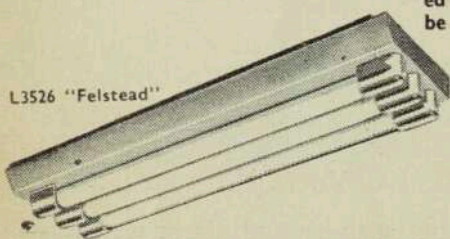
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and 1951 he put more life into the thing than all the rest put together.

• Use of the term "a new British Dominion", to describe the set-up advocated by Mr. Kerr (a "federation" of Trustee New Guinea, Papua, Dutch New Guinea and perhaps the British Solomons) is unfortunate—but that probably is the error of a reporter, and not a phrase used by a lawyer with some knowledge of constitutional development.

Federation Debated

MR. KERR'S plan for a Federation of Melanesia was debated in an ABC broadcast of 45 minutes on January 29. Mr. Kerr briefly outlined his idea, and then various people from the Canberra "Summer School" shot questions at him.

The picture thus presented was not impressive. The constitutional difficulties (transfer of NG Trusteeship and the old Territory of Papua from Australia, transfer of Western New Guinea from Holland, transfer of the Solomons from the British Colonial Office) were barely touched upon. Two or three commentators, who seemed to speak with some authority, emphasised that so many decades must pass before the Melanesians could be regarded as capable of self-government that the plan was scarcely worth considering at this stage.

Mr. Kerr, in reply, emphasised two things:

(a) That it was important that the Melanesians, groping their way upwards towards nationhood, should be kept closely within Australian influence, and grow up to regard themselves eventually as a Federation closely associated with Australia within the British Commonwealth.

(b) That the Europeans in New Guinea should understand from the beginning that they would have no dominant or deciding voice in the future of the country—that the future belonged to the Melanesians.

Few will dispute argument (a)—it represents the general idea of most observers, as far as they have gone. It is the main argument developed by Minister Hasluck himself.

But (b) carries the ancient earmarks of the Evatt-Eddie Ward regime. Mr. Kerr says that these Europeans (greedy, exploiting, capitalist-minded, according to Mr. Ward) must understand that they have no future in Melanesia. This listener was almost tempted to shout across the ether: "If you allow Chinese to settle permanently in New Guinea, and give them Australian citizenship and presumably a voice in the future of the country, why cannot you give privileges and encouragement to Australian settlers and Australian enterprise, whose presence there is vital to the development of Melanesian citizenship and a Melanesian economy."

Finally, Mr. Stuart Inder—in Can-

berra as a PIM observer—asked Mr. Kerr what he thought of the idea, not of a Federation of Melanesia, but of a Federation of the South Pacific, bringing in at least all the Territories administered by the British—somewhat along the lines indicated by the formation of the South Pacific Commission.

Mr. Kerr said he had given consideration to the idea of a South Pacific Federation, but had dismissed it as undesirable and impracticable. He also indicated that he did not think that the South Pacific Commission, on its record, had served its original purpose.

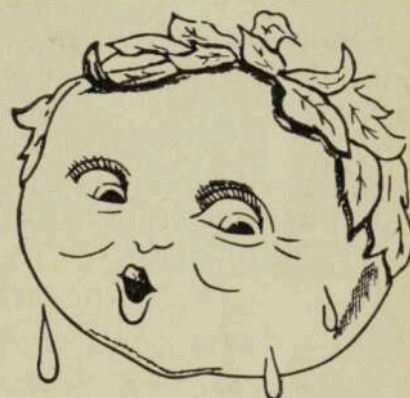
I may appear critical of Mr. Kerr's plan, because it appears limited in

scope and vague in character. But, as shown elsewhere, the South Pacific people should be grateful to Mr. Kerr because, of all the worthy thinkers who spoke at the Summer School, he was one of only two who lifted their eyes beyond the political borders of P-NG.

It is a small thing; but at least it is a move in the right direction.

Australia, by her growth and virility and strength, must accept far wider responsibilities than are represented by Australian Administration in Melanesia. That is, if Australia is going to fulfil her apparent destiny as the politico-economic leader of the South Pacific.

—R. W. ROBSON.



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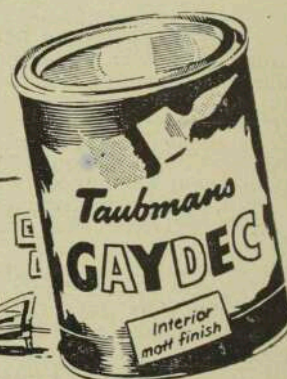
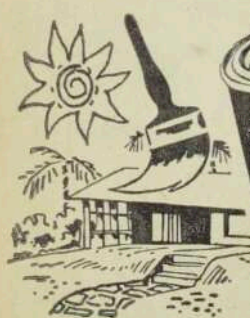
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Co-operatives' Progress In Cooks, "Pleasing"

From a Special Correspondent

THE Cook Islands Social Development Department can be justly pleased with the progress being made in the establishment of co-operatives and savings groups since work began in 1955.

The present situation was summarised at the 1957 rally of representatives at Rarotonga in December.

There were then 31 groups established, totalling 2,330 members. Deposits and share capital totalled £6,486, and £6,710 had been paid out in loans and sales to members. Some 1,313 children had joined savings groups and their total savings amounted to £1,610.

Average annual earnings are very low in the Cook Islands.

Camera Tells a Papuan Mission Story

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The film, in 16 m.m., shows a bus—starting-point of the road through the mountains; scenes in the mountains mission-field, where communication is so difficult that supplies go in only by pack-animals, along tortuous paths cut out of the mountainsides. There are many glimpses of European and Papuan missionaries at work; and of a Government patrol officer toiling through this tough country, with his police and carriers.

Bishop Sorin informs us that the International Exhibition of Overseas Films, held at Lille, in France, last year, made a special award to this Papuan film. It deserves the honour the compilation is skilful, the presentation restrained and the photography most excellent.

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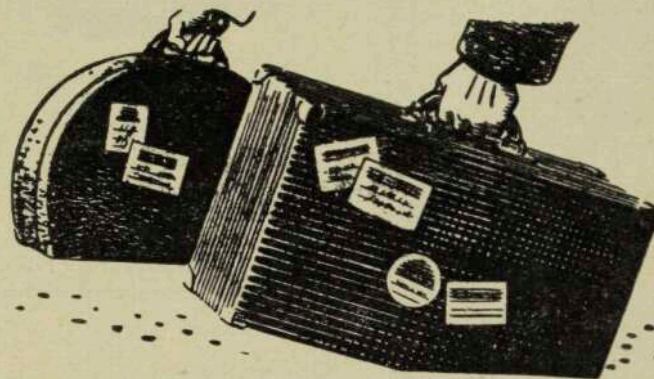
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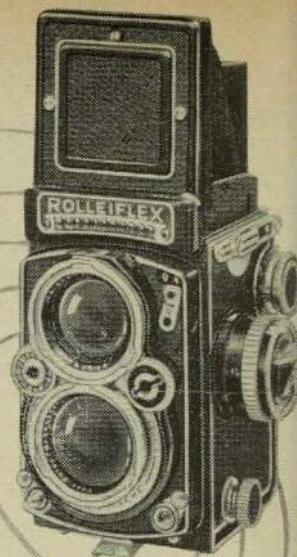
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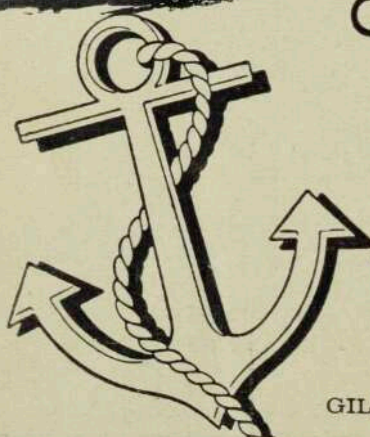
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A New Conference in April

NEW STANDARDS SOUGHT FOR GROWING NG COCOA INDUSTRY

From COLIN SINCLAIR, in Port Moresby.

The talks between New Guinea cocoa producers' representatives and Administration officers, recently held in Rabaul, may result in legislation for the creation of an export standard for the Territory's cocoa.

THE legislation may also provide for the registration of persons, other than growers, who export cocoa.

The Rabaul talks were arranged by the Director of Agriculture, Mr. R. E. P. Dwyer, following representations from the Planters' Association of New Guinea for a discussion on these aspects of cocoa marketing.

The main session of the conference was between the executive council of the Planters' Association and Mr. Dwyer.

The conference introduced a bigger one to be held in April, which will be open to representatives of all persons and interests concerned in the growing and marketing of Territory cocoa.

Chairman of the meeting was Mr. Don Barrett, president of the Planters' Association.

Planters' Views

Opening the conference, Mr. Barrett presented the following views of the Association:

- The proposed legislation must safeguard the cocoa industry generally but must, in addition, safeguard the interests of the individual groups who were sufficiently interested and careful to produce cocoa of good quality.

- It was essential, therefore, that an export standard be set to apply throughout Papua-New Guinea.

- Cocoa reaching this standard should be designated by standard markings.

"Don't Want Grading"

- Cocoa not reaching this standard should not be debarred from the market but should have no warranty.

- All cocoa entered for export should be inspected.

- Individual markings adopted by producers should be continued, as under present customs.

- It should be possible for exporters other than growers to be registered and to sell under their own marks.

- A person offering cocoa for sale to a registered exporter should produce, if required, a certificate of registration as a grower.

Continuing to address the conference, Mr. Barrett stressed that the suggestions made by the Planters' Association did not mean that grading of cocoa should be introduced.

"What we ask for is a suitable export standard with a suitable name, but we do not want grading," he said.

Immediately after the initial stages of the main conference, Mr. Dwyer

produced the draft legislation which had been drawn up by his department and asked for suggestions on it.

Mr. Barrett put forward amendments reflecting the opinion of the Planters' Association, the main points of which were:

- The inclusion of a definition of what is meant by standard cocoa.

- Provision for the grower or exporter to appeal against classification of cocoa and for the appeal to be heard by a committee consisting of Department of Agriculture officers and producer representatives.

The planters want the provisions for the registration of exporters and the production of a certificate of registration as a grower by a person selling cocoa to prevent dealings in stolen cocoa.

It is expected that the April conference will deal with the general problems of growing and marketing Territory cocoa, and will be much wider than the latest one—AAP-*Reuter*.

NEW APPROACH TO PIDGIN

It's Got a New Look, a New Name And Some Respectability

• *Pidgin English used to be regarded as necessary, but funny. Now that it is being attacked scientifically, it is not so funny but is more useful. Here JUDY TUDOR discusses the REV. FR. FRANCIS MIHALIC's new Dictionary-Grammar of Neo Melanesian.*

IT used to be said in New Guinea—and maybe still is—that the people who spoke Pidgin English best were foreigners.

Although in this neck of the woods we do not regard Americans as foreign, it is probably no accident that the most notable work on Pidgin English has come from

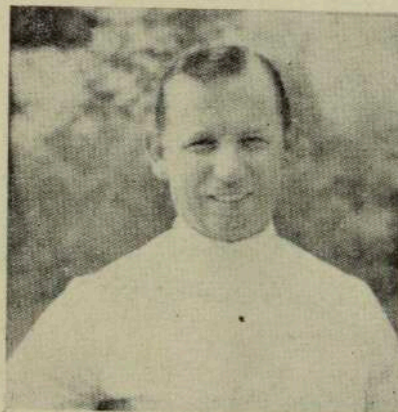
Americans. They have the outsiders' approach to the subject while Australians, even those who defend it lustily, still think it something that can be made up as you go along.

The first American to take Pidgin seriously was Dr. Robert A. Hall, Professor of Linguistics at Cornell University. He did his basic research in the United States, theory only; and arrived out here a couple of years ago to do a year's field work on Pidgin from Australian headquarters.

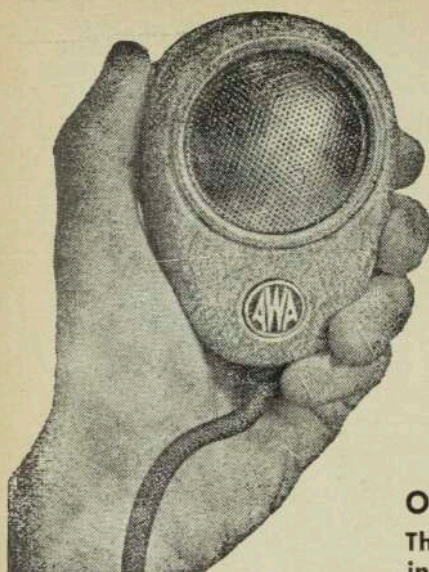
To the amazement of those socially-conscious Australians who wanted Pidgin banned (as a slave language), he proceeded to defend it and his efforts have done a lot to cast a cloak of respectability over the much-maligned lingua franca of the SW Pacific.

While he was here he wrote a small book called *Hands Off Pidgin English!* which was published by Pacific Publications Pty. Ltd. He also rechristened the language Neo-Melanesian; it is too soon yet to know whether it is a name likely to stick.

(Continued on page 57)



Father Francis Mihalic, SVD, a native of Pennsylvania, USA, whose research into Neo-Melanesian has produced an important Pidgin English dictionary and grammar.



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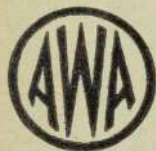
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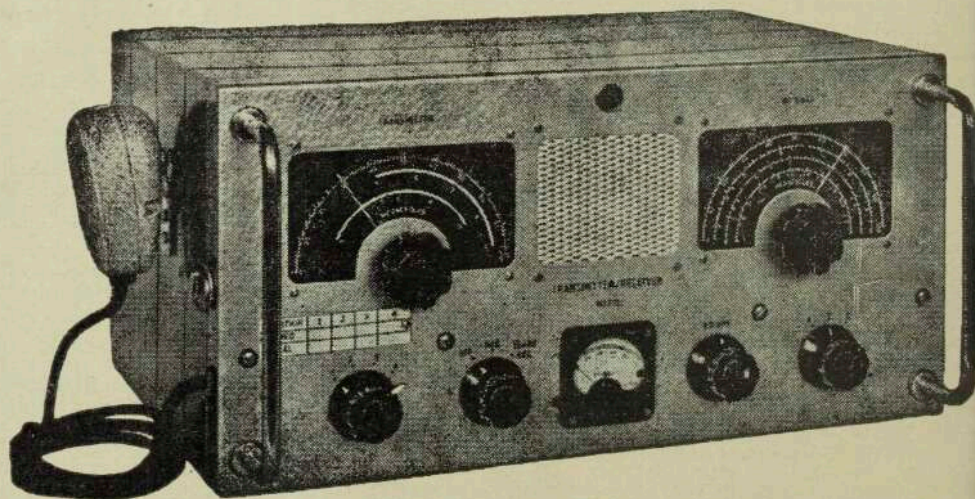
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GRAMMAR "A REMARKABLY EXTENSIVE JOB"

(From page 55)

The second American came into PIM's office a few weeks ago, bringing with him from America an advance copy of a *Dictionary-Grammar of Neo Melanesian*—certainly the most detailed and advanced study of Pidgin yet.

As everything gets a price tag sooner or later, we'll say at once that this book is designed to sell at £2/5/—so it is no mere pamphlet.

Our visitor was the Rev. Father Francis Mihalic, who compiled the *Dictionary-Grammar*; he went to New Guinea in 1947 and has spent most of his time there as a missionary teacher. In the last two years, however, he has been at the University of Michigan studying linguistics, and at the same time completing and then shepherding his book through the press.

Fr. Mihalic does not waste time debating whether Pidgin should be banned, or whether it is a slave language, or not. He regards it as a bridge to English, and gets on with the job of making it so. The study of English (by the natives) must be based on Pidgin, he says, because it is impossible to base it on the 300 native languages extant in New Guinea.

The grammar, which occupies the first portion of the book, is extensive but easily understood by the layman to whom the scientific treatment of linguistics is a baffling mystery.

The second part of the book is a Pidgin-English dictionary, designed primarily for Pidgin-speaking natives who are learning English; the third part, English-Pidgin is for non-native users of Pidgin; and finally there is a section devoted to word groups, or phrases—such as household terms (coffee-pot = *sospen elong kopi*); or fishing terms (porpoise = *bulmakau bilong solwara*), etc.

An Extensive Job

Whether they believe in Pidgin or not, everyone will agree that Fr. Mihalic has done a remarkably detailed and extensive job of his dictionaries and phrases. But some disagreement over orthography is certain. Fr. Mihalic says that there are nine semi-official versions of Pidgin spelling in use in the Territory (and we can add that there are probably 999 unofficial versions used by those people who make them up as they go along). Where there are nine ways of doing anything in New Guinea it means that there are nine sets of very stubborn people.

The nine orthographies in use are listed as the Alexishafen, Turphy, Madang Lutheran, Vunapope, Agricultural Dept., Health Dept. and the three native Pidgin newspapers (*Rabaul News*, *Lae*

Garamut and Wewak News).

Fr. Mihalic uses none of these; he uses the 10th version—the New Standard Orthography. This has been approved by the Minister for Territories, the Administrator of Papua-New Guinea, and the P-NG Director of Education. Its rules were drawn up by three noted experts in linguistics and it was based on the pronunciation of adults in the Madang district—as Pidgin in that area was regarded as being relatively unaffected by anglicisms.

Even before people began to be serious about Pidgin, there were

always two schools of thought about the written versions. Some have held that as it is based largely on English, something close to English spelling should be used. [Those who put forward this theory feel that they have won a point in recent years, since it has been said that Pidgin is only a stepping stone to real English.]

The other school believes that Pidgin should be written as the natives pronounce it—that is, that the language should be orientated towards the native and not to non-natives. This is the theory that has prevailed in the Approved Official Orthography (used by Fr. Mihalic).

(Over)

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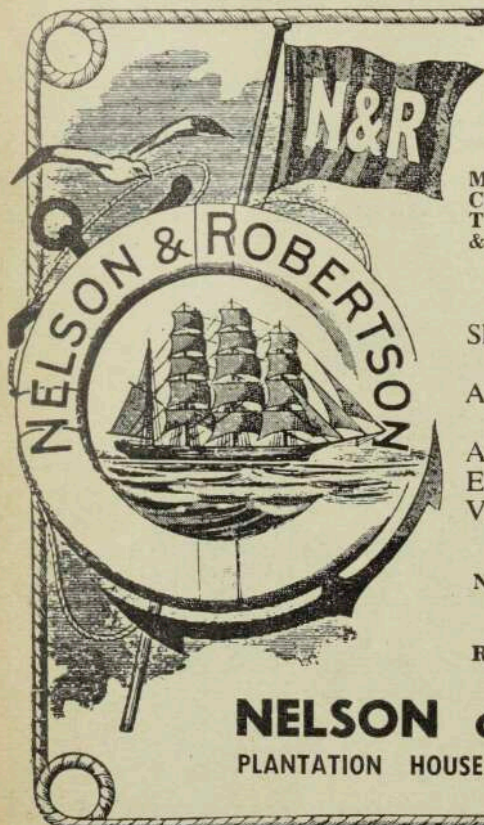
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But even amongst adherents of the second theory, there are basic differences in practical application. The layman, of course, thinks that all phonetic rendering of Pidgin is just a device dreamed up by the experts to make it seem more difficult. They will remain unconvinced that *Olssem wanem haus i-paia?* (Approved Version), would not be better rendered as "All the same what name house 'e fire?" (How could the house have caught fire?). But as present-day Territorians seldom take the trouble to learn correct Pidgin, their preferences for once can be discounted.

Adopt One Version

The vital thing, for the sake of the natives, whose lives must be influenced by it, is to adopt one version and stick to it. As matters stand at present, the New Guinea natives are in the position an Englishman would be if he wished to learn Spanish but found that the Spaniards had 10 different versions of writing their language.

Father Mihalic has given New Guinea an extraordinary good basis for a new approach to Pidgin. Some years ago, Pidgin was given Administration blessing as an accepted language. They cannot do very much about the versions used by the Missions (or the 999 unofficial versions used by lay Territorians) but they should be able to straighten out much of the conflicting ideas that evidently beset the official linguists of the Health and Agricultural Departments, and the three Pidgin news-sheets.

The printers of Fr. Mahalic's dictionary have taken special care to make it tropic-proof—with a special cover and nylon stitching. It should be available in New Guinea within the next few months, probably through local stores, but certainly from the Catholic Mission, Vewak, New Guinea.

Many "Still Believe" in Cargo Cult

The Cargo Cult won't die quietly in the Pacific.

ATEST to kick the ball around—not without interest—is Dr. Peter Lawrence, of the National University, Canberra, and ASOPA, Sydney, who was in New Guinea in January continuing his studies in it, and on native social organisation.

He began his work in 1949 in the Madang district, and was back to polish it off. He intends to write a book this year, describing the

growth of the cult in the Madang-Saidor area.

According to Dr. Lawrence, the cult started in that district about 1871, when a scientist named Mikluho-Maclay, a Russian nobleman of Scottish descent, arrived to study the native way of life, and the natives found it necessary to explain his possessions.

Many Believe It

Dr. Lawrence says he believes there are many P-NG natives who have a belief in the Cargo Cult without practising it, and adds: "It is essential to understand how these people think of us and our way of life, because if you are going to change their ways of thinking and their way of living,

you must know what you are up against.

"It is questionable whether any administration in any dependent territory like this has really been able to achieve this, but it is up to every European in this territory to try to understand the native."

Cargo Cult was also discussed by one or two speakers at the Institute of Political Science summer school in Canberra in January.

The Assistant Administrator of P-NG, Dr. John Gunther, said: "To put the aspirations of the NG people very simply, they are: To have the cargo that we Europeans have got. If we teach them the ways of getting it or give them the tools that will manufacture it, we will have partly achieved our task."

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FEBRUARY, 1958 — PACIFIC ISLANDS MONTHLY

Hasluck Reviews Hasluck's Seven Years

In Papua-New Guinea

IMPRESSIVE SUMMER SCHOOL ADDRESS WITH SOME NOTABLE OMISSIONS

When Mr. Paul Hasluck, Australian Minister for Territories, prepared a lengthy address for the Summer School of the Australian Institute of Political Science (Canberra, Jan. 25-27) he made of it practically a review of the seven years in which he has been virtually Dictator of Papua and New Guinea. He called it *Australia in New Guinea—Present Tasks and Policies*.

MR. HASLUCK is a man of statesmanlike vision, and of marked literary ability. His address becomes a useful historical document, because he describes analytically the difficulties which Australia faces in P-NG, and he indicates where she has succeeded, and where failed.

Mr. Hasluck perhaps is unique among politicians, in that he is straightforward and honest in discussing his own difficulties, as a Minister.

Incidentally, this is a different Minister to the Hasluck of seven years ago. Then, he approached his task with irritating cocksureness—very much the leader-writer getting into action. Since then he has earned a good deal—and honestly confesses his inability to get over certain hurdles. For that reason, he is a more impressive Minister. He has got his focus adjusted.

If given a few more years in the job—an unlikely contingency—he could get a sufficient hold on this chaotic mass of tropical islands and primitive men and undisciplined Europeans to really shape it into something worth while.

No other Australian Minister ever brought anything like Mr. Hasluck's talent and vision to the Territories.

In his early days, one got the impression that Minister Hasluck, realist and planner, kow-towed to the Trusteeship Council, and endorsed many of the views of the politically-unbaked gentlemen who came out here from UNO and demanded prompt liberation of the New Guineans from the exploiters, and their establishment as a self-governing unit.

Now, after years of struggling with the P-NG headache that represents his portfolio, Mr. Hasluck is refreshingly frank.

"Need New Society"

Mr. Hasluck describes at length the extreme difficulties of making a cohesive society out of the innumerable primitive communities, united and speaking countless

languages, that live in P-NG; and he emphasises that until there is one social entity in the country, it is impossible to create a self-governing state.

"Unless a society of a new kind grows in P-NG, there will be no life of a new kind", he says. Obviously, there can be no "society of a new kind" while the tasks of introducing civil order, better living standards and complete illiteracy remain undone.

"We cannot predict with certainty the nature of the society which will finally develop in P-NG, and hence we cannot predict with certainty the shape of the institutions, or the successive stages in the growth of that society," says Mr. Hasluck.

"This is the final answer to the stupidity of those positive fools in the United Nations who are always talking of target dates for political advancement."

Thank you, Mr. Hasluck, for those simple words. The PIM often has tried to express the same sentiments. They come much more effectively from the Australian Minister who has had the problem right in his lap for seven years.

The Minister is equally emphatic about the misuse of the term "self-determination". Surely, he says, these dependent people of P-NG must be left—after a suitable period of training and tuition—to do what they themselves want to do—not what the United Nations votes that they should do or some neighbouring power wants them to do!

"Can't be a Policy"

It is in that connection that Mr. Hasluck develops his principal argument. "The ward has to grow up before the trustee relinquishes his trust to it"—and he points out that it is the duty of Trustee Australia not only to prepare these primitives for nationhood, but to base Australian planning on the belief that "Australian interests and the interests of P-NG are either identical or cannot be considered apart from one another. . . . We have to recognise that if we want to maintain that

view we have to give constant care to keep the interests of Australia and P-NG as a common interest".

Mr. Hasluck indicated that he had been often nagged at by politicians and Press because he had given no clear-cut "policy" regarding Australian intentions and planning in New Guinea. It is impossible, in existing circumstances, he says, to lay down a "policy".

"There are so many unpredictable forces at work both in the Territory, and outside, that only those who know they are omnipotent or do not know they are foolish would declare emphatically what they would do."

There again we may agree entirely with the Minister. The over-all purpose of Australia's presence in New Guinea and Papua is to create there an independent nation, allied closely with Australia; but how and when it is to be done depends upon a score of factors now in process of development.

Australia's administrative policy must be adapted to factors which, in many cases, are not yet clear.

Actually, there is little in Mr. Hasluck's long, admirably-presented address to the Summer School with which his critics could disagree.

(Over)

Tahiti: The Island That Awakened From a Slumber

"The beautiful island of Tahiti bids fair now to awaken from that slumber which a tropical climate, and the voluptuous temperament of a scant population, seemed to have condemned her."

"Upwards of a thousand Chinese have been imported by the enterprise of Mr. Augusto Soares, an Englishman, who has formed a company for the growth of cotton and coffee, having acquired 12,000 acres of land at Atimaono-Papara, now named Terre Eugenie, the most fertile portion of the island."

"A more charming sight can scarcely be conceived than the 1,500 acres now planted, and bearing the most beautiful sea-island cotton; and one of the loveliest valleys in the world has been cleared for the transplantation of coffee-shrubs."

"The whole is under the management of a gentleman of great experience and ability, who has succeeded in inducing the natives to work in emulation of the Coolies; and the estates under his care form a model plantation, which might well be the envy of any colony."

"Animated by the prolific and almost fabulous returns the English company is receiving from its outlay, the natives are cultivating their patches with cotton, all over the island; and a large and regular export of this product may be expected, which must greatly contribute to the prosperity of the island and its inhabitants."

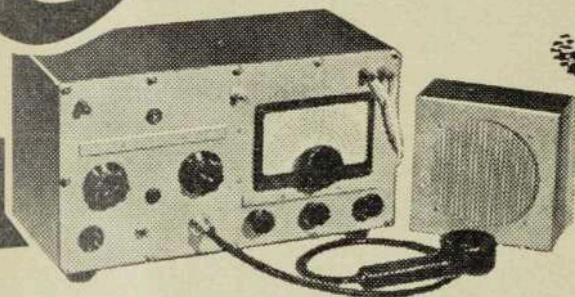
—Extracted from "*Hena, or Life in Tahiti*", a book written nearly 100 years ago by Mrs. Alfred Hort, and published in 1866.

Cotton-growing in the South Pacific Islands boomed briefly after the American Civil War; but within 10 years the industry was dead and buried. In Tahiti, nothing remained except the Chinese. Their descendants in Tahiti now number 10,000, at least.

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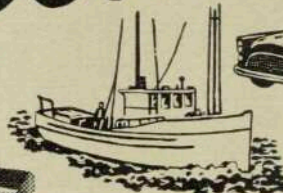


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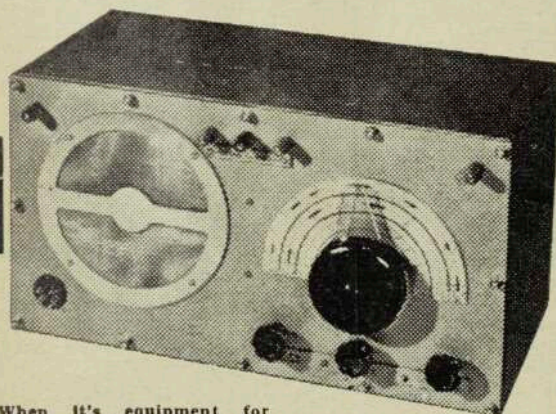
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"Why Is Australia In New Guinea At All?"

(From page 61)

Reading it, one gains increased respect for this young member of the Menzies' Government.

38,000 Sq. Miles Left

With justice, he says that Australia deserves full credit for her performance in three or four fields of administration.

Australia's first and most important task was to bring the 183,540 square miles of Papua and New Guinea under "control"—and that has been done through a system of patrolling in which the young Australians excel. To-day, the Minister claims, only 38,000 sq. miles are not under control; and of that area, some 28,000 sq. miles are under some kind of Administration influence.

Australian achievement has been equally impressive in the field of health. These natives have no conception of health needs—they had to be taught the most elementary things, trained as individuals and as communities. The beginning was made by Europeans, and the services enlarged as natives were trained to become medical and health officers. Gradually, a health service, equipped with clinics and hospitals, has been spread across the Territory—and the work goes on, and must continue on an increasing scale.

Much also has been accomplished in the field of economics—through direct tuition, through co-operative societies, the natives are being taught to produce and market food-stuffs and materials in an organised way. The figures are impressive.

The natives are being trained in self-government. A large group of officials is giving direct tuition to hundreds of village councils.

So far, so good. The record—supported by statistics—deserves nothing but praise.

Much Left Unsaid

But, having read the long address, one is left with the feeling that there is much the Minister left unsaid—much that might have been explained to the Summer School. Here, presumably, the politician was in control of the statesman.

For example, WHY is Australia in New Guinea at all, giving so freely of her valuable young men, and of her treasure (at least £10 millions per annum) in an administration ask for which she receives no international thanks or kudos?

Australia, with a vast and almost empty continent at her disposal, does not seek colonies. No one ever has accused her of hunger for new territories. All her men and her treasure can be used most profitably inside Australia.

Everyone, of course, knows that

Australia holds New Guinea for security reasons. Left unprotected, this vast tropical area soon would be occupied by Asians—and it would be in the highest degree dangerous to have Asia right on our doorstep.

For the same reason, we support the Dutch in their continued occupancy of Western New Guinea.

Why cannot the Australian Minister say so, instead of leaving his

cogent and logical arguments up in the air? Australia is engaging in huge expenditure of money, men and effort in order that there may be, in New Guinea, a strong economic backbone, supported by 1½ million natives, for Australia's advanced line of defence against Asia.

Mr. Hasluck does make a reference to the danger of Asia: but he does it indirectly, and puts the cart before the horse:

"The trust to the people of P-NG can be carried out only if there is peace, with freedom from enemy

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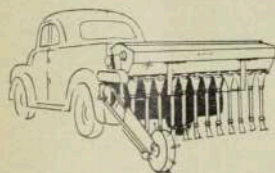
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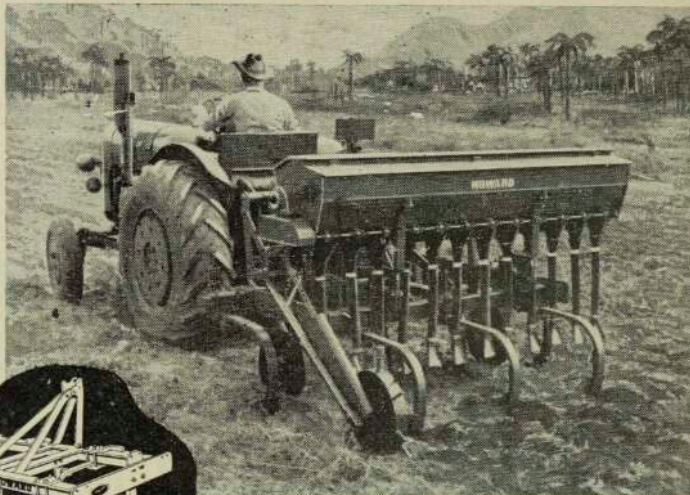
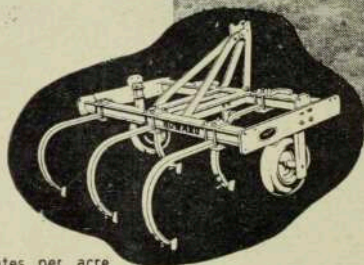
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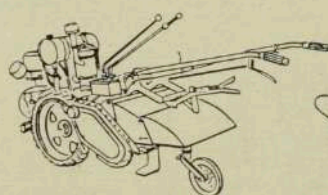
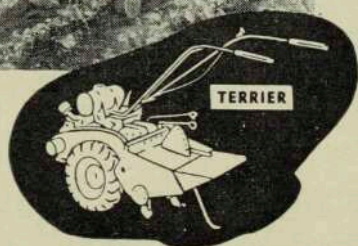
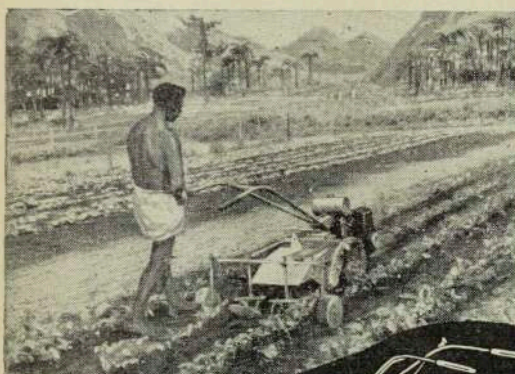
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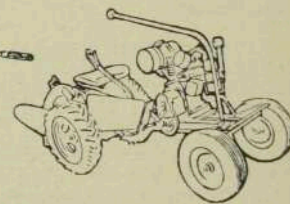
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In Terror Of Being Called "Colonialists"

(From page 63)

invasion of their country. The defence of P-NG means defence by Australia. The power of Australia to defend all her Territory depends in part on the security of P-NG."

Quite true. But Australia is in New Guinea primarily to keep the other fellow out, and not to discharge any trust to the people of P-NG.

Need for Settlers

Mr. Hasluck describes his plans for the economic development of P-NG—the encouragement of old industries and the establishment of new—by the natives; and properly claims credit for some excellent records.

But he says practically nothing—except by inference—about the need for settling in New Guinea as many suitable Europeans as the economy will hold—Europeans who will build up production, create larger civil organisation and—this above all—show the natives how to become farmers and industrialists, and accustom themselves to less primitive forms of living.

The Minister, a logical man whose seven years on the threshold of New Guinea have taught him much that he did not know as a leader-writer, now acknowledges privately that, measuring one thing against another, there is no factor more likely to stimulate among the New Guineans the kind of progress he wants than plenty of European settlement. Yet he will not say it.

Another example of the politician smothering up the competent statesman. Politicians seem to go everlastingly in terror of being called "colonialists".

Mr. Hasluck pleads for the co-operation of the P-NG Europeans in the task of stimulating native progress in P-NG. Yet Planters' associations and Returned Soldiers' leagues appeal to him in vain for something more positive and active than the way of European settlement.

In this Summer School address, he spits boldly at the "fools" of the United Nations. Why then let the United Nations scare him off a proper, forthright and long overdue announcement on the subject of European settlement in P-NG?

Native Education

Mr. Hasluck is particularly vague and unsatisfactory on the subject of native education.

"I would want to see develop in Papua a society with a common language," he says; and then goes on to explain that a society with a common language and a cultural life of its own is impossible while the majority of 1½ million natives

are illiterate, and divided among scores—perhaps hundreds—of language groups.

He describes educational needs and says: "We cannot build except on this foundation; and I would frankly confess that the achievements in education, subjected to this very simple test, to-day fall a very long way below the requirements of policy or the demands the Government has been making."

"The first job we have to do, and the job we have not yet succeeded in doing to my satisfaction, is to bring a sound elementary education

in English to every child in the controlled areas.

"Over and above this, of course, we have to do many things; but none of the additions can be made until the foundations are laid."

This journal could not agree more—the Minister is saying what the PIM has been saying, year after year, for a long time.

But the Minister, after making this candid confession, stops there.

Where does the failure lie? Is it in the conception and organisation of a Department of Education? Or—which is much more likely—is it due to the fact that primary education, in Papua and New Guinea, is widely divided between a Government Department with precise plans,

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and hundreds of village schools conducted by a multiplicity of Missions, each of which clings stubbornly to its own conception of village needs?

One suspects that the Minister had something specific in his mind when he said this:

"I have some misgivings, due to the unevenness, both in aims and teaching efficiency, of some of those engaged in school-work in the missions in the Territory. God knows what some of them are trying to do! I trust that He approves."

Mission Difficulties

It has been apparent for a long time that there is lack of co-ordination between Administration and Missions in the field of education.

The Administration knows that it cannot make satisfactory progress in its chief task unless there is a steadily growing volume of literacy among natives, based on an accepted and approved pattern.

The Missions greatly value their hold over village schools, as part of their work of introducing Christianity—and we may not forget that, until very recent years, they gave to the natives practically all of the little education the natives received.

But times have changed. The responsibility is plainly upon the Administration. If it cannot reconcile its urgent education requirements with Mission machinery, it will be hamstrung in its principal activities.

Instead of apostrophising God, the Minister might be wiser to deal very firmly and justly with God's servants in the Missions. Knowing something of the grimness and strength of the Missions in P-NG, one is not surprised to see the Minister shrinking a little from the task which confronts him in this field.

Another field in which the Minister outlines a policy, but seems shy in indicating the shape of the foreseeable future, is that of native labour.

He says that his policy for the control and regulation of native labour is intended to serve three main purposes—the general advancement of the native people, the protection of the native workers against unfair and improper treatment, and "to ensure that the native worker honours his obligations".

He goes on to explain that his administration in this connection takes measures "that maintain village life and the attachment of the native to his land", the education of the native in better ways of living, use of tools, and so forth; and "it is to be remembered that the parallel policy of economic development means that industrial enterprise requires efficient use of labour".

That is fine; but it is too vague. All that we know is that in recent years the laws controlling native

labour have been mostly for the native worker and little for the European employer. As in the case of European settlement, P-NG residents would have warmly welcomed a Ministerial finger-post, showing the future shape of native labour regulations.

Double Event

ONE day in 1937, young H. S. Wynne (a resident of Rabaul, as Vacuum Oil Co. manager for New Guinea and the Islands, and then temporarily in Melbourne) received a letter signed "H. S. Wynne", and enclosing another letter, addressed to "H. S. Wynne".

The first letter said: "This has been delivered to me; but clearly is intended for someone else. You appear to be the party indicated. I did not think there was another 'H. S. Wynne' in captivity".

The Rabaul Wynne wrote and thanked the Melbourne Wynne, and remarked on the coincidence that their initials should be the same. "My Christian names are Herbert Sydney—What are yours?" asked Rabaul Wynne.

Back came the answer. "Believe it or not", wrote the Melbourne Wynne "my full name also is Herbert Sydney Wynne".

After that, there had to be a meeting, and they have been friends ever since.

The Melbourne Wynne was a son of Watkin Wynne, well known in the Sydney of 50 years ago as general manager of the old Daily Telegraph (and succeeded in that office, incidentally, in 1921, by the present publisher of "Pacific Islands Monthly"). He was for many years the chief engineer of the Melbourne "Herald" group of newspapers, and now lives in retirement in Melbourne.

The Rabaul Wynne, after World War II, was seconded from Vacuum to Australian Petroleum Co. (boring for oil in Papua) and now is that company's representative in Sydney.

Another Jewel for Australia's Crown

TRANSFER of Christmas Island (Indian Ocean variety and not to be confused with the H-bomb Isle in the Pacific) to Australia was effected in December.

Australia's Christmas Island had no indigenous population and its importance is solely due to the phosphate deposits there which are being worked for the Australian and New Zealand Governments by the British Phosphate Commission.

Christmas has been administered from Singapore on behalf of the U.K.

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Production of Whale Oil Is Increasing

From Our New Zealand Correspondent.

World production of whale oil in 1957 was substantially higher than in the two previous years.

The figures are 418,000 short tons for 1955, 423,000 for 1956, and 435,000 tons last year.

Sperm oil, on the other hand, was down last year, the relative figures for the three years being 7,000, 110,000, and 90,000 short tons.

Sperm oil is the non-edible industrial oil taken from the heads of the toothed barrel-headed sperm whales and is not technically classed as whale oil, which is the blubber or fat from the body of all whales, edible and used for soap as well.

The permissible total catch on non-sperm — or baleen — whales taken in the Antarctic, was fixed by the International Whaling Commission at 145,000 blue whale units. In fact this was exceeded by 237 units, due to the impossibility of halting the killing by all twenty expeditions precisely on the agreed total.

All expeditions send daily reports of their catch to the Commission, and as the grand total of all expeditions nears the agreed maximum they are notified to cease operations.

The 1957 whales were somewhat better than those taken in the previous year in the Antarctic. Thus, though 14,875 blue whales were taken in the previous year the yield of oil was greater in 1957 than in 1956.

In the first week of the 1958 season, which commenced in January, Japan's six expeditions had taken a total of 1,138 blue whale units, each expedition having exceeded its predicted catch.

Of the tags recovered from whales in the Antarctic in 1957, one had been in a whale for 22 years.

Research, Goodwill

CAPTAIN D. Keith Matheson, of the Suva-based vessel *Kurimaru*, returning from an early-December charter voyage to the Tokelau Islands, reported that he had arrived at Atafu, northern-most of New Zealand's Tokelau atolls, to find the populace smoking Russian cigarettes.

It appeared that the Russian oceanographic survey vessel *Vityaz*, prior to calling at Suva in December, had been in Tokelau waters. No Russians landed at Atafu but a general handout of cigarettes was made to the occupants of canoes which went out to the ship.

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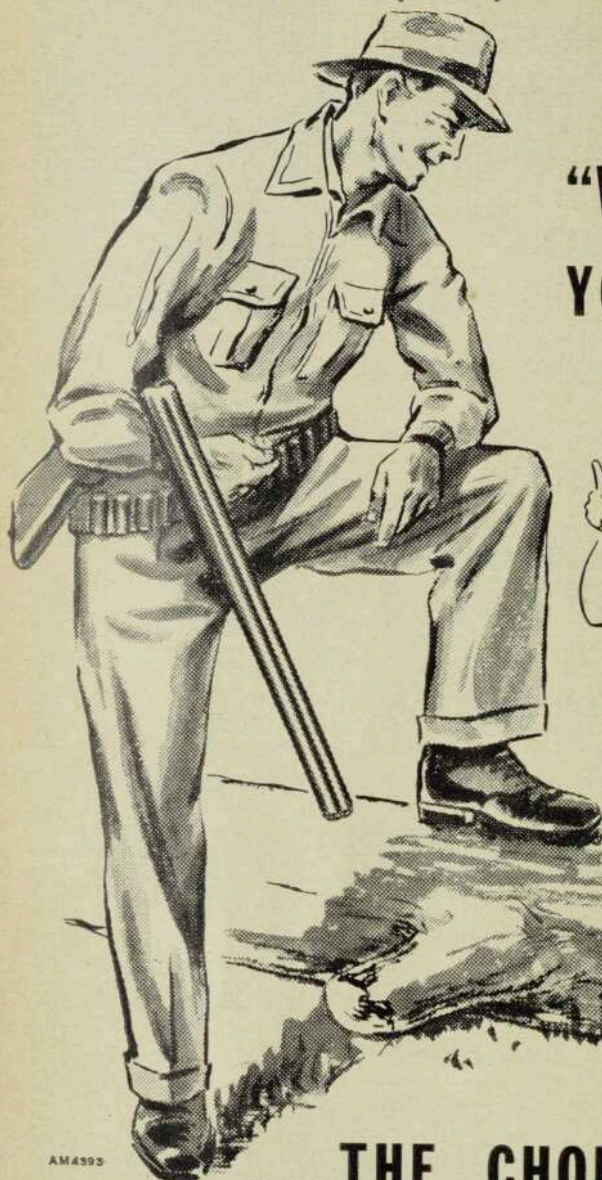
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As a French Journalist sees it:

It's Not All Paradise In The South Pacific

In a year of travel, we have visited the Tongan isles, Fiji, New Caledonia, the New Hebrides, the British Solomons, New Guinea and parts of Australia. We have had recourse to three shipping companies, six air services, and we have each worn out two pairs of shoes.

WE have moved about on horse-back, in canoe, on Land Rovers, Jeeps, 2-horsepower Citroen, and motor bicycles.

Some 30 of our articles have already been published and we are taking back to Europe as many again, as well as innumerable notes and some 6,000 photographs, 1,000 of them in colour.

When we have had time to digest and handle all this material, we hope, either together or independently, to start off on our travels again—probably to the USSR and the Far East.

We shall then again experience the barriers that face every traveller—visas, vaccination, exchange and other difficulties that are common to this century. "Who are you? Where have you come from? Where are you making for? Are you a bachelor, married, widowed, divorced? Cross out the particulars that don't apply."

But the Australian authorities have been particularly helpful. Rather to my surprise, I may say, since the Australian immigration authorities and Customs people have the reputation of being rather tough. And you are hardly able to slip them a bank-note to obtain some favour, as you can do in some countries I could mention.

It is different again in Tonga.

TONGA:—

WHERE the Minister of Police goes out of his way to examine the cause of your visit. Journalists, and—worse still—photographers, are not in much favour with the Royal authorities.

When I went ashore at Nuku'alofa last April I had to undergo a stiff interrogation: "Will your stay last month? All right, but not more than a month? Will Her Majesty receive you? Hum, Hum! She is not a exotic curiosity. We shall see."

Prisoner Upon a Throne

I saw the Queen on several occasions but had only one opportunity of speaking with her. But if she did not accord an official interview either to Katharina von Arx myself, she made daily inquiries to our well-being, and appointed

an aide-de-camp to look after us, and she made us presents.

During our stay we became aware that the sovereign is not only HM Salote Tubou, Queen of the tiny Tongan group, but a sort of distant divinity and almost inaccessible. She lives like a prisoner on her throne. She is aware of the jealously and intrigue that seem to surround her. She hesitates to make a gesture or accord a smile that might in any way be regarded as a favour.

She must remain alone, eat alone, a formal life carried to the point

THE WRITER

The man-and-woman writing team for the Swiss magazines "Sie and Er" and "l'illustre" and the French magazines "Paris Match" and "L'Europe" did not get lost in the crowd, although 1957 was a bumper year in the SW Pacific for perambulating journalists.

She was Katharina von Arx, tall dark and German. He was Freddy Drilhon, blond and French. They have both now returned to Europe; but, before he went, Freddy Drilhon did this story for "PIM".

The ideas are those of M. Drilhon, and not necessarily those of the "PIM". They are sufficiently steeped in acid and sufficiently close to the bone to, we anticipate, produce metaphorical hives amongst some of the indignant inhabitants of the Territories he visited.

that her own sons cannot sit at her table.

She is the captive of two opposing currents: the Nobles, who would democratise the Crown and bring her nearer to her more humble subjects, are opposed by the conservatives, anxious to maintain their influence and preserve their privileges.

In the first group you find the young men, awake to the spirit of a new age. In the other are found dignitaries of the old school; also Her Britannic Majesty's Consul.

These isles disappointed me. The

arrival at Nuku'alofa lacks charm. Gone are the luxuriant splendours of the Tahitian scene and the savage grandeur of the Marquesas.

The capital turned out to be a square arrangement of uneven surfaced streets, very warm at mid-day. There is the main artery, the street of commerce, where the usual stores, Burns Philp, Hedstroms, and others, are found. It is only the flowers that adorn the houses that save the place from looking drab.

Puritanical Hypocrisy

But Vava'u, the big isle to the north, made up for what I had been missing.

This isle has beauty, is less bourgeois than Tongatabu. Here there is less denunciation of the liberty that is part of the Polynesian nature; Vava'u is not spoiled by the puritanical hypocrisy which one feels elsewhere in the archipelago.

The isle enjoys a rather special reputation as the place where one can enjoy oneself. One goes there for a holiday and so the memories one brings away are quite precious and imperishable.

NEW CALEDONIA:—

WITH special pleasure I revisited New Caledonia, where I formerly lived for some years. My friends there had not forgotten me, and I and my companion were well received.

Noumea has changed. It has become a town of some importance, whose new suburbs now spread out some kilometres from the centre. A new hotel has been opened, the automatic telephones installed. Salaries are high, and cost of living extremely high.

During our stay, Japan was buying up nickel ore as fast as ships could load. There was a feeling of optimism and the Administration was enjoying its customary and agreeable slumber. A few people, perhaps the better informed, were urging caution.

Since we left, the situation has modified. Several mines have had to close down or carry on at a reduced production rate.

This has been a bad knock for the promoters, and the super-optimistic forecasts of the Economic Bureau have proved false. The Bureau had estimated that in 1957 the exports of ore to Japan would exceed a million tons compared with 773,000 tons in 1956.

£5,000 a Year Ministers

All the same, the near future of the colony does not appear to be unfavourable. Whether the plans drawn up are completely or only partially successful, it is the job both of public and private interests to see that the Caledonian economy functions properly. Above all it is

"NOTHING BUT AN EXPENSIVE JOKE"

(from previous page)

necessary to maintain mining productivity.

The production of nickel metal will remain the principal source of Caledonian revenue, but the island must diversify its general mineral output more so that the economy of the country will not be so vulnerable in case of a nickel slump.

The price of New Caledonian nickel is still too high. It may not be generally known that up to 1956 metropolitan France granted a subsidy to Caledonian nickel with the idea of making it competitive on the world market.

Since then, French industrial users and their European colleagues, among them the Germans, have had to pay the full price. But because of the strong demand for nickel metal (nickel treated and bought in the form of matte on fonte) a black market has existed, and they say it is this that has so opportunely saved the big operators from difficulty.

The attempt is now being made to lower the cost of nickel-metal production to bring it into closer relation with world prices. To this

end a vast programme of hydro electric and electro-metallurgic installation was launched in 1955.

The Nickel Company is investing a great deal of capital in these improvements, and France still more. But if local charges, wages and so on, are increased much further it will cancel out the benefits of this modernisation programme.

What of 1960?

The short term future of nickel seems to be satisfactory, but what will happen in 1960? Then, according to the experts, Canada, which is now sinking a great amount of new capital in the industry, will have completed her own programme of production and development. Also, America's strategic stock-pile is due to reach its contemplated size about the same time. Thus, in two or three years time, a certain amount of over-production and some difficulty in getting rid of supplies are to be feared.

I would like to be able to speak of New Caledonian agriculture and cattle raising but this is difficult and not impossible—one may almost say that these activities no longer exist. The mines have emptied the countryside of its labour force. Importers of foodstuffs still have a fine future before them!

The metropolitan officials in New Caledonia are still grossly overpaid. I hardly dare to quote figures and give examples here—if I did, PIM readers would not believe me. Fortunately, the workers of the Renault Billancourt and other great industrial undertakings in France victims of our political anarchy who are called on to contribute to the vast sums wasted in the colonies by our overpaid officialdom, are in ignorance of the scandalous wastage that goes on.

• One must also draw attention to the scale of payment established by the newly constituted New Caledonian legislature, for its eight new so-called "Ministers", who are each receiving £A420 a month, plus housing, a car and a Ministerial secretary. In addition, members of the local Territorial Assembly, which replaces the former General Council now draw £A329 a month.

How does this compare with the pay of British or Australian Parliamentarians?

Anyhow, these are charges that New Caledonia and not France will have to pay—it is their look-out.

Many people, of course, perhaps actuated by jealousy, told me the new "Ministry" is nothing better than an expensive joke.

One can't help wondering what might happen if the 1,500,000 native inhabitants of New Guinea ever arrive at a comparable stage of evolution. What would their "Ministry" be likely to cost? New Caledonia has only 70,000 inhabitants.

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If I may offer advice to the island's new "Ministers", it is that they should profit from their arrival in power to vote themselves a handsome pension. But perhaps they've done this already. One is never so well served as when one helps oneself!

NEW HEBRIDES:—

IN the New Hebrides we owed to the ethnologist Guiart the visit we were able to pay to the interior of Santo. Without him this visit would have been impossible.

After an unfortunate happening in 1952, when a settler was responsible for the death of two "men Santo", it was Guiart who was able to restore calm among the tribes of chief Mol Valiv. We were able to make an agreeable stay here, from which we came away with many notes and photographs.

Shocks in Pac. Fcs.

I again met in the Hebrides M. Anthonioz, the French Resident Commissioner, rather to my surprise, since our fonctionnaires rarely stay in the same place for long, and Anthonioz came here as far back as 1949.

I was also surprised to find he had come to terms with the monotony of administrative life, for hitherto he has been rather a man of revolutions, of civil wars, of dramatic happenings.

The role of dictator, of course, does not displease him either. But in the New Hebrides he doesn't exist alone. The British are there to act as a brake, and although they may be looked on by their opposite French numbers as a set of imbeciles, they are yet capable of bringing off a subtle tactical success.

I am thinking of what happened to the war-time dollar harvest reaped by the Condominium, that is to say, by the British and French administrations jointly. If one is to believe the story one hears on the spot, almost all this valuable currency went into the pocket of the "Britanniques" although we had sufficient need of it in France.

So let us be under no delusion: if M. Anthonioz sometimes seems to parody the famous *mot* of King Louis XIV in declaring "les Nouvelles Hebrides c'est moi" (as he suggested to Katharina von Arx) he was adding a bit of wishful thinking to the position France holds in the archipelago. Let me explain myself:

The New Hebrides is costly to France because the exchange is linked with the sterling area. Great Britain (or, rather, Australia) benefits almost entirely from the commercial transactions that go on. In this connection let me quote M. Guiart in a recent book published in Paris in collaboration with Governor Deschamp: "The actual cost

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"A PAINFUL SITUATION"

(from page 73)

to metropolitan France of the organisation of the group is an annual deficit of some 1 milliard 401,878,000 metropolitan frs., poured out to safeguard the economic interests of a population of French origin which numbers scarcely more than 1,200 inhabitants." (*This deficit is in pounds sterling, of course!*)

The Future of N. Hebrides

Periodically the question is raised as to whether the New Hebrides should not be passed over completely to France. There are logical reasons (including the cost of the group to France) why this outcome would seem to be justified.

But settlers in the Hebrides would probably be sorry to depart from the present regime. If one goes around with ears open, it is to find that they are not dissatisfied with the Condominium.

One single control would deprive them of liberties they now enjoy, and also their freedom to take advantage of their attachment to a currency of some stability, the Australian pound.

When the special New Hebridean franc, which circulates in the Group alongside the Australian pound, was devalued last September, there was considerable discontent, for the French population had thought their NH franc was solidly tied at an *unchangeable* rate to the £A. It was a bitter disillusionment to find that this was not the case.

The new situation has placed the colonists in a painful situation. But in reality their situation even before devaluation was a far from brilliant one.

The *metier* of colonist has become precarious and the arrival in the Hebrides of an inspector of labour who declared he would shoot all the planters if he had the chance has hardly given them encouragement.

The desire to protect the native workers so that they do not work on the plantations for wages inadequate or inferior to those promised is reasonable. But to go to the other extreme and expect to assimilate them to the conditions and pay of European workers, under the delusion that their work will be as productive, is a very different proposition. This would be an extraordinary way of encouraging the economic development of the Group, a scheme only possible in the eyes of an absolutely irresponsible administration.

BSIP:—

Friendliness

WE did not stay long in the British Solomons. All there was time to do was to visit a

leper station and a few old battlefields of the Pacific war.

In the absence of Sir John Gutch, the High Commissioner, his representative, Mr. R. J. Minnitt, did all that was possible for us, and we take this opportunity of thanking him.

We should have much liked to visit Malaita, where native life in the tribal sense still continues to some extent as in the past. But, pressed for time, we were obliged to take the plane which links Honiara and Lae.

PAPUA-NEW GUINEA:—

MANY writers have written in the spirit of "See Tahiti and die!" For my part I would much rather apply the phrase to Papua and New Guinea. But for different reasons.

Papua/New Guinea represents in the Pacific one of the Territories most worthy of attention, so vast and rich ethnographically, artistically and linguistically that one would need many lives to get abreast of it all.

Universal Treasure Trove

In the limited space of this article one can only remark, first of all, that with relatively limited resources (bearing in mind the size of the country), Australia is doing a very great deal. We saw some fine roads, good bridges, posts in the bush of surprising comfort, and air transport facilities really well developed.

Papua and New Guinea indeed owe much to aviation and the skill of pilots who assure communications day by day, and in all sorts of weather.

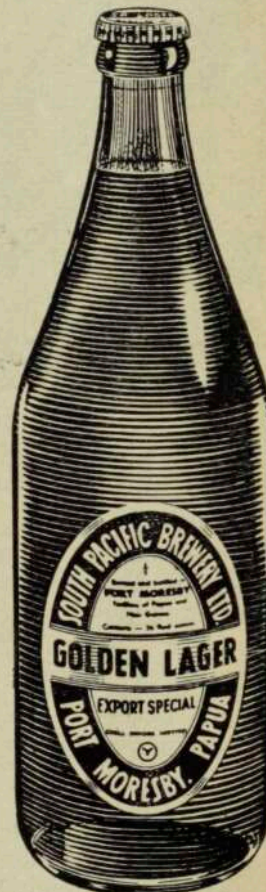
It is amazing to see the grassy and uneven runways that sometimes do service as aerodromes. Perched on and cut out of mountain slopes they exact the utmost flying skill from pilots. I couldn't help recalling similar skill of the great French aviator, Mermoz, who pioneered flights over the Andes of South America. Indeed, the aviation in Papua-New Guinea recalled to me the heroic days of the postal service in that sub-continent.

Talked to Everyone

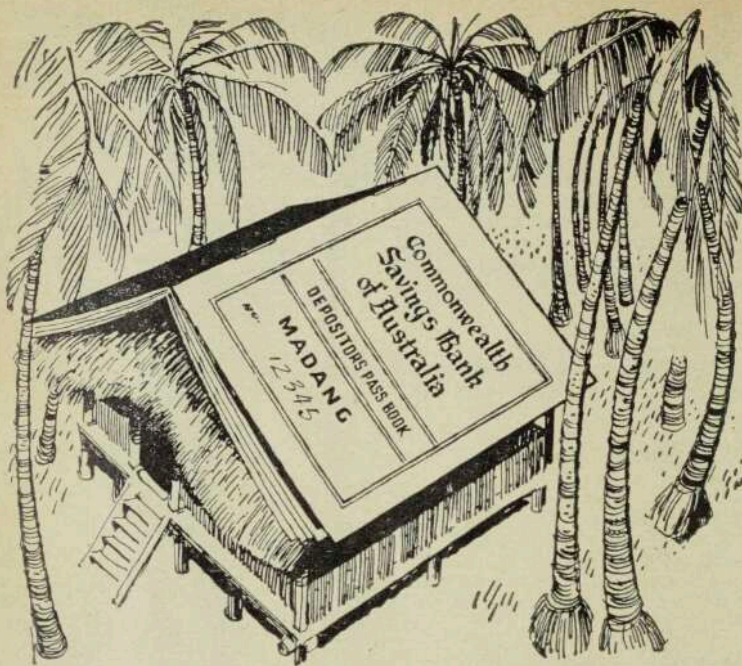
After having accompanied a patrol that was carrying out an annual census in the high valley of Chimbu (Eastern Highlands) we stayed at Maprik and on the Sepik River, talking to administrators, colonists, recruiters, gold prospectors, native chiefs, getting to know what we could, in a limited time, of their lives, their difficulties, their hopes. From nearly everyone we received the utmost help and consideration.

From the air we got some idea of the uncontrolled territories, landing at Tari, Erave, Mendi and elsewhere. We much appreciated the cordial welcome we received from the in-

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habitants, so that by the end of our stay we felt quite at home.

Of all the places we visited it is to New Guinea that we gave our most ardent attention and of which we retain the most appreciative memories. It has been an unforgettable experience and a marvellous source of interest.

CERTAINLY our visit had its less pleasant side. For example, the treatment of my colleague Katharina von Arx, by an airline official in Lae when she pointed out certain difficulties she was experiencing in preparing certain publicity stories. He said to her: "It is not my fault if your paper gave you a man's job. I have daughters, and I know what a woman should do and not do".

And at Maprik, when we wanted to learn all we could of the fight against Malaria, the doctor in charge opposed the idea—not formally, but by showing such a discouraging amount of inertia or lack of enthusiasm that it was impossible for us to get the material we had hoped for.

• One final criticism of existing things in New Guinea! The Sepik region is extremely rich in objects of native art, but I was astonished at the way self-styled anthropologists, who are really nothing but opportunist traders—and there are many of them—are allowed to carry off such objects by the ton, their one and only object being to sell them for their own personal profit in overseas countries, the USA for example.

I was told that laws in force would allow the Administration to forbid their export by buying them back at a reasonable price. But these regulations do not allow for the fact that the officials who should control such traffic are far from being experts, so that it is comparatively easy to pass off real objects of value as worthless modern objects.

Why can't the export of native art objects be centralised at Port Moresby (or Lae, or Madang—where doesn't matter) so that one or more specialists could control and veto exports of objects whose value will one day be better recognised?

In my view, the museums of the world, starting with those of Australia, are to-day being robbed by traffickers of what should rightly be theirs.

Immigration Problems

While in Australia we were essentially occupied in studying immigration problems. We watched the arrival of New Australians, saw them settling in, visited their centres, and the industries and farms where they are employed. We gathered a large number of impressions and everywhere were greatly helped by

the immigration authorities. Our thanks go to the Department and also to the Trade Unions whose view of things is not the same as the official view.

This article, naturally, is far from being the whole story of our travels. In limited space perhaps undue importance has been given to the few criticisms I have to make, not least about the French.

These remarks I make above all because I am French and because I have great faith in the future of France.

France is a great country, her people hard working and eminently civilised; but she has not the political leaders just now, or the internal and external administrators that she merits. Like the majority of my compatriots, I hate to see a swarm of second-rate people giving an idea of France that France does not deserve.

I write from the heart, and what criticisms I make are intended to be constructive.

SOME LIGHT ON COOK IS. CHURCHGOERS

A Special Correspondent

Anyone interested in trends in religious affiliations in the Cook Islands can get a lot more information now that the details of the 1956 census have been recorded.

There are facts which were not available in the 1951 census. In the past, the affiliations of Maoris only have been recorded, but the 1956 census records the entire population. Some new categories thus appear.

For example, whereas at last census there were no Presbyterians, 58 now are listed, and 38 are listed under "miscellaneous sects" where none appeared before. The Baha'i sect which has entered the field since last census is listed with 20 adherents.

While the five "objections" continued to object and were joined by no others, those in the category "none, or not stated" jumped from 16 to 122, suggesting that this group is largely Europeans. But there again it is impossible to compare European and Maori comparative population figures, because in the 1956 census only those of 100 per cent. non-Maori blood are listed as Europeans, where before a European could be part Maori.

The 1951 census recorded 322 non-indigenous persons in the Group,

and the 1956 census lists 307, so there is no great change involved.

LMS Has More

The figures given for the main religious groups show an increase of 11½ per cent. for London Missionary Society followers, 23 per cent. for Roman Catholics, nearly 4½ per cent. for Seventh Day Adventists, and a jump of 71 per cent. for Church of England, while the Latter Day Saints declined by 9 per cent.

The latter sect, of fairly recent appearance, has spent considerable money in the Group on new buildings, including an expensive school

at Rarotonga. The Congregational group is listed as unchanged.

In actual numbers the LMS sect, with 13,067 of a total population of 16,680, is far ahead of all others.

Roman Catholics are next with 1,845 followers listed.

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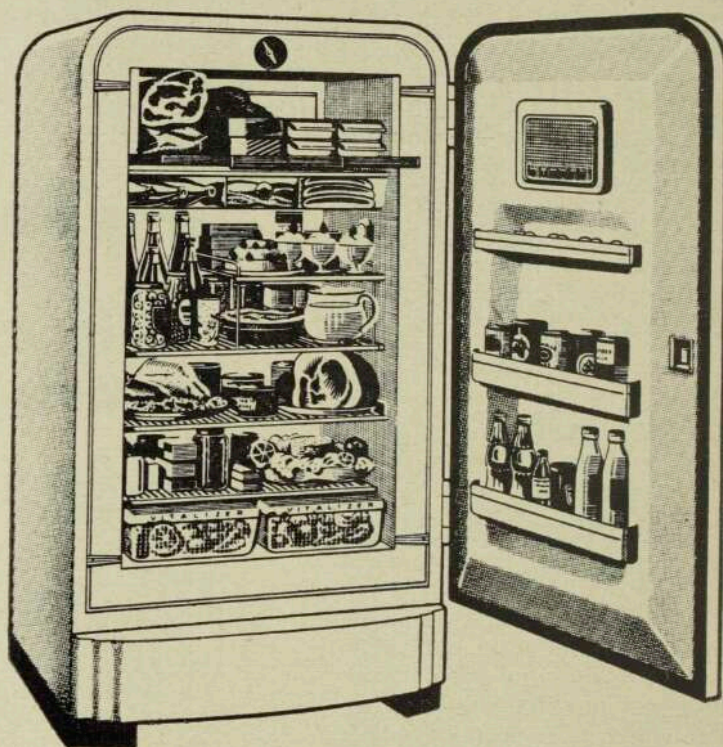
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MORE FACTS ABOUT THE CROSS OF LA PEROUSE

PIECING TOGETHER INCIDENTS IN A FAMOUS VOYAGE

• The shipping section of "PIM" of last September contained a short reference to the stranding of the "Milos" on Vanikoro, BSIP, and mentioned that the French expedition under La Perouse was believed to have come to grief there 170 years ago. Now, "PIM" has received some corrections and many additional facts on the subject, in an interesting letter from L. W. FILEWOOD, of Vanikoro, who says:

THE Kauri Timber Company did not establish itself on Vanikoro in 1923, a company called San Christobal Estates having that honour.

After a very short period of operations, this company got into difficulties and part of its interests were taken over by a company calling itself The Vanikoro Kauri Timber Company.

In 1926 the present operators took over the whole interests and commenced working the island under the name of the Kauri Timber Company and have continued to do so except for a break during the war.

In 1947 the manager was sent to Vanikoro to clean up the settlement and get ready for timber extraction again. This recommenced in 1949 and subject to the demand for Kauri continuing, will go on for some years to come.

At least three other vessels have gone aground at Vanikoro, one a ship of the South African Railways Line, the name of which I do not know; *Erica*, which grounded close to the spot where *Milos* did last year; and the Australian cruiser, *Shoalhaven*, which grounded on the shoal in Pallu Passage.

The cross commemorating the La Perouse fatality, was not placed there by the Officer Commanding the French Pacific naval forces about a month before the grounding of *Milos*. This Officer, Vice-Admiral Toulouse-Lautrec, merely added a few bricks and a little cement to the base of the cross to secure it from the erosion of the reef waves.

Been Two Crosses

The original cross was placed on the reef by a French party sometime in the 1930's, the spot having been pointed out to them by a former Kauri Co. manager. Two lengths of railway line made up the cross installed.

This remained there until October 20, 1956, when the French

patrol vessel, *Tiare*, under the command of Lieutenant-Commander Bonnet, sent a party to demolish the old cross and erect a new one, the components of which had been brought by the vessel.

The writer was with the Commander, his Chief Officer, Lieutenant Lambert and a marine biologist, M. Rene Gale (who has since been drowned during his diving research work) for the whole of the period of erection of the new cross, and took a number of colour pictures of the ceremony, which unfortunately, were not very successful.

Company native labour was also made available to the Commander and the task was carried out during the low water period.

Pieces of Eight

The writer also piloted the party to all likely spots for the search for further relics, particularly to the spot where local legend has it that the second vessel of La Perouse's command foundered, about 12 miles down the coast from the company settlement; and to the spot where it is almost certain that the great Frenchman struck the reef.

This spot, now known as False or Wreck Passage, is north-west of Pallu Passage and is about two miles south-east of the spot where the cross is placed.

The position of the wreck is not known for certain, but a lot of wreckage was found at False Passage by an investigating party under Captain Dumont d'Urville, of the French Navy, in 1828, which was said to have been consistent with the equipment of a French vessel of the correct period. It has been accepted as such by all authorities.

Why the cross was placed where it is, no one seems to know, as it is also fairly certain that at least some of the party got ashore at the spot where the company headquarters now stands, and built a boat, in which they attempted to get away, but were not heard of again.

Musket balls, coins, pieces of copper, etc., were found in the area, all of which are of the same period as the wreckage, and it seems reasonable to assume them to be authentic.

A Brave Man

Incidentally, the La Perouse Cross is not white, but black, constructed of 9 in. x 5 in. rolled steel joist, bolted together and cemented into a large coral rock close to what is known as the Lemon River Passage. The company visits it twice a year, to ensure its stability and maintenance.

It is a good landmark and a reminder of a brave man, who could quite easily have beaten Captain Cook to his landing in Botany Bay, losing that prize by a few days only.

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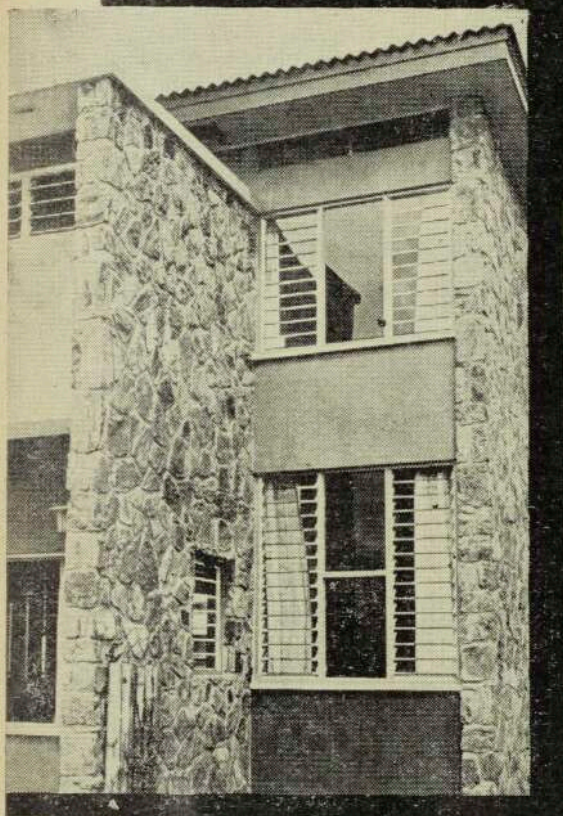
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MAGAZINE SECTION

Tropicalities

PICK UP YOUR FOOT AND SAY CHEESE

WHEN talkies first hit the screen it didn't matter much what the actors said, so long as they said something. The voice was the novelty. Cinerama has been going for some time now, but apparently it hasn't got out of that novelty stage yet.

The Fiji Visitors' Bureau, reporting progress on the production of an American cinerama film on the South Seas, says that in one scene the producers have 15 giant Fiji Rugby footballers run up to the camera, sit around in a circle and take off their right boot and sock, stand up, kick the ball at the camera, and then all start hopping around on their left foot, nursing their right foot in their hands.

"It's hysterical in action," says the Visitors' Bureau. Which must just about sum it up.—HOPPY.

ALL HIS EYE

THIS business of identity cards for P-NG native labourers is all my eye. A lot of people are going to do a lot of laughing. Will they get their cards mixed up? Anyone who has ever been a tax collector knows all about it. Ask them for last year's papers and they are likely to produce six or seven—all belonging to different boys. They did it in any time and they'll do it again.—OLD HAND.

FIJI'S "WAIRARAPA"

WE mostly called him "Wai-
rapa" in Fiji—he being one of
the few rescued when a ship
of that name was wrecked off the
coast of New Zealand.

The story was that the first thing
he did after the wreck was to send
a cable to his brother in England,
saying, "SAVED".

His brother knew nothing of the
wreck, but was fully informed about
a lot of other things, and replied,
"HALLELUJAH".

I always felt rather drawn to that
brother and sorry I never met him.

Wai-ra-rapa was a good sort,
erratic as a result of the wreck, no
doubt, but I always liked him.

How well I remember the night
when, starring in one of the amateur
theatrical shows, we used to put on
in the Suva town hall, he was in
particularly good form and gagged

so much that the prompter got lost.
The latter kept booming out the
prompt, till finally Wai-ra-rapa
walked across to the wings and said,
"Shut up, damn you", and back to
centre stage while the house, from
the Vice-Regal party in front to
the gods at the back, rocked with
laughter.

Came the sad day years later
when I arrived from the Ba district
with a cargo of prisoners and wit-
nesses for the Quarter Sessions and
one of the first things I heard was
that Wai-ra-rapa had the DT's.

It was my job to open up the
court and have everything in readi-

ness for its session at 10 a.m. and
the first thing I saw when I got
there was our friend, peering
through the venetian blinds, sticking
his fingers through and pulling them
back and shaking his hand as
though he had been bitten by some-
thing.

It was a matter of passing the
buck quickly—that court had to be
ready on time or else—so I said
good day and told him that the
Superintendent of Agriculture
wanted to see him.

He trotted off without argument
and I heard later that he went into
R. G. Knowles' office and said,
"What are you going to do about
these red spiders?"

"What red spiders?", said R.G.K.
"Why", said Wai-ra-rapa, "They're
all over you NOW. They're all over
you NOW!" and from then on he
was taken good care of.

Poor old Wai-ra-rapa, he passed on
years ago and there must still be



This is "Miss Manam". Her real name is Boisali, and she—and all that fruit precariously balanced on her head—are products of Manam Island, off the coast of Madang, New Guinea. However, in case any tourists have the idea of racing up there to take a first-hand look, they should be warned of the following points: (a) Manam Island is at present in the grip of an erupting volcano and everybody is now on the mainland (b) The only time you see this kind of thing in New Guinea is when magazine photographers pose it—as New York photographer Madame de Beausacq did with "Miss Manam".

a few left who like myself had a lot of fun with him and who, also like myself, hope he is having good hunting, wherever he is.—C. WAGER.

ROLL YOUR OWN ROCK 'N ROLL

HONIARA (BSIP) bachelor Eddie Clooney is a rock 'n roll fan.

He liked the music when he first heard it, but not having seen it danced to he got over the problem of what steps to use by creating his own. Thus, rock 'n roll came to the Guadalcanal Club.

Eddie is currently, in Australia on leave, and while in Adelaide he popped along to a rock 'n roll turnout to see what the experts were doing with it.

"Well," says Eddie. "I decided I liked the Honiara brand best. And when I turned it on, I heard one chap say, 'Gee. I've never seen it done like that. Is HE from America?'"

AWAY FROM IT ALL—ALMOST

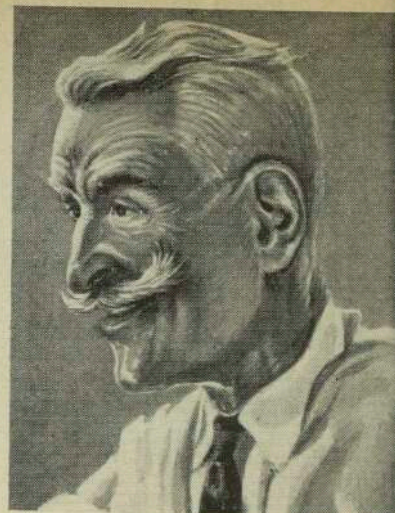
A LOTUS eater, diligently searching a chart of the world for a spot in which to eat his lotus

in peace, might well settle for Suwarrow, currently uninhabited atoll of the Cook Islands, as a pleasantly warm spot as far from the affairs of the world as he well could be.

That was perhaps what Richard and Abbie Stafford of the Panama-registered yacht *Meridian* thought when they put into that quiet lagoon anchorage for a break en route to Pago Pago from Borabora recently. But they were wrong.

Their consternation can be imagined when, barely having arrived in the place, not one but two helicopters came roaring over, looked them over, then put down on the beach of Anchorage Islet like space ships from Mars. They uplifted *Meridian's* outgoing mail, and zoomed off over the horizon again—to return later with a handsome contribution to the yacht's larder before rejoining their ship somewhere out in the blue and proceeding on their way to the Antarctic as part of the American Operation Deepfreeze.

Wouldn't it!—JPS.



He's Another of the Sepik Robbies

THE wolfish smile and wicked moustachio of Wilfred Robinson made many friends during a seven months' visit to the Sepik River, where he was staying with his brother E. D. Robinson, the "Sepik Robbie" of Coast watching fame. Being "Sepik's" elder brother would be sufficient entree to most Territory circles, but Wilfred is also as charming as his appearance is striking.

Born in Doncaster, Yorkshire, in 1891, he was 21 when his brother Eric (Sepik) left for Australia, and they have only recently met again after 44 years. They both fought in two World Wars without seeing each other. Wilf finished the First World War as an RSM, after service in Mesopotamia and Persia, reverting to his job in Local Government as Relieving Officer in Doncaster.

During the Second World War he served as Adjutant in the Home Guard, and then in the Command of the Cadet Corps of the King's Own Yorkshire Light Infantry. Returning once more to peacetime work he was appointed Director of Welfare Services in Doncaster County Borough.

He retired in 1956 at the age of 65, and immediately set out to join his daughter in Australia. She had married a former RAAF officer, Cyril Small of Castlecrag. They are now living at Lane Cove, and their home is about to become a Sepik River outpost.

Wilfred, who is very taken by the Australian use of christian names in place of the meaningless "Mister", went to the Sepik River for three months and stayed for seven, during which time he was able to do several trips up that remarkable river. There he was spotted by Lee Robinson, who was directing the Chips Rafferty documentary film "High Adventure", and so Wilf was interviewed by Lowell Thomas in the film on TV. This is part of a series sponsored by General Motors, and made by the Southern International Film Company.

After being a widower for 16 years, Wilf is not in the marriage market. But he makes friends wherever he goes, and is now pleased to be settling down as a New Australian.—BRETT HILDER.

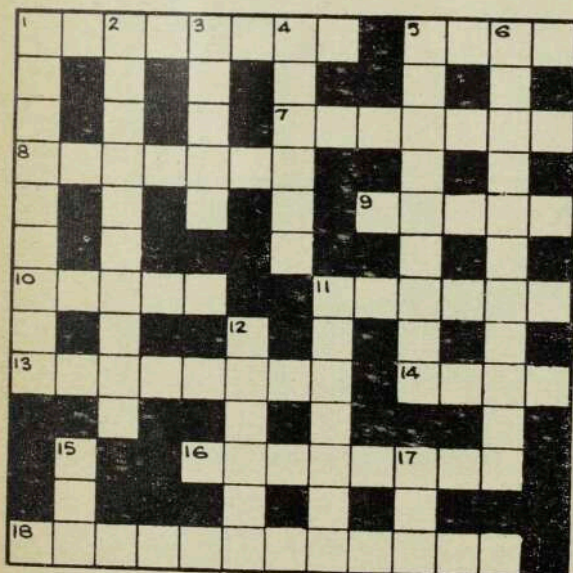
CROSSQUIZ

(Solution on page 97)

— ACROSS —

- 1.—Which mountain range divides France from Spain?
- 5.—What bird is signified by the letter "Q"?
- 7.—What is it that tends to keep a spinning wheel spinning?
- 8.—What is the term for those people in the torrid zones that cast no shadow?
- 9.—Which conifer tree sheds its leaves?

- 10.—On which island in Samoa is R. L. Stevenson buried?
- 11.—What is the largest city on Crete?
- 13.—What was the setting for Shakespeare's "Hamlet"?
- 14.—Which river is known both as White and Blue?
- 16.—What are the ropes that form steps in rigging?
- 18.—What percussion instrument in an orchestra is composed of a series of horizontal steel plates?



— DOWN —

- 1.—What would you find a rip-cord in?
- 2.—What is the American term for a one floor home?
- 3.—In Greek mythology, what is the spirit of the spring and fountains?
- 4.—Who invented the incandescent lamp?
- 5.—Who shares the adventures of "The Three Musketeers"?
- 6.—What hopping rodents are hunted for their fur?
- 11.—What is the Southern US term for pure-blooded descendants of early French or Spanish settlers?
- 12.—Which famous Roman poet lived 65-8 BC?
- 15.—What measure of wire is equal to one thousandth of an inch?
- 17.—What abbreviation once stood for what is now Indonesia?

Was it Flattery—Or Pork?

How To "Sweet-Talk" Those Tongan Sharks

You may not believe it. Neither did Father Paul Boussit when he heard the natives in Tonga say that they "sweet-talked" the sharks, and put nooses around their gills, and then yanked them aboard ship. Father Paul was incredulous; but he went out with the crew and made them prove it.

THERE had been a shortage of food in Haapai and Father Boussit went out on the home-made mission yacht *Fetu Moana*, with a dozen sharking experts aboard, in the hope of catching fish. They had assured him they would lasso sharks. Sharking is a fine art, handed down from father to son, in this part of the world.

The first day was a dismal failure. The experts spent part of that day and half the night trying to wheedle the sharks into the inviting trap. One can still hear the soft-vowelled natives with their coaxing sing-song chant:

*"Beautiful girls of the briny deep!
Come on over from your cozy haunts.
Bring some friends along. Come over
to see our new boat—a boat with
an engine, no less. Come aboard!
Let us look into your lovely eyes
and let us put this sweet-scented
necklace around your beautiful
necks."*

Thus went the chant, alluring, appealing, enticing, all through the night, but in vain.

The next day brought a different story (says Father Boussit). No sooner had I finished Mass—the first ever aboard that new boat—than I heard the glad shout: *Malie! Malie!* (Wonderful! Wonderful!)

I rushed up on deck. Sure enough, about ten yards from the port side, was a huge fin, terrible to behold—and yet a thrilling sight for sore eyes at the moment.

Came Zero Hour

A long pole, its end baited with a smelly piece of pork, was held over the water.

Meanwhile the flow of Tongan love-language kept up, over and over again.

For a while it did not work. Friend shark was in no hurry; a sort of hard-to-get somebody.

When I was just about to give up and go below to finish my breakfast, the shark seemed to decide that he wanted that chunk of pork. His wicked, yellow-green eyes glistened with drunken hunger, hypnotised and unmindful of danger.

He made one lunge for the bait;

rolled over on his back, opened wide his cavernous jaws, baring the rows of needle-like teeth.

The pole was expertly drawn in closer to the ship's side, and held a bit above the water. Closer, closer, closer edged the voracious shark, lifting its head higher and higher above the water.

This was the zero hour. Breaths were held!

At the right moment, the lasso was deftly slipped over the shark's head and eased gently down behind the gills. Then one swift, strong jerk secured it.

One of the heavyweight natives, armed with a stout cudgel, promptly brained the brute, after which it was duly hauled aboard and properly insulted and ridiculed in colourful language that would not look nice in print.

Mischief-Makers In Your Household

MISUNDERSTANDINGS between Europeans in the tropics are frequent — between planters, planters and business people, officials and non-officials; and so on.

In many cases, troubles accumulate because of natives—either those employed on plantations or domestics in private homes. It is as well for newcomers—and some older residents—to realise this and be prepared accordingly.

Like spoiled children, natives have a tendency to spread rumours (often untrue or grossly exaggerated) and revel at the thought of being the instigators of misunderstanding between bosses. This is encouraged in villages where talk-talk is about the only past-time—with much mischief added to spice an otherwise dull existence.

"Mary was seen talking to Joe . . . we must tell the husband. . . . Moses passed by Jim's garden; he must have been up to no good," etc., etc.

Natives can't keep secrets. They must tell, because it will start something interesting. The storyteller becomes the Centre of

This is from a new book "Grins and Chuckles in Upside-Down Land", by Father E. A. Tremblay, S.M.

Father Tremblay was a missionary for many years in Tonga, and he has written a number of bright books about life in the South Seas. They have sold well in America, and the proceeds have gone to the church. Father Tremblay now lives in Hawaii.

The funeral rites consisted of a dirge-like tune played on conch-shells to the accompaniment of tinned drums, pots, pans, anything that would contribute to the pandemonium.

Before dinner-time, three more sharks were caught in the same manner and honoured with the same ritual.

A Wild Tattoo

Then we came across a giant 15-footer—a veteran who was too clever for us. He refused to come near enough to be lassoed. Worse than that—with a display of lightning-like speed he made off with our bait.

After taking two more seven-footers, we decided to call it a day and go home.

As soon as we came in sight of the shore, the ear-splitting din of the conch-shell broadcasting began. We just had to tell the world that our sharking expedition had been a huge success.

Attraction, and covers up his inferiority—more especially when chatting to Mastas and Missuses—with imagination.

Boys, on their days off, will encounter a planter in town, and make it known to him: "Me wantem come work long you too much, but ship b'long 'nother Masta ee come and tallem me ee pay more better wages than you". Or, "... he tallem you no good..." and so on. Imagine the fury of the planter!

In a private home, Mary will say to her mistress: "Me look Missus X long store; she tallem me go work long 'em—place b'long 'em ee more good". Again fury!

Mrs. Official is versus Mrs. Private-Citizen, after hearing: "Missus Y, ee got more plenti dress long you". Or hearing about what the children had to say against the children of the household.

In order to avoid unpleasant feelings all around, and at the same time maintain peace among coloured servants and labourers, we must always be on the alert, and prepare to lend *only* the "deaf ear". Or use the diplomatic brush-off: "Tell me tomorrow".—J.R.

A man who has photographed the weird native jumpers of the New Hebrides presents this fresh angle on how civilisation—in the form of the world's movie moguls—is affecting them.

A Legend That's Become Big Business

By FREDDY DRILHON

First made public to the world in 1952 in a series of photographs, the Gaul dancers and jumpers of Pentecost Island, in the New Hebrides, have been unable to resist commercial temptations offered them by the film industry.

Their once unique and jealously preserved performance bids fair to become a regular tourist attraction for which big money is asked—and given.

THE dance of the Gaul, in the course of which the men throw themselves down from a high tower (in some cases from a height of more than 80 feet), was until recent years a somewhat rare event, taking place no more often than once every five years.

Even though the event was sometimes talked about outside, yet no white man had, in fact, ever been a spectator of this tribal feat prior to 1952, when the British and French Resident Commissioners were invited to view it. They happened to be on the spot fixing

up peace between two tribes that had been at war.

Now, the story or legend of how the Gaul dance began has become more familiar. It goes back to the time when a man named Tamalie of the Bongwulwul tribe forcibly carried off a woman. This woman, apparently an unwilling victim, seized her opportunity to escape from his clutches and swarmed up a coconut palm.

Tamalie climbed up after and tried to grab her. But the woman had the bright idea of trying a long vine stem to her ankle, and when he got near she jumped to earth; because of the vine stem anchor she pulled up without injury.

Tamalie, lacking any vine anchor to his limb, sprang after her and was killed.

Legend Perpetuated

The Gaul of the Bongwulwul today perpetuate this remarkable legend. They build a high tower from which men jump, while on the ground below the women sing and dance. The honour of jumping from the highest platforms of the curious edifice goes to the mer highest in rank, while the crowning vertiginous jump with which the fete ends, is made by the biggest chief of all, who gains great kudos thereby.

Contrary to what one might expect, nobody gets killed.

The jumpers, it is perhaps necessary to explain, are attached to whichever platform they jump from by supple vines of the requisite length attached to their ankles.

These vines stretch rather like an enormous length of elastic; they act as a brake and lessen the force of the fall just as the man's body is about to make contact with the ground. The soil the performers fall on is prepared in advance and free from stones.

Enter the Film Makers

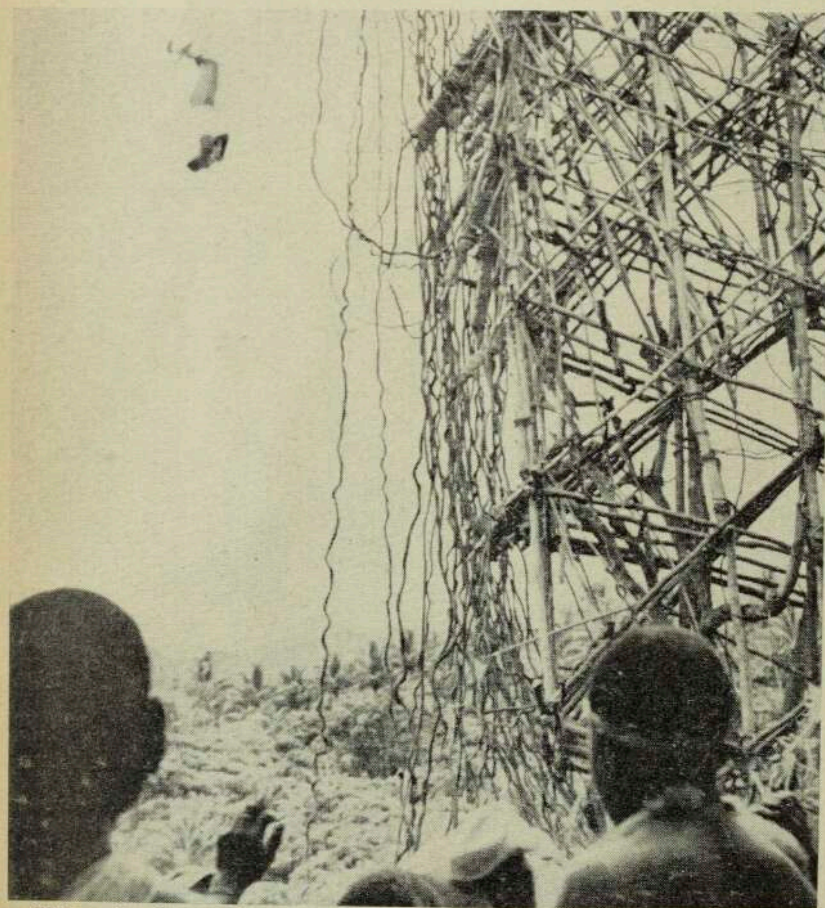
Such a spectacular event, once mooted abroad, could hardly fail to attract the attention of the film makers. The first to arrive on the scene were representatives of an Italian film concern.

But they met with some reticence on the part of the dancers, who considered their performance not as a spectacle for outsiders but as a tribal tradition.

The Italians came to them with an offer of 50,000 francs, then put it up to 100,000—only to meet with a blank refusal. So it went on, until a session was agreed to on payment of 400,000 francs, or rather, their equivalent in Australian pounds.

[That is about £A2,850, if Pacific francs are meant; about £A440, if the deal was in equivalent of metropolitan francs. PIM Ed.]

Hitherto the Bongwulwul of



"Here He Comes!" With vines around his ankles, this dancer hurtles towards the ground after taking his wild jump off the uppermost platform.

LOOK OUT, BELOW!

From his 80-ft perch, dangerous enough in itself, an islander prepares to hurl himself into space. Vines about his ankles will act as giant brakes just before he hits the ground. Once the Gaul dance was performed as a rare tribal feat. To-day it is done for big money. The author of this article, Freddy Drilhon, took these photographs.

Pentecost had always lived a penurious and simple existence, and to find that they could gain money so easily gave them furiously to think.

They formed a sort of syndicate with a view to bargaining with further clients. One such client came along presently in the form of American cinerama. By now the price of the performance had gone up to 600,000 francs.

The Americans paid up without hesitation, though for this tariff they exacted a number of repetitions, and they saw to it that the actors wore weird and wonderful attire—such as the Bongwulwul had never dreamed of, even in their most extravagant nightmare!

Dance Bare-Breasted

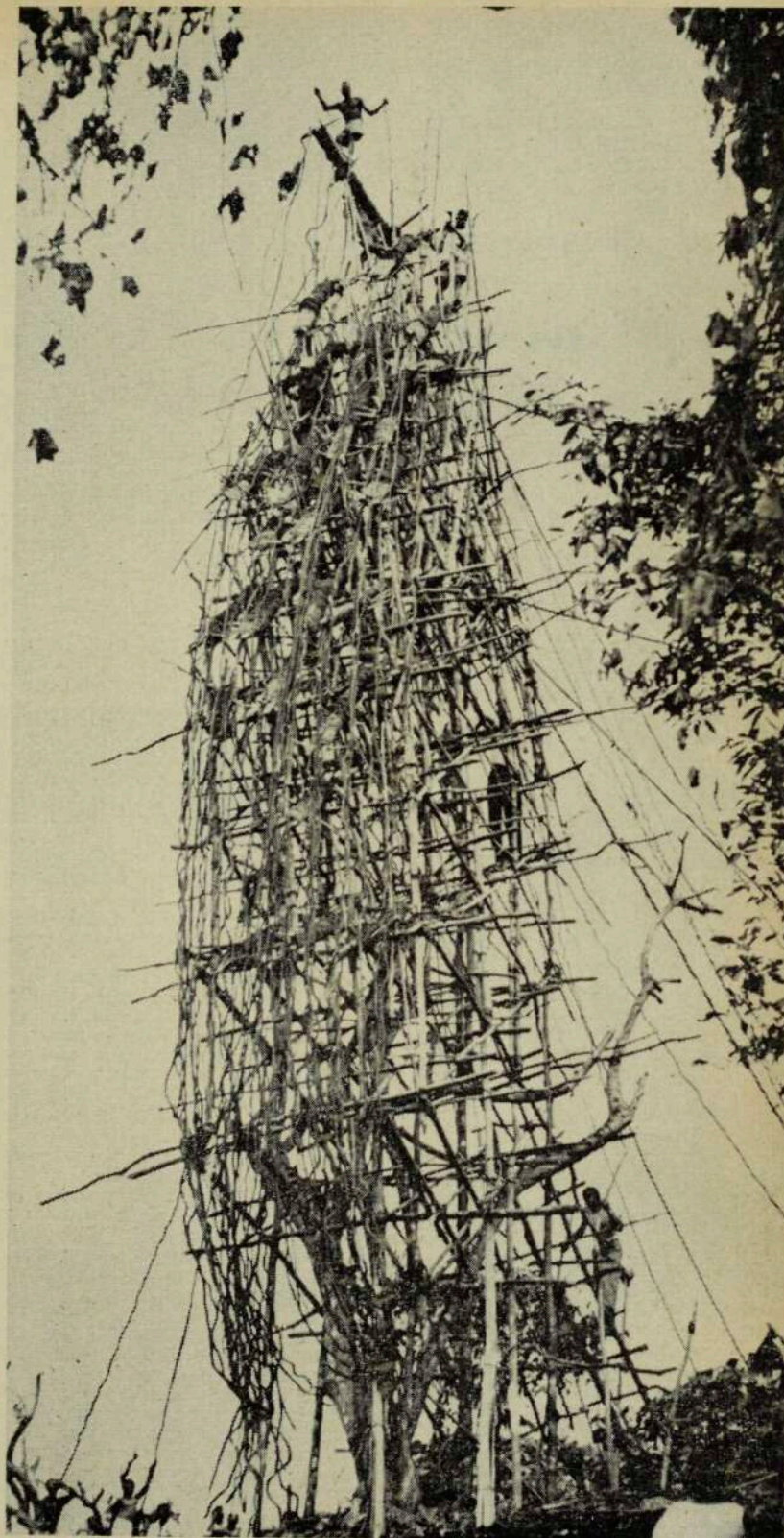
For this is a tribe with no dress consciousness; their men had never worn anything more imposing than the most meagre of loincloths, while their women had always danced bare-breasted.

But the extreme modesty and pure-mindedness of the American female is well known; the power the women's associations of the United States exercise over Hollywood is notoriously all powerful. The box office would have been compromised were South Pacific natives to be shown doing anything in their native, or near naked, state.

To-day, it seems, the businessmen of the Bongwulwul are rubbing their hands in glee.

The Gaul business has become an appreciable source of revenue, allowing them to enjoy riches which they had never dreamed about as they squatted round the smudge fires of their primitive huts. And they have no intention of resting on their laurels.

They are out to establish, or at least they will welcome, contact with the tourist agencies. Soon we may see big tourist liners landing their passengers on Pentecost agog with the thrill of watching Gaul jumps and dances arranged in their honour. Why not, indeed?



"Kar Kar" Smith, by enterprise and industry, made two modest fortunes in New Guinea—and died in Sydney in December at the age of 73, worn out and broken-hearted, owning no property.

"Kar Kar" had the bad luck to be born a German, and the bad judgment to be proud of his birth. He never changed his flag. So

where others prospered, he was ruined.

But he bore no malice—tired and ill, he remained to the end a kindly and courteous and scholarly old gentleman.

This outline of his life—which contained some singular adventures—was written for "PIM" by a man who knew "Kar Kar" very well, and treasured his friendship.

The Tragic Story of "Kar Kar" Smith

He Should Have Been a Millionaire

By GEORGE HANSON

Paul Ignatius Schmidt was born on February 1, 1885, at Deutschkrone, West Prussia, of sound, middle-class stock.

He received a liberal education, was groomed for the Catholic Church, acquired a good knowledge of Latin—but elected to join the German Imperial Navy and specialised in navigation. This knowledge stood him in good stead when, as a schooner-master, he sailed the wide Pacific, searching for newly, low-lying atolls.

Commencing work in German New Guinea in 1907 for a German company, Paul Schmidt quickly established for himself a name as a plantation manager, and an efficient and humane superintendent of native labour.

He was friend and neighbour of Queen Emma, and he had a fund of stories concerning that dynamic and leisure-loving lady.

After he had successfully opened up new out-stations for his firm—and had been wounded often by natives in the process—he was relieved in Buka by a friend, Gordon Thomas, in 1911.

Explored Edie Creek

With a German partner, Flugball, Schmidt commenced a series of explorations, coupled with bird-of-paradise shooting on the mainland of New Guinea, in 1912. He explored the then unknown Wau, Bulolo, and the Creek regions twelve years before the Edie Creek-Koranga-Bulolo gold rush began.

Then Dr. Hahl, a far-seeing German Administrator decided that Kar Kar Island should be tamed and developed. It had been for many years a thorn in the side of the Madang District Officer—patrol after patrol had been chased off the island and by the war-like natives.

Dr. Hahl finally asked young Paul Schmidt if he would try to settle on the island and bring the natives

under control. Schmidt agreed; and so "Kar Kar Smith" was born.

"Kar Kar" soon found he had on hand a terrific task. All his advances were repulsed by the inhabitants, often with loss of life among the loyal natives he had taken to the island with him from New Britain and Buka.

Treacherous Attack

In one treacherous attack on his small homestead (which he literally had hewn out of the jungle), his New Britain boss-boy, a lad who had looked after "Kar Kar" since his arrival in New Guinea, was murdered.

"Kar Kar" then abandoned diplomacy, and a short, sharp war ensued.

With his right leg smashed by a war club, speared through the side of his chest and both arms, one eye completely covered by a mass of flesh shot adrift from his forehead by an arrow, "Kar Kar" emerged victorious; and planted upon the island one of the finest plantations in New Guinea.

The natives of Kar Kar Island gave no trouble after that. Once again, Dr. Hahl had proved his ability to pick the right man.

World War I broke in 1914. "Kar Kar" continued his pioneering work, and he found firm friends among the Australian Military District Officers.

When he heard, in 1917, of the possibility of expropriation, "Kar Kar" saw the then Australian Military Governor, who stated that, although there was a chance of his present property (which had been commenced during the German regime) being taken over, any property which he ("Kar Kar") applied for and planted up during the Australian Military Occupation should remain his.



Paul Schmidt ("Kar Kar" Smith)—a photograph taken just before his death in December, 1957.

Thereupon, "Kar Kar" cleared and planted another very fine plantation a few miles from his earlier venture. But both were taken from him at the close of World War I, when "Expropriation" came into effect.

He Started Again

Leaving Kar Kar Island, and all he had loved, worked so hard for and fought for, in 1922, "Kar Kar Smith" (as he now was generally known) captained Island schooners and helped young British planters.

Some thirty years ago, he gave this writer more valuable practical advice on choice of soil and planting than our own Agricultural Department, in Rabaul, could furnish. In my opinion, one of the greatest disabilities we and New Guinea suffered was the almost wholesale expulsion by Australian bureaucrats of German brains and experience, under the Expropriation Act. A few German pioneers were allowed to remain, and these experienced men, mostly brave and adventurous spirits of a past generation, gave of their best to the newcomers who

wished to carry on the pioneering work.

In 1926, "Kar Kar" was back on the mainland, in the big, gold rush. After various adventures, he dis-

In the Gold Rush

covered a profitable gold mine of his own, and recouped his fortunes sufficiently to buy Pal Mal Mal Plantation, on the South Coast of New Britain.

It was while on the goldfield that "Kar Kar" witnessed the brutal murder of a native carrier by police boys.

Working on his lonely gold claim, "Kar Kar" was shocked, weeks later, to learn of the arrest of a wealthy Australian miner, who had been charged with the murder of the carrier and escorted to Rabaul to stand trial.

"Kar Kar," although then in straitened circumstances, working hard to win gold to establish himself again, immediately made a sea-and-air dash to the capital. His evidence gained acquittal for the Australian, and the police boys who were guilty were charged and sentenced. In court, the Judge praised "Kar Kar" for what he had done in the cause of justice, and



complimented him on the manner in which he gave evidence. But he lost two months of gold-winning, and his fares and accommodation cost him hundreds of pounds. The wealthy Australian did, I think, thank him.

In 1928, with his hard-won gold, "Kar Kar" bought Pal Mal Mal

Kar Kar's Famous Cotton

The photograph at left is reproduced from "Catalogue of New Guinea Expropriated Properties", which were sold in 1926. It shows "Kar Kar" Schmidt, 35 years ago, among the famous cotton he produced on Kulili Plantation, Kar Kar Island. The catalogue says the plantation, 272 hectares, had been planted up with 34,000 palms and 10,000 cotton trees. "Kar Kar" lost the lot. He also lost Kavilo plantation, nearby, on which he had planted about 12,000 coconuts.

Plantation. The place was badly run down, but "Kar Kar" cleared the palms, erected new labour houses, copra driers, etc. Then, co-operating with Australian Charles Boles, he built and equipped a splendid saw-mill, supplied timber to Rabaul, and built himself one of the finest houses in the Islands.

He returned to his old love, coconut planting, felled the adjoining bush and increased his holding by another 600 acres. He married a New Zealand girl and settled down to the planter's way of life.

Midwife Smith

"Kar Kar" owned a 24-ft craft, with auxiliary engine, in which he made business trips to Rabaul.

On one occasion, in Rabaul, he met a very large white woman, who wished to return to her home on the South Coast. She had travelled to Rabaul in order that her expected baby could be born where it would have a better chance of survival. But the doctors assured her she was not pregnant; and, in view of the lady's bulk, such a diagnosis could be excused.

She, "Kar Kar", and a native crew of four sailed from Rabaul. At a point near Tokua Plantation a fierce sea whipped up, and they were forced to anchor.

During the night, with the small craft bucketing about madly, the lady was seized with labour pains.

"Kar Kar", a stickler for white prestige, immediately sent the boys swimming ashore; and, in the small hot cabin, with a hurricane lamp swinging wildly, as sole illuminant, and a piece of teased-out rope and an old pen-knife, he delivered a bonny babe. He then up-anchored, beat back to Rabaul and presented the sorely harassed doctors at Namanula with mother and child.

Companion Killed

In 1939, World War II hit us again, and in 1940, "Kar Kar" and other German nationals were brought to Australia and interned in Tatura Camp until 1946.

With all that he had built up lost again, the ageing "Kar Kar" returned to New Guinea and managed a plantation for a friend on New Ireland. Although now far past his prime, he did a magnificent job in reclaiming the property from the

(Continued on page 99)

DO YOU REMEMBER? From PIM of 20 Years ago

IN the Pacific, in February, 1938, things were beginning to warm up after the holidays (which came late in many places, because the ships with Christmas supplies weren't too punctual).

Educationists from all over the Pacific were meeting in Honolulu to discuss some airy-fairy aspects of education. Suva was getting some new Administrative buildings at long last, NG identity Mrs. Doris Booth had five Europeans and 200 natives working in her Wau goldmine, and in Tonga they had just gaoled a Tongan confidence man who for six years had taken "tax money" from his fellow natives, and used it to buy himself cars, expensive European suits and cigars instead of cigarettes.

Some other events, as reported in PIM's issue of February, 1938:

Fiji had just had a strike among Indian and Fijian labourers at the Lautoka sugar mill. The trouble started over the payment system for workers, who established an organised picket line as soon as they struck.

PIM's Suva correspondent said the CSR Co. ceded to the workers' demands after a couple of days, "a fact which caused considerable comment throughout the Colony, old hands remarking that it was most unlike the CSR to give in on such a matter".

In Hawaii, tourist traffic was booming so

much that it had now become the island's third industry. 53,000 tourists visited there in 1937—which is small potatoes to-day.

A correspondent in the New Hebrides—a planter—was getting hot under the collar about anthropologists. In a letter he said, "What constitutes an anthropologist? For many years this—and I suppose other groups—have had a succession of people coming from this or that museum or university or body, and claiming to be specialists in one or other branch of science. A portion are genuine and keenly in search of knowledge, others are seeking notoriety, cheap or otherwise; others simply seek local colour to clothe fiction or theories".

Twenty years don't change some things, apparently.

In an editorial headed, "Japan's Shadow on the Pacific", PIM was saying:

"The facts are indisputable; and the danger is so real that we need offer no apology for returning to the subject again and again. The peoples of the Pacific must try to realise what is happening. . . . It has been explained in this journal many times that a clash between Europeans and Asiatics, led by the Japanese, is unavoidable."

Miss Barbara Hitchins, 23, who had made news the previous month by flying her single-engined aircraft from Australia to Port Moresby, was making further news by being reported missing. But she turned up after three days. She had been forced down near Madang, while making a flight from Kerema to Wau. She had simply "overshot" Wau, explained a Port Moresby correspondent, in the understatement of the year.

THE MONTH'S NEW READING

WITH JUDY TUDOR

One of the most interesting small books to come this way in a long time is *Sources of Australian History*, collected and edited by Professor M. Clark of the department of history at the Canberra University College.

THE period covered is from the earliest discovery up until about the First World War; but what makes this book different is that Professor Clark has not written a history of the period, but has collected together reports, documents, newspaper articles and even current verses and songs of the appropriate periods, and let these accounts carry the story.

The collecting and editing has been so skilfully done that it makes a smooth chronological narrative, without that curse of most modern histories—the conscious or unconscious “slanting” by the person who is doing the writing.

We therefore proceed through extracts of Tasman's, Dampier's and Cook's journals, to eye-witness accounts of the landing at Port Jackson and the establishment of the convict settlement; to relevant House of Commons papers on the convict system, free settlement and other matters.

There is the indictment of Macquarie and his idea of democracy by MacArthur; and Macquarie's defence of his administration to Earl Bathurst, the then Secretary of State for the Colonies.

Extracts from newspapers of the day, and other, official, reports cover the establishment of other States, the gold-rush period, including the Eureka Stockade; the years preceding Federation and the years after, leading up to the First War.

These latter were the years of tender social consciousness. In June, 1907, the *Sydney Morning Herald* was editorialising at great length about the “Drift to the Cities”. The *Melbourne Argus*, in January, 1911, editorially approved “moving pictures” in spite of the “banality and frequently the vulgarity of comic films”; and in the same year enthused over the amazing progress the Motor-Car had made since the industry began 10 or 12 years previously.

But in May, 1914, the *Argus* reported at length a condemnation made by the State Presbyterian assembly committee on public morals. It was headed, “Dance and Dress Fashions—Tendency to Run Riot and a Sign of Moral Laxity”.

The report left no doubt that, in Presbyterian eyes, our grandmothers and grandfathers were standing on

the brink of hell with their “new and eccentric forms of dancing” and their “extremes of indecorous and uncomely fashions”.

Professor Clark's book is a must for every student of early Australia, and will be of considerable interest to the general reader as well.

The volume is in the World Classics Series, has over 600 pages and is, of course, well indexed.

(Published by Oxford University Press. Australian price, 12/9.)

Real Cannibal Stuff

ROSS SALMON is an old Harrow boy with a fine war record, who went off to South America a few years ago to look for a bit of extra adventure. To learn whether he got it, the reading public need look no further than the first paragraph of his book, *Forbidden Jungle*, which begins:

“Two arrows forming a cross were stuck in the trail ahead of me. This was a declaration of war. A declaration by the hostile Motilon Indians,

a primitive, almost unknown tribe living in the mountainous jungle land on the borders of Colombia and Venezuela. A land of mystery and legend which still awaits to be explored by modern man. Now I was in that land; face to face with these cannibal Indians after sixty days of frustration and hardship shared by Eric Keen my sole companion.”

Well, we can report that the old Harrow boy, despite the impenetrable jungle, raging fevers, crouching jaguars and those cannibal Indians, finally got out of it all right—although it is still beyond us why he ever got into it, unless it was to write this book.

According to the dust jacket, he is now back in England running the “Lazy S”, the country's first ranch. No doubt the South American authorities are hoping he stays there.

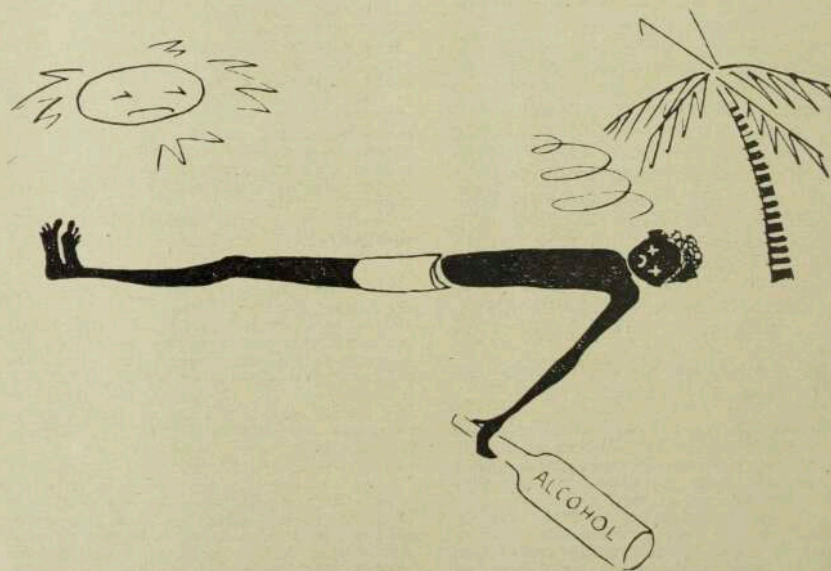
(Published by Hodder and Stoughton. Australian price 26/-.)

More Customers for the Nut-House

WE don't know what Carl Jonas tries to set out to prove in his latest novel, *Our Revels Now*. *Are Ended*, but we suspect that it is that all Americans are poor mixed-up kids. The two leading characters in this opus have psychiatric treatment—and a lot more of the characters appear to be in need of it.

According to the *New York Times*, Mr. Jonas must be placed near the front rank of contemporary American novelists, so we can assume that Mr. Jones is presenting the American scene as he finds it.

It is a sobering thought, however,



This is an illustration from a recently published book, “A First Hygiene Book, for Village Schools in Tropical Regions”, written by Shiela Jamieson and illustrated by Joy Fox. It is produced in association with the SPC Literature Bureau. This drawing accompanies a note on the dangers from the misuse of alcohol.

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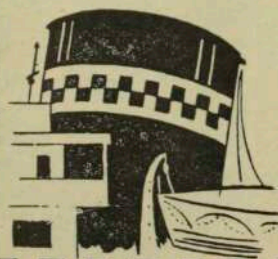
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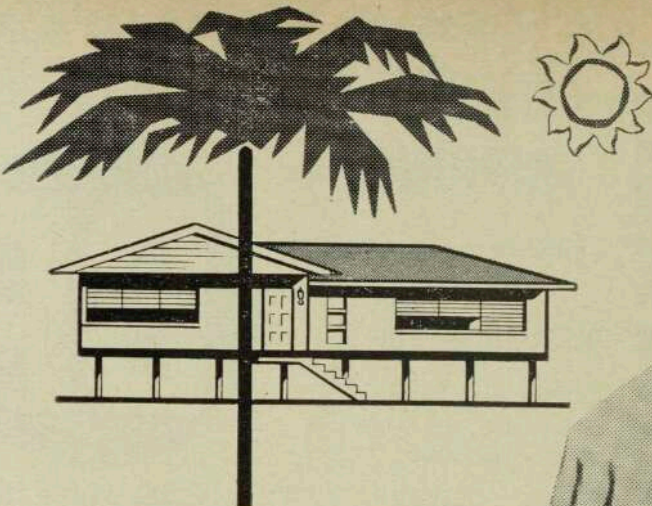


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90

FEBRUARY, 1958 — PACIFIC ISLANDS MONTHLY

that what a couple of generations ago would have been treated with a couple of good swift kicks in the (metaphorical) pants now needs months of expensive treatment by a mind-doctor. The trouble with this sort of book is that if you read enough of them you begin to fancy yourself as a candidate for the psychiatrist's couch yourself. It has yet to be proved that the world has got to be any better since people gave up solving their own emotional problems and persuaded society that they are really just sick and need a doctor.

This story concerns Mildred, an acute case of arrested emotional development; and Wesley, a successful young businessman whom she married. Things go wrong at the outset—or as Wesley puts it, Mildred won't sleep with me, Ben".

The rest of the story is taken up following Mildred through the clinic she attended to get herself straightened out. We aren't too sure about this—but the root of the trouble seems to have been that a short while before their wedding, Mildred propositioned Wesley and Wesley said, "Oh dear no, Mildred, such as I want you everything has to be right in our marriage". Mildred felt somewhat set down over this.

This is the sort of book you like to cast off half read, but which you somehow continue to read with morbid fascination to the bitter end. One thing is for sure, if this is a real picture of American contemporary life, Russia has no need of intercontinental missiles. All it needs is patience. Given time all Americans will become so involved in their own frightful emotional problems that they will all take an overdose of sleeping pills.

Mildred is the sort of character that makes you long to be a Russian commissar. Cracking rocks on a Trans-Siberian express-way would be just the shot for this dear girl.

(Published by Peter Davies. Australian price, 1/-.)

Monsters—And How to Catch Them

IT'S natural for man to go out and kill things. When it is other humans it's called murder; when it is animals or fish, that's sport. Some humans have got too civilized, apparently, and killing things merely bores them, and amongst these you can count Yours Truly. I have no desire to shoot an elephant; or have a stuffed lion's head—trophy of my hunting—on the living room wall. And when I see a tiger shark cruising in the ocean, my reaction is to get out of the ocean and let the shark have it. I have no desire to go out in a little boat, hook it on the end of a line and play it for six hours.

This is by way of explaining that when someone called Athel D'ombrain wrote a book called *Game Fishing Off the Australian Coast*, and his publishers sent it here for review, it was a dead loss. But if you are one of these people who like to go out to sea to wrestle with 600-lb fish on the end of a line no thicker than sewing cotton, you can take it that this is a very fine book.

It is full of advice on what to do and what to do it with; and stiff with pictures of people standing alongside 10 feet high fish they have caught. There are even pictures of a character called Bob Dyer and his wife, Dolly, and the assorted monsters they have pulled from the ocean.

It seems pretty clear, however, that game fishing (off the Australian coast) is not likely to be one of the overcrowded sports, because one of the first things that is necessary is a boat; and as one engine is always likely to give up at a critical moment, it is better to have a boat that is equipped with two—and diesels at that. (Petrol engines, says the author, could explode in one's face).

In Australia, boats equipped with twin-engined diesels come pretty high—so that removes the sport forever from the reach of the poor guy who is struggling along on £20 a week with a wife and two kids to support and a washing-machine and a TV set to pay off.

(Published by Angus and Robertson. Australian price, £2/10/-.) (Over)

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Learning About the S. Pacific

EVIDENTLY *The Great South Sea*, by Roger Pilkington, is meant to be a text book for youngsters—an introduction to the South Pacific.

Pilkington (according to the jacket flap) was a research scientist at Cambridge but now is more concerned with writing children's fiction.

Why he should be called on to write a book about the Pacific is not quite clear but the result is quite unremarkable, one way or another: The sort of quasi-text book for children that anyone could write from the distance of London.

Pacific experts on or nearer the spot might have a couple of bones to pick with Mr. Pilkington, nonetheless. For example, he favours the *Tiki* theory of Polynesian migration—that is, that they came from South America—rather than the older theory that these islands were populated from SE Asia.

And it is news to learn that Samoa "produces fine hardwood timber for export". Or that the "gay and scented" frangipani and hibiscus are indigenous to the South Pacific islands. New Guinea has a native hibiscus, from which native twine is made, but the cultivated, flowering shrub does not grow wild.

But Mr. Pilkington is half-right: hibiscus are gay; and frangipani is scented.

(Published by Macmillan and Co., Ltd. Australian price, 11/-.)

Internal Combustion

BECAUSE his fiancée was killed in a motor accident on their wedding day, Arthur Warman had phobia about motor cars. He was crazy in only this one way but considered that it was his mission in life to warn people of the peril engendered by the internal combustion engine.

John Hereford makes Warman the central figure in his newest novel, *The Man Who Was Angry*.

Feeling, as he does, it seems unfortunate that Arthur continues to live in a town where the youth are dedicated to racing cars. While the author works out his theme against Warman's obsession, the reader has to put up with the half-baked argon of lower middle-class Englishmen in pursuit of their pleasures.

Hereford specialises in "quiet country people", and his characterisation is, in the main, competent. The trouble is that the class of English youth he writes about is so internally unattractive—fags, and beer at the local and a lot of wishful thinking about racing cars and horses.

The story, after dragging its feet

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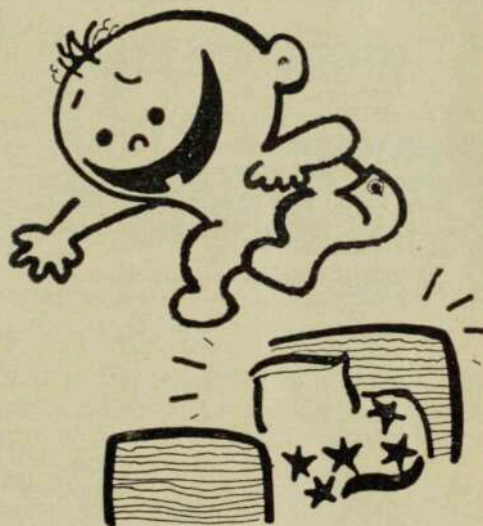


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They're well worn, but they've
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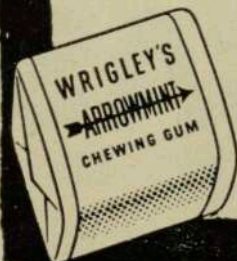
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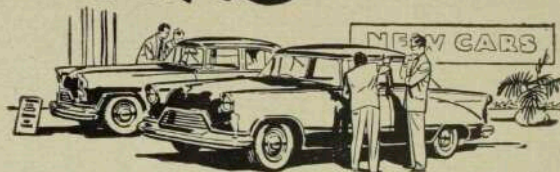
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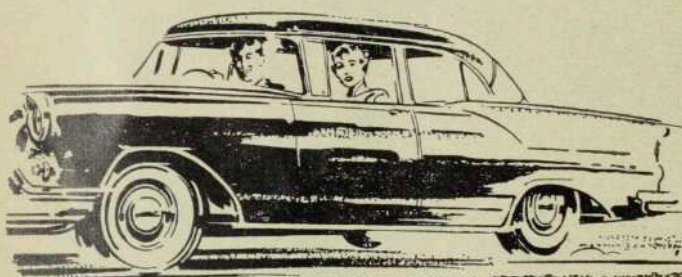
G.45 **Delicious!**



Showroom "Twins"



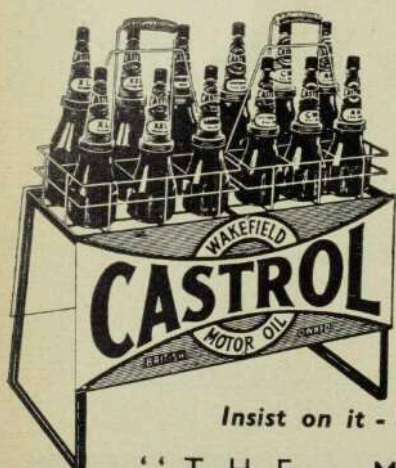
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at the early stages, quickens towards the end when the inevitable happens and a child is killed by a hit-run racing driver.

This is a novel which would have held together quite well without Warman, who is nonetheless, designed as the pivot around which the plot revolves. Although the minor players are well cast, Warman is a badly overdrawn character who never quite rings true.

(Published by Hodder and Stoughton, Ltd. Australian price 15/6.)

Error for Terrorists

MOST readers will identify James Dillon White's latest novel, *Night On the Bare Mountain*, with Cyprus and the Troubles, although the author is more than usually insistent that the characters are imaginary.

It is a grim story of adventure, made up of a whole lot of unlikely factors that become plausible enough at the hands of this competent writer.

Primarily, it is a story of revenge the revenge of Anderson against the Island's terrorists who had killed his son, an officer in the British Army. Anderson is a New Zealander, for no particular reason other than it is becoming the habit of novelists to cast New Zealanders in these roles of derring-do. (For example, the hero of Maclean's *Unsinkable*.)

Anderson had flown the 10,000-odd miles from his sheep farm in NZ to the island, ostensibly to see the last resting place of his son. But when he should have departed he staged a fake drowning and stayed to start a campaign of terror amongst the terrorists.

Anderson's love for his son had those elements of fanaticism that could sooner or later have meant disaster, and the implication is that his vendetta was more than usually misplaced because Anderson, Jnr., before his death, was up to no good.

The story is based largely on interplay between the feelings of Anderson and the girl Ilena, daughter of a terrorist, who had loved Anderson, Jnr., and then transfers her affections to the father; and Major Fielding, who is in charge of the local military unit, whose job it is to catch the man who is successfully gaged in counter-terrorism.

The story is as much Fielding's as Anderson's. Fielding does not think much of himself as a soldier: he is much more liable to see things in terms of human problems than in terms of military exercises.

It is not a story that could have a happy ending; but most readers will agree that it is a satisfactory one.

Published by Wm. Heinemann. Australian price, 18/9.)

Fascinating Facts— By Frank

THAT word-machine, Frank Clune, has given birth again. And when Frank writes he believes that everything and everyone should get a mention. Some people have had a suspicion that he is paid for it; but we think it is just part of his big-heartedness.

The brand of the canned soup he eats; the name of the manufacturer of the vehicle he drives; the airline he flies by, the petrol he uses—all form part of the fascinating story. As well, you get the vital statistics of every hamlet encountered shot at you from his fact-filled cranium.

The result may not guarantee him an ultimate place in Poet's Corner, but he does produce a literary phenomenon that combines the virtues of a radio commercial, a gazetteer of Australia and a social-climber's Who's Who.

What set Frank off on his latest rampage is uranium (*The Fortune Hunters*). He acquires a geiger-counter and with this as bait collects around him in a well-known Sydney restaurant (named) a syndicate (also named) composed of "business tycoons" and "legal eagles", politicians and other scions of Australian society.

They each put in £250 and this allows Frank and a geologist to set out with the geiger-counter over a

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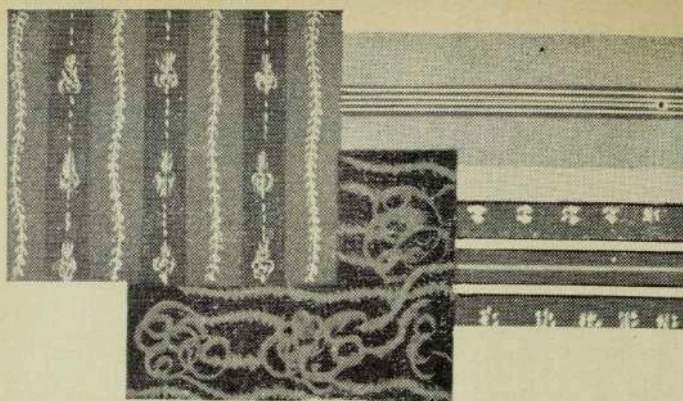
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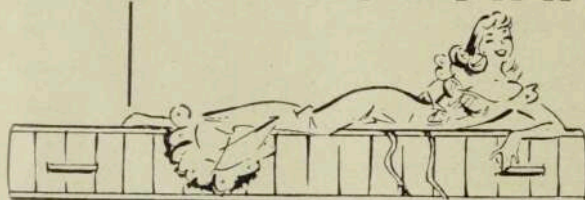
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trail that led from Sydney to Darwin via Broken Hill, Port Augusta and Alice Springs.

They didn't get any uranium but it gives Frank a heck of an opportunity for practising his own variety of publicity; and innumerable occasions for loosing on his reader such shafts of wisdom as this:

"... Wellington, a prettily situated town at the junction of the

SPC LITERATURE BUREAU COULD USE SOME PUBLICITY

A great many books in simple English, evidently designed for the people of the South Pacific islands are now coming from the South Pacific Commission Literature Bureau. Most of these books would be suitable for children in other countries, also, as they are generally well produced, and prepared with considerable care. Perhaps this is not the desire of the SPC—although it might help offset costs, and spread knowledge of the Pacific wider.

But we have several bones to pick with the SPC Literature Bureau over these books. They usually land in this office like poor little country mice let loose in a big city. It is necessary to look hard amongst the six-point type to find where they come from at all; there is no indication what section of Pacific people they are aimed at; there is no indication what they cost; and no way of telling where, or if, they may be purchased.

One presumes, therefore, that they cost nothing and are distributed through some instrumentality of the six member governments of the SPC. This is probably well enough, but as the idea behind the Literature Bureau is dissemination of reading material among the native people, it might help the work if the natives concerned could go out to a store and just buy a book.

What brought on this particular brainstorm is a small book called "How the Crocodile Got Its Teeth, and Other Stories", which was sent to us by Mr. Gilbert N. Lansdown. Mr. Lansdown tells us that he compiled the book, but, like the Literature Bureau, he doesn't tell us anything else. Not how much it costs, or who it is for or where it may be bought. It is published by Macmillan and Co., and is "in association with the SPC Literature Bureau".

It is an imaginative collection of animal stories from Fiji, Papua and New Guinea, BSIP, etc., and in our own society would be suitable for children from five to eight years old. With a soft cover and black and white illustrations, the book looks to be worth about 3/- or 4/-.

Most youngsters would find the stories entertaining, although they might reflect that most of the bad habits these creatures have — like crocodiles eating people and mosquitoes buzzing and biting at night — were originally caused by mischievous humans, according to the myths Mr. Lansdown has collected, anyway.—J.T.

Bell and Macquarie Rivers, 22 route-miles west of Sydney. It was named by Major Mitchell after the Iron Dook, who stonkered Boney (with the aid of the Prussians, the Russians, the Dutch and the Austrians) in 1815."

Thanks, Frank.

(Published by Angus and Robertson, Ltd. Australian price, 25/-)

They Made the World Safe for Ships

WHEN sailors write their stories they almost invariably sound like entries in a ship's log-book, and Captain G. S. Richie's *Challenger* is no exception.

But like most seafaring books, once you have adjusted yourself to the economical style, devoid of literary gimmicks and contortions of all kinds, it begins to exercise its own insidious fascination. As a change from the usual ingredients found in a novel these days, a plain book about a ship and the men who do a job in her is like a week in monastic Retreat after a steady diet of safe society.

Richie tells the story of HM's survey ship *Challenger* from the time of her launching in 1931 until she was handed over to the British Iron and Steel Corporation for scrap in December, 1953.

In those years, in peace and in war, *Challenger* surveyed the oceans, the harbours, rivers, entrances, and coastlines in virtually every corner of the globe. Iceland to the West Indies; West Africa to the Torres Straits; Funafuti to the Persian Gulf. She also plumbed some of the deepest Depths, around the Kermadecs and Marianas in her last 2½ years "sounding" cruise. Residents of the Pacific will probably remember *Challenger* going about her work in the Pacific in 1951.

As well as a story of a ship and the work she did, this is also a story of places. As travellers' tales they are not spectacular, but seen mildly through a sailor's eyes, interesting enough.

In to-day's over-booked world, is the story of such a ship worthwhile? The answer is yes. Perhaps the author best sums it up when, towards the end of the book, and having warmed to the subject, he writes:

"An oceanographic voyage remains

to-day one of the last retreats where man may observe and study unmolested. It is well known that a captain's troubles commence when land is sighted, and reach their peak as the ship is finally berthed to permit agents, authorities, customs, press and tradesmen to surge over her like an invading army, and all privacy is gone.

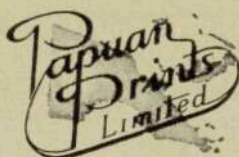
"The peace that comes upon the commander of a deep-sea expedition as the land slowly sinks below the horizon astern and he heads for the limitless ocean is profound. The ship is clear of all but those there for a purpose, no telephone is connected, no unwanted mid-day caller will arrive; all that matters is the one

job in hand, that of surveying and studying the ocean".

(Published by Hollis and Carter, London. Price in Sterling, 30/-.)

Reviewed Briefly . . .

SANDY'S SELECTION (and *Back At Our Selection*), by Steele Rudd, are reprints of the 1904 and 1906 Australian classics—complete with the original drawings—in one combined volume. Although Dad and Dave have degenerated into a collective term for a caricature of the Australian "cocky" farmer, most present-day Australians meeting the original Rudd stories for the first time will be as intrigued as their



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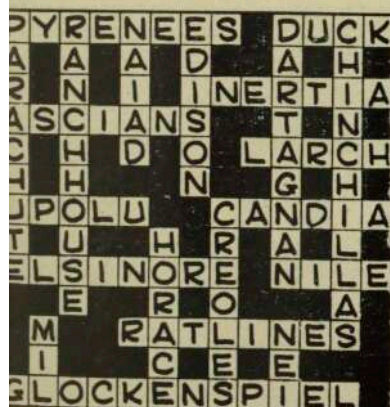
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Crossquiz Solution from Page 82



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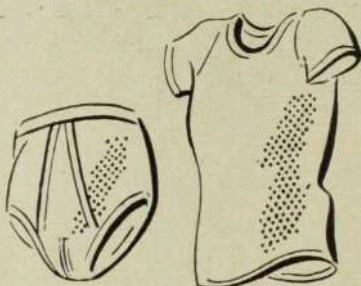
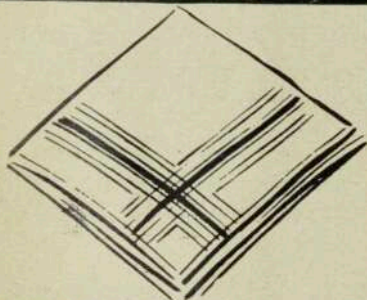
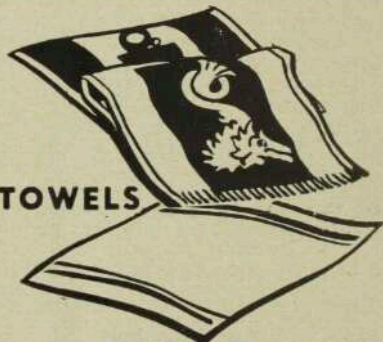
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98 FEBRUARY, 1958 — PACIFIC ISLANDS MONTHLY

ready to time or else—so I said grandfathers were at the beginning of the century. Rudd was a real literary craftsman, and although the day of the selector has pretty well passed, there is a freshness about the tales that 50 years have failed to dim. The present volume is a companion to *On Our Selection*, which the same publishers reprinted in 1953.

(Published by Angus and Robertson. Australian price, 17/6.)

The Story of "Kar Kar" Smith

(Continued from page 87)

jungle chaos which developed during the Japanese occupation.

One day in that area of bad roads—or no roads—and blown-up bridges, a motor vehicle "Kar Kar" was driving turned over on him, killing outright his white companion and breaking "Kar Kar's" remaining sound leg.

His natives carried him to his bungalow and, despite the telegraphed appeals of his friend and employer, he refused to go to hospital, stating that if he left the plantation no work would be done.

The leg knitted naturally—as all his other wounds had had to do—and he carried on efficiently until the property was sold. He returned to Australia in 1949 and lived happily near his friends, with occasional breaks in Sydney, until the end.

With three fine plantations which he established, and the high prices of copra, cocoa, cotton and timber ruling since 1945 "Kar Kar" Smith—but for the misfortunes of war—could have been in receipt of £65,000 to £70,000 a year, free of income tax. This would have placed him in the millionaire class, in any currency.

He lost every palm and every penny.

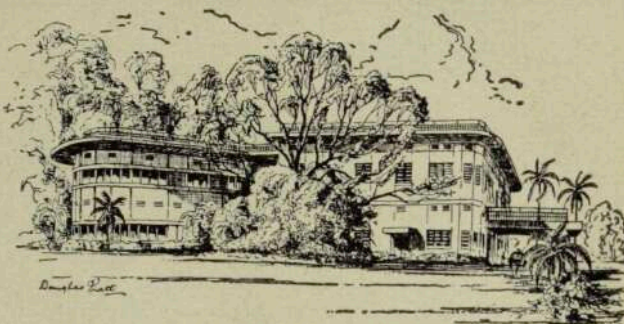
He refused to repine, tended his garden and raised fine crops at his home near Gosford. Occasionally fishing for a change, he would go to his small Sydney flat.

The day he died he had entered into a contract to write the early history of New Guinea.

"Kar Kar" was more than an explorer, pioneer, planter and miner. On his first property he grew the best cotton ever produced in the South Sea Islands. He crossed the best varieties and produced out of Kar Kar Island soil a staple that had the Liverpool cotton-masters thirsting for all he could send them. The writer has seen old letters offering "Kar Kar" a price far beyond the ruling rates for all he could produce. His knowledge of cocoa culture was prodigious, and his crops brought the highest price.

A gallant gentleman, a fine scholar and loyal friend. The world all too short of "Kar Kar Smiths".

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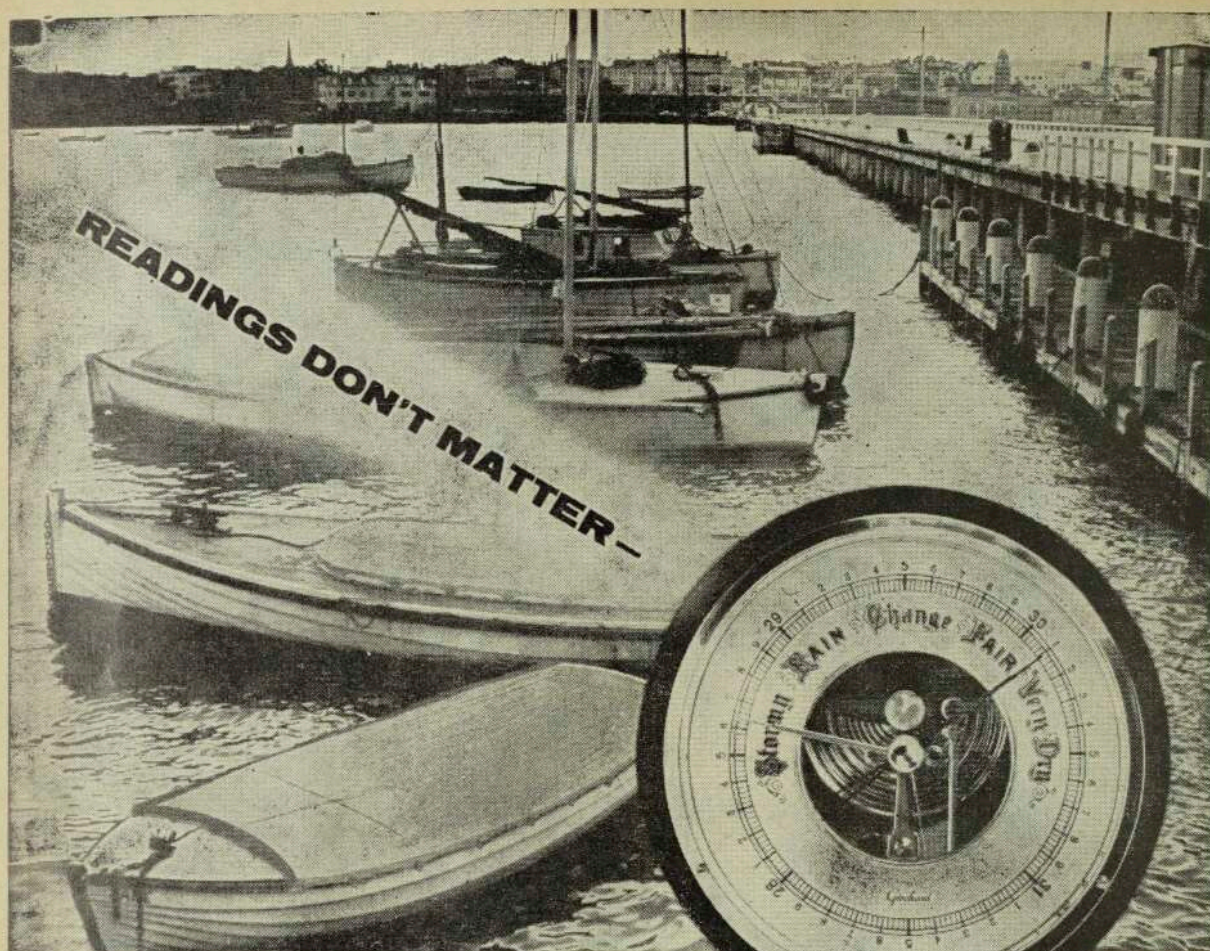
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PACIFIC SHIPPING AND CRUISING YACHTS

The question of registration of United Nations Trust Territory-based merchant ships is shortly to be discussed by a UN committee. There are some complex legal aspects to the problem, which involve insurance and various international shipping regulations.

The matter received some publicity in Australia a year or so ago when the New Guinea Trust Territory purchasers of the former Melanesian mission ship *Southern Cross* (since named *Kilinailau*) were unable to register her as a trading vessel. She was formerly registered in London as a yacht.

She eventually sailed from Sydney for New Guinea minus the protection of any flag, and theoretically could have been seized on the high seas with no protection available. No doubt she is now registered under the flag as she goes about her business in the New Britain-Bougainville area. Her particular case was complicated by several factors, but the question of registration in the Trust Territory arose. It may be that, in the future, vessels based in Trust Territory waters will fly the pale United Nations flag with laurel leaves enclosing a globe map.

FOR THAT SECRET DESTINATION

That "secret destination somewhere in the Pacific"—Christmas and to you—was in the news again in mid-January. "The atmosphere was tense" at Port Adelaide, according to a news agency despatch from that port, when the 4,255-ton *Maxwell Brander* loaded heavy equipment, including two 30-ton mobile cranes under a guard of security men—next stop Suva. The latter item seems to have slipped through the censorship.

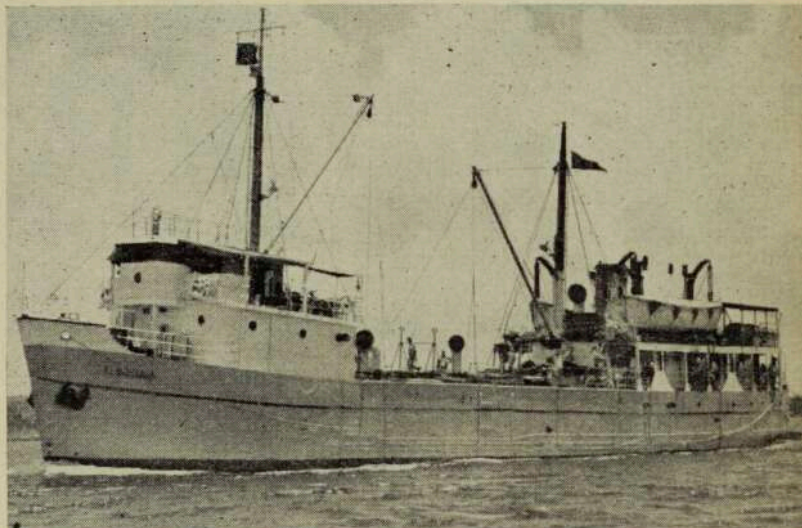
Someone, doubtless wearing a false mustache, also managed to get one of the crew to admit that the vessel's cargo "certainly could be" connected with nuclear explosions. Customs officials were busy preventing photographers from operating from a wharf opposite the ship's berth. Suva will have viewed the mystery ship well before this appears in print.

CHANGING COLOURS

The 394-ton Fiji vessel *Ai Sokula*, *Hong Ann*, ex *Empire Maybury*, purchased from Singapore, together with the New Guinea vessel *Meklong*, a sister ship, early 1954, has been transferred by W. R. Carpenter Co. to Morris Hedstrom & Co. An oil-fired steamer, she will continue to operate within the Fiji Group and Rotuma. The command has been taken over from Captain M. Whippy. Captain J. McKenzie Arnot, lately

of *Altair*, which Captain Whippy will now command.

Ai Sokula arrived in Suva early in 1954 and took over her Fijian names from another Carpenter ship,



"*Ai Sokula*", 500 tons, which has been transferred from the Fiji fleet of W. R. Carpenter and Co., to the associated company, Morris Hedstrom, Ltd. "*Ai Sokula*", for MH, will go onto the Suva-Rotuma service and make about four trips per year. —Fiji PRO Photo.

which had been named with much pomp and ceremony by Fijian chiefs a couple of years before. The first owner of the name then became *Oliver Mac* and something of a white elephant in the Carpenter fleet. *Oliver Mac* remained stubborn to the end. In late 1956, she was sold to M. Jean Hagen, of Noumea, for scrapping in the Far East. She was towed there by the ancient *Loyaute* under the command of Capt. R. T. Hamilton, but due to a series of mishaps and bad weather the vessels did not arrive in Hongkong until April, 1957—five months after leaving Noumea.

MEKLONG, TOO, HAS NEW OWNERS

Meklong, which was purchased by a W. R. Carpenter subsidiary (Coconut Products Ltd.), for the New Guinea trade at the same time that *Ai Sokula* began operations in Fiji, was sold in January to a Hongkong shipping company. Her previous owners say that she was found to be too big for requirements.

New owners are Lanena Shipping Company. *Meklong* will be towed to

Hongkong by a tug chartered by the Lanena Co., and was expected to get away north at the end of January.

The Company representative who negotiated the sale said that there was a great demand for ships of about 500 tons for trading out of Hongkong.

LOITERING WITH INTENT

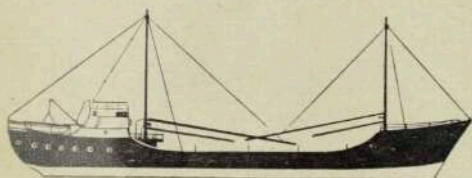
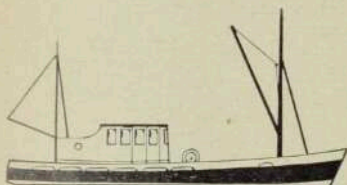
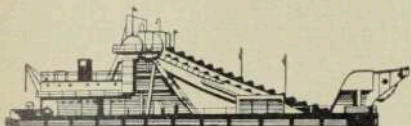
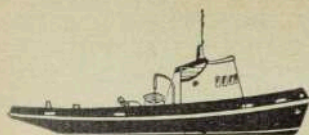
For a week or so in mid-January a suspicious low-pressure area was lurking in the vicinity of northern New Caledonia and had all the makings of a tropical hurricane but was still in docile mood to January 21.

On January 17, no less than four low-pressure areas of potential

menace appeared on the South Pacific weather chart. In addition to the one mentioned there was another west of the Solomons, one well north-east of the New Hebrides, and a fourth near Suvarrow in the Cooks.

In The News This Month

<i>Ai Sokula</i>	<i>Maloleilei</i>
<i>A'oni</i>	<i>Maui Pomare</i>
<i>Arthur Rogers</i>	<i>Maxwell Brander</i>
<i>Bergensfjord</i>	<i>Meklong</i>
<i>Daifui Maru</i>	<i>Melva</i>
<i>Daydream</i>	<i>Nordlys</i>
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<i>Flying Walrus</i>	<i>Oliver Mac</i>
<i>Fonualei</i>	<i>Orion</i>
<i>Havannah</i>	<i>Oshoro Maru</i>
(ex <i>Colorado del Mar</i>)	<i>Phoenix</i>
<i>Havfruen III</i>	<i>San Cristobal</i>
<i>Hifofua</i>	(ex <i>Pagan</i>)
<i>John Williams VI</i>	<i>Satsuma</i>
<i>Kadavulevu</i>	<i>Sea Wanderer</i>
<i>Kerynia</i>	<i>Takio</i>
<i>Kilinailau</i>	<i>Te Rapunga</i>
<i>Kurimarau</i>	<i>Tui Valavala</i>
<i>Levuka II</i>	<i>Trekka</i>
<i>Loyaute</i>	<i>Vitiaz</i>
<i>Mahina II</i>	<i>Yatu Lau</i>
(ex <i>Scaldis</i> , ex <i>Manu o Aitutaki</i>)	<i>Ve Tega</i>



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In Suva, Captain Matheson, of *urimarau* reported that his ship had received a heavy buffeting in the vicinity of Niuafo'ou Island in the December tropical storm which passed north of Fiji, missing that group. Not much was heard of that storm, which missed the major land masses as it whirled down between Fiji and Tonga.

MAKE YOUR PICK

Last month we demonstrated how a single letter dropped from the name of a Japanese ship can make the difference to her identification in a shipping register.

We also noted that while Rabaul was satisfied last July that the Russian survey ship visiting that port was *Vityaz*, which agreed with the spelling in British scientific journals describing her work, Suva was convinced that her name was *Witjaz* when she called there in December.

Arriving in Wellington in January the papers there were prepared to settle at first for *Vitiaz*. Up to here we had been unable to trace any trails of this interesting vessel in Lloyd's Register. Then a Wellington evening paper's shipping column blossomed forth with *Witjaz*—and there, surely enough, under the "W"s in Lloyd's was a *Witjaz*, but that entry does not seem to fit, as the listed vessel is only 2,975 tons gross.

At this stage it was time to check with the Soviet Legation at Wellington while the ship was in port. Some days later came a reply: The letter had been handed to Professor Gorov—of the vessel *Vitjaz*—who could no doubt reply from Vladivostok (after clearing the matter with Moscow perhaps) so vich is which leave to you. All we can say is that she takes her name from a small corvette commanded by Admiral Stephen Makaroff, which was said to have made the first oceanographic survey of the North Pacific. (See p. 109 for final word).

Captain Igor Sergeev said at Wellington that on leaving Vladivostok last November 5 the vessel had headed east to longitude 174 west, and had followed that meridian north, except for the diversion to Suva. On leaving Wellington the vessel was to return home along longitude 172 east, and so might be expected to pop in to Tarawa perhaps, as she worked her way north from station on her scientific work.

WELCOMING ASHORE

Captain Francis Bottoms, MBE, veteran mariner, and at the same time holder of a commission as Flight-Lieutenant in the RAF, who has been in command of the LMS *John Williams VI*, well known in Island waters, is reported to have accepted a shore position

with a Suva shipping firm. Some details of his interesting career appeared in *PIM* of September, 1956. Ten of his 30 years as a master mariner were spent in the RAF's air-sea rescue service in command of rescue vessels.

STILL IN TROUBLE

The motor fishing vessel *Pagan*, brought out from England via Tahiti a year ago, adrift at sea in the Kermadec region for several weeks en route, sold, refurbished—and promptly damaged by fire—was again in trouble in January. Renamed *San Cristobal* when sold, she sank at her berth at Onehunga wharf, near Auckland, on New

Year's Day. Someone had left something open.

PLUMBING THE DEPTHS

Included in the several Japanese oceanographic vessels now making an IGY survey of waters south to New Guinea is the recently launched 900-ton *Takio*, and the 1,000-ton *Satuma*, which took part in Operation Equapac last year. Government-owned vessels, they, like warships, do not carry the "Maru" suffix.

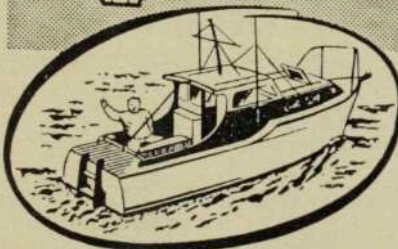
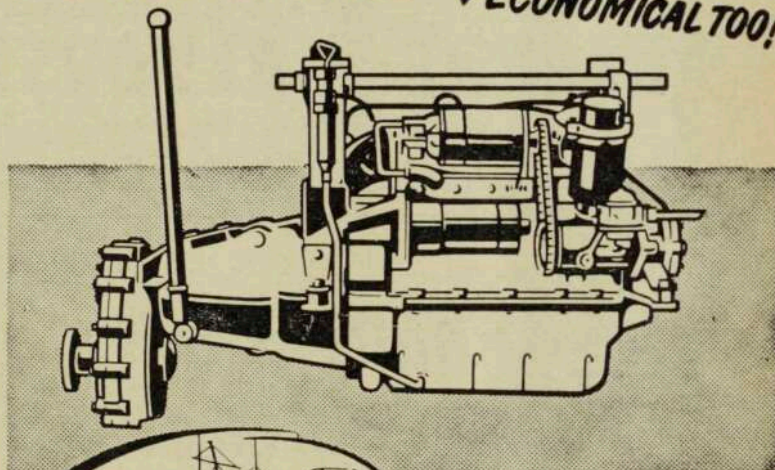
THE CATCH WAS GOOD

Whether or not the very dead whale sighted by *Maui Pomare*, as mentioned last month, was something the Japanese whalers had

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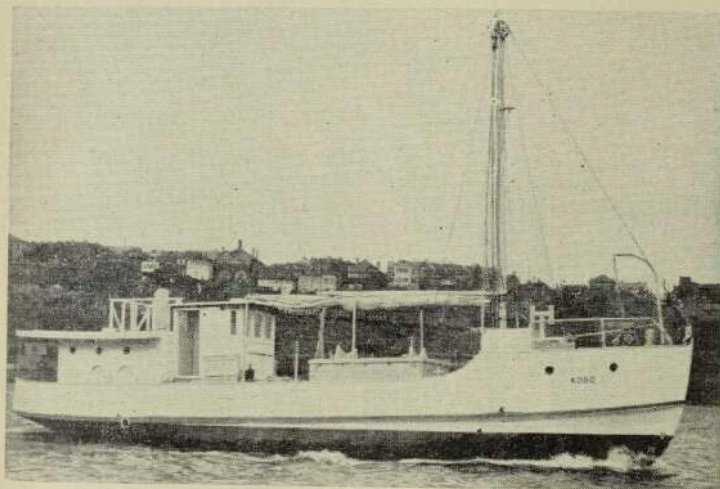


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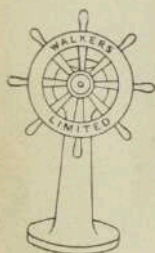
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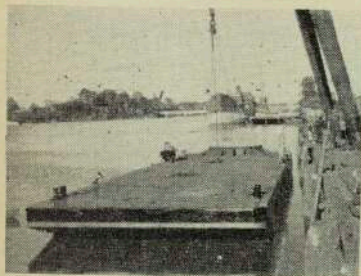
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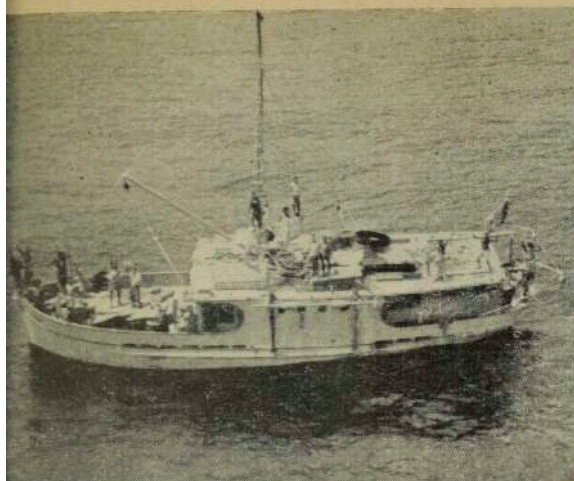
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After the Hurricane

This is how the "Yatu Lau", hurricane battered, looked from a RNZAF flying-boat that was preparing to drop much-needed lubricating oil to the vessel, after the Fiji hurricane. See story on page 106.

—Official RNZAF photo.

slaid, it does not appear to have ected their record tally of sperms. The target of the six Japanese aling fleets which went south in ember was 1,710 sperm whales— sperm season precedes the season baleen or toothless whales which med early January. From Tokio s reported that the actual catch alled 2,190 sperm.

AAAL FOR NORGE!

Biggest maritime event of the r for the open-roadstead port of arua, Rarotonga, was to be the too-brief visit of the big new ewegian cruise-liner *Bergen-ord* on February 3 with a full ster of dollar tourists. *Operation enback*, the removal of as many these dollars as possible, in most asant possible manner and in the ited time available, was the sub- of active planning on the island January.

he hula skirt, necklace, and curio sers were straining all efforts to et the hoped-for rush of business. put the customers in the right ne of mind a party of island ertainers was to board the ship n music and eis (Cook Islands sion of leis) when the pride of e Norwegian merchant fleet pped anchor at 7 a.m. To the hing tunes of the South Seas clients were to be shepherded ore to the souvenir stands in Union Co. sheds.

rom there the tourists would ve out to cars and trucks—Raro- ga has only one taxi and some- es none—and split into three aps for entertainment in outer ages. Sailing time, 6 p.m. All ld depend on the weather— ch could hardly be less predict- than in the middle of the hurri- e season, which now appears to ast developing into the favourite e for cruise-ships to head for the nds.

RCY MISSION

Maui Pomare, southbound from

Rarotonga and Apia in January, was diverted to Raoul Island, Kermadecs early January to a sick Tongan member of the ten-man staff at this weather station—Sekona Vi. With him also came a member of the island's catering staff, a Mr. Van Sales. A boat was launched from the "Pom Pom" to pick up the evacuees.

A similar call was made by the ship about a year ago. Due to a glut of bananas at Western Samoa, *Maui Pomare* was again to call at Apia on the home run from the Cooks in late January, when a call was also scheduled for Niue. She would then have her annual refit.

According to a well-tuned coconut radio signal, *Maui Pomare* No. 2 is still in the "planning" stage—and now, with a new Government and Minister of Island Territories, and a general tightening of the New Zealand belt, it will be surprising if the new vessel is actually ordered until well into 1958. The Minister is to visit the Cooks, probably in April.

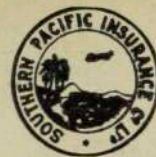
EXPLOSION VICTIM PROGRESSING

Mr. Bob Grant, of Boston, USA, who survived fire, explosion and sinking of his trading vessel *Ve Tega*, in the New Hebrides in December, came to Auckland as a stretcher case in a TAI aircraft early January and is now making excellent progress there in Middlemore hospital, where he is undergoing skin grafts. He will probably be in hospital until May.

During the flight, Mr. Grant was in care of Mrs. Diana Hepworth, of the yacht-cum-trader *Arthur Rogers*, who came south on a business and holiday visit. There was a possibility that husband, Tom might bring the Brixham trawler south again soon.

THE PAYOFF

Still purring pleasantly over the satisfactory sale of his vessel *Melva*, Skipper Hugh Williams returned to his Rarotonga banana farm in Janu-



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ary, swearing that he would touch no more ships, but might soon award himself a pleasure jaunt to Japan, or maybe England, while engineer Livingstone is left behind putting the bends in the bananas for a while.

HURRICANE HORRORS

Fiji's inter-island shipping took a battering in the hurricane which swept past the eastern tips of Vanua Levu and Taveuni and on through the Lau Group on January 7.

Fortunately, the hurricane warning system in Fiji has reached a state of efficiency where the effects of a big "blow" are minimised. board afterdeck stove in.

The first indication that there might be a hurricane came late on January 5. The small ships in the areas likely to be affected scuttled for the nearest safe anchorages, while those in Suva went to anchorages at the nearby Bay of Islands.

For several days after the hurricane a number of ships were reported missing. Two of them, the *Yatu Lau* (84 tons) and the *Kadavulevu*, are operated by Hurley's Shipping Agency. The *Yatu Lau* reported by radio on January 7 that she was in the middle of the hurricane and that both her anchors had carried away.

Then there was silence for about 24 hours, when a brief message was

picked up in Suva. At the time lost her anchors, *Yatu Lau* actually anchored at Vuaqa Island. She then drifted out to

RNZAF Sunderland flying-boat returning from Auckland on January 8 (they had taken off hurriedly from Laucala Bay on January 7 when the hurricane threatened). The master, Anare Vuibur said later that he had seen Sunderlands, and had made visual signals without attracting their attention.

On January 9, the RNZAF three Sunderlands looking for *Yatu Lau*, and the *Orion*, steamed to Nukualofa from Suva, was

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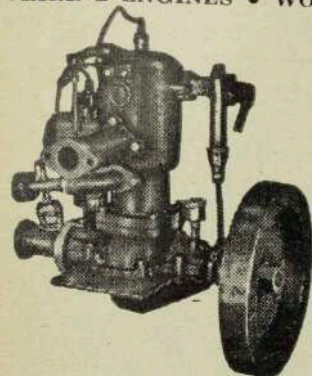
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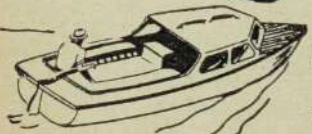
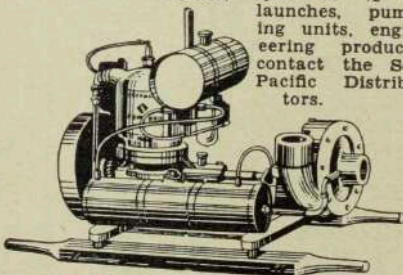
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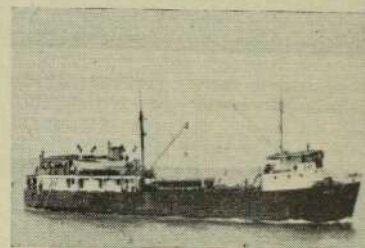
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"Meklong", formerly of the WRC New Guinea fleet, which has been sold to the Far East (See story page 101).

asked to keep a look-out. The first Sunderland out found the *Yatu Lau* about 30 miles from Vanua Island, and stayed with it until early afternoon, when another Sunderland took over.

The second Sunderland "home" the *Orion* to the *Yatu Lau*, and stayed in the area until about 4 p.m. It made contact with the *Yatu Lau* after dropping a plastic container of instructions. At the time the *Yatu Lau* was completely out of control, so this container was dropped along the line of drift. Obeying the signal instructions, the *Yatu Lau* was able to convey to the Sunderland that it was out of lubricating oil, and that there was ample food and water on board.

The third Sunderland set out with 23 gallons of oil to be dropped by parachute. On the way out it spent five minutes flying round Matu Island looking for the *Kadavulevu*. When the third Sunderland arrived it found the *Orion* standing by with a rowing boat down.

The Sunderland dropped the oil in two containers by parachute. These were picked up by the rowing boat from the *Orion* and taken to the *Yatu Lau*. The *Orion* also gave the *Yatu Lau* some oil. She was then able to limp back to Suva under her own power.

In addition to losing her anchors the *Yatu Lau* lost two rowing boats and a dinghy. Her main steering was smashed and she had to steer with auxiliary equipment. Her davits were smashed and the sta-

The passengers on the *Orion*, which was on a cruise from Sydney, had a grandstand view of the NZAF in action on a mission of mercy.

The next day the *Kadavulevu* (23 tons) was reported to be sheltering in a bay on the east coast of Moala and.

Other small ships reported missing were the *Tui Valavala*, owned by Mr. George Hounge Lee, of Suva; *Puka II*, a Fijian fishing boat from Levuka; and *Maloleilei*, a Fijian Philp cutter.

The "blow" over, these busy little ships returned to their trading missions throughout the Fiji Group.

ON COAST

Havannah ex Colorado del Mar, which was sold by the Savoie interests to Societe Transports Maritimes Caledonien a couple of years ago, for inter-island work in New Caledonia, has been sold again. She will go to work on the Queensland coast.

" MARKS THE SPOT

The Japan Fishery Research Institute is shortly publishing an elaborate tuna-fishing chart of the Pacific and Indian Oceans for the guidance of Japanese tuna fishermen. The result of 30 years of study and research by the Nankai Fishery Research Institute into the best seasonal tuna fishing areas, it promises to be an interesting document.

TRANSPORT ASTRONOMERS

A party of Japanese astronomers, headed by the director of the Tokyo astronomical observatory, is to be transported to Pukapuka or Nassau, Northern Cooks, to observe a total eclipse of the sun next October—an arduous effort. The vessel to be used by the Japanese team is the 620-ton fishery research vessel *Oshoro Maru*, owned by the Fishery Department of Hokkaido University. This is apparently a new vessel as no details appear in Lloyd's Register of 1957. She is probably similar to the streamlined, well-equipped fishery training vessel *Daijufu Maru*, 472 tons, which called at Suva in September, 1954—first post-war Japanese vessel to call at that port.

ESS BUTTON WEATHER STATION

One of the Chesterfield islets, roughly midway between Noumea and Townsville, may get an automatic weather reporting station. A party from a French naval Pacific station vessel recently called at the uninhabited French islet to investigate re-establishing a station there. During the war, the US Navy installed an automatic weather station there on Long Island, and operated successfully for about 10 years, a flying-boat from

Noumea paying a visit about every four months to refill the petrol tank and oil the machinery.

That station was almost uncanny in its operation, and any new one, with further refinements, will be very similar no doubt.

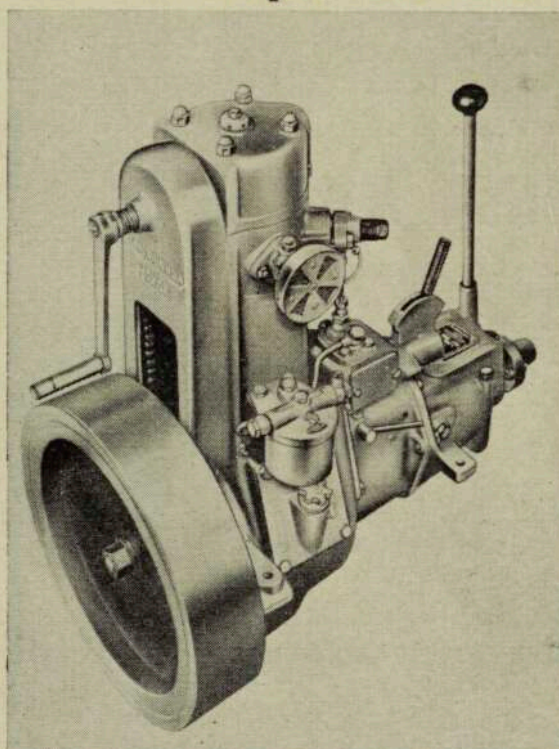
Power was supplied by a petrol motor-generator which was started up at predetermined times by a battery-powered pendulum clock, which activated the motor self-starter from a 12-volt accumulator battery supply.

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cube building, together with an automatic fire-extinguisher to deal with emergencies. On the roof was a standard type of screened "meat-safe" housing the instruments—barometer, thermometer, hygrometer, rain gauge, and on top, the wind gauge.

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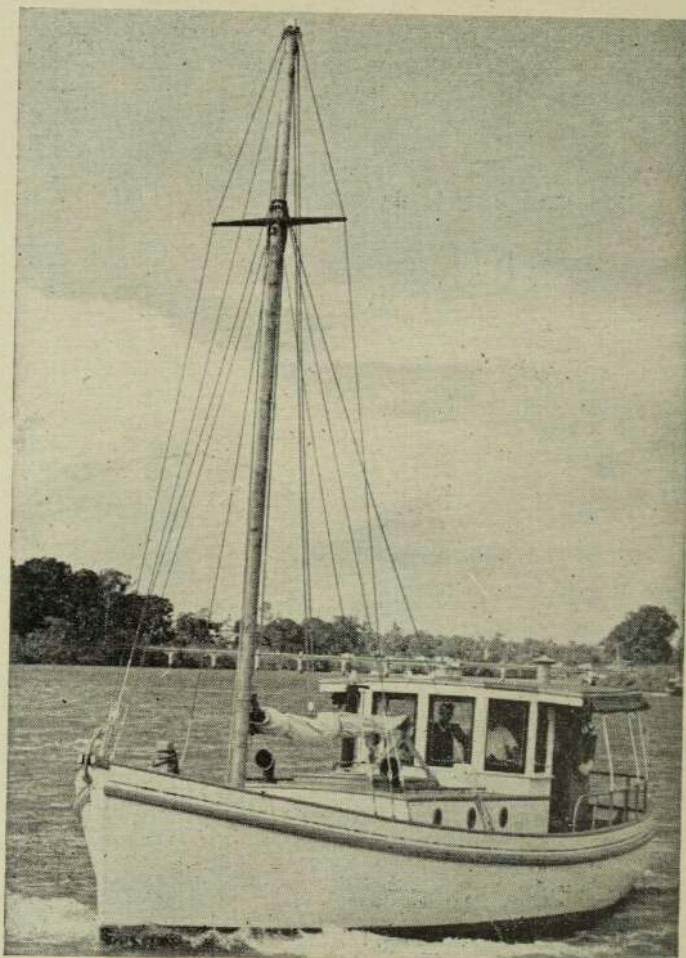
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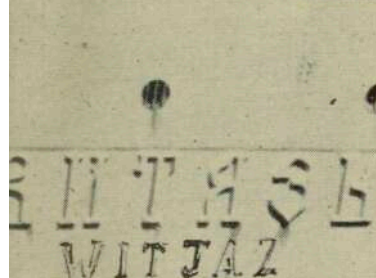
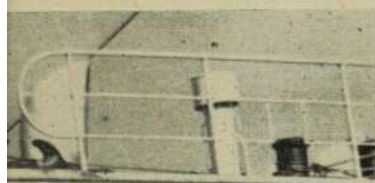
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inciple under which the weather formation was converted into radio signals was the same as that employed in the little radio-sonde transmitters which are sent up several times each day from a number of Pacific Island meteorological stations with the aid of balloons.

NGAN VESSELS LATER

The vessels building in Holland of the Tonga Government are running behind schedule, and the first vessel, *A'oni'u*, is not now expected



the attached photo effectively ends the confusion regarding the English form of spelling the name of the Russian oceanographic vessel which was "Vityaz" in Rabaul "Vityaz" in Suva. Here, painted on the ship's bow below the Russian form of her name, is the English form: "Witjaz". Photo of the ship was taken in Wellington, NZ.

Photo: J. P. Shortall.

reach Tonga before June. *Hifojua* will be completed about three months later.

Earlier it had been anticipated that both vessels might be ready by the end of March and they were to sail out in company. Now they will be brought out by European agents under contract separately, as each is ready.

The new dual purpose towing tug-cum-cargo carrier *Fonualei*, built in London, shipped to Suva, and brought on under her own power, reached Nukualofa on December 14 and on the same afternoon there was a welcoming ceremony which terminated in a most official voyage and picnic at the island.

All four new Tongan vessels are being powered with Kelvin diesels. The two smaller craft have 88-hp engines. *A'oni'u* will have a 500-bhp engine.

It would be interesting to know how much these Tongan vessels will cost and whether a less expensive job might have been done by Australian or New Zealand ship-

builders. Australian shipping experts, making rough calculations, say that the delivery voyages will cost "thousands."

RAISING JAPANESE SHIPS

Japanese salvage workers in Rabaul, New Guinea, have been raising, on an average, a ship a month since they began operations in February, 1957. This is about one-third of the sunken Jap ships owned by Pacific Distributing (New Guinea), which is employing the Japanese on the salvage project. However, some of the ships are in water too deep for easy salvage.

Almost 100 Japanese, including 20 divers, are employed. Divers blast the wrecks into pieces of 80 to 100 tons. Floating cranes then pick up each piece for taking ashore, where it is cut by oxy torch into scrap suitable for sending to Japan.

News of Cruising Yachts

● **FOR SAFETY'S SAKE:** The New Zealand Marine Department is now issuing a form which is to be filled in by all yacht-masters departing overseas or on long coastwise passages from New Zealand ports. The aim of the questionnaire is to have a full record of the yacht, its colour, type, rig, safety equipment including radio equipment, frequencies available where a transmitter is carried, route and destination, etc. This is for the use of the Search and Rescue organisation in the event of trouble, and also to avoid unnecessary search for a vessel believed overdue. It is a fact that many yachtsmen do not leave this information behind them when they sail for distant shores, and the questionnaire seems overdue.

● **MAHINA II** is the latest name under which the steel Dutch-built craft which left Holland some years ago as *SCALDIS*, is now sailing. En route to the Pacific she was renamed *SEVEN SEAS* by owner Bounmeester who sold her in Rarotonga. Converted to a trading craft she became *MANU O AITUTAKI*. Now John Harrington has sold her to Ian Lowes, until recently of Aitutaki but now stationed at Nadi, Fiji. In January three yachtsmen, Messrs. Beard, Lever, and Auchterlonie, went north from Auckland per *MAUI POMARE* to bring the yacht south. At the end of the hurricane season she will be delivered to Fiji. Plans were to use the diesel motor a good deal on the run to Auckland.

● **TE RAPUNGA**, reported last month as stranded near Greymouth en route from Hobart to Auckland and the Islands, was refloated by owner George Dibbern on January 7, and is now undergoing repairs at Greymouth.

● **FITHEACH BAN**, 83-ft. schooner yacht which Captain A. Watchlin brought from the Mediterranean to Auckland via Island ports several years ago with an Italian crew, and which he sold last year in Sydney, is now being altered at Picton, NZ, by owner Captain A. Tregida, for use as a crayfishing vessel. The motor is being shifted forward to make room for galley and deepfreeze chamber aft.

● **NOVIA** and the Greggs have lately been cruising in Coramandel waters near Auckland, together with the Norgroves who cruised Polynesia a few years ago in *WHITE SQUALL*.

● **FLYING WALRUS** and the Wells couple were reported still based at Whangarei, NZ, in mid-January.

● **TREKKA** of Canada, still in northern NZ waters, might be fibre-glassed before owner John Guzzwell puts to sea again a little later in the year.

● **SEA WANDERER** and Edward Allcard, heading for the Pacific, were reported at Antigua, West Indies, late December, so the

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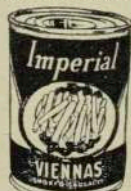
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ft. ketch may appear in Polynesia this winter.

• HAVFRUEN III, with Group-Captain T. H. Carr, reached Auckland January and will stay there for some time.

• KERYNIA, 72-ft. x 17½-ft. mahogany ketch, Southampton, England, may be brought to Auckland via Island ports this year or next. Athol Rusden, remembered in Polynesia as owner of NEW GOLDEN HIND, LANTE II, etc. Mr. Rusden, who earlier

CAPT. COOK SAID IT FIRST

A COUPLE of years ago when there was a certain amount of interest in what the natives on The Other Side should be called to distinguish them from Papuans, the two native NG members of the P-NG Legislative Council, plumped for "New Guineans". A hideous appellation, we thought; but apparently they were in good company.

In August, 1770, when he was on the Australian east coast, north of 26 deg., Captain James Cook wrote this in his journal:

"When one considers the proximity of this Country with New Guiney, New Britain and several other islands which produce Cocoa-nutts and many other fruits proper for the Support of Man, it seems strange that they should not long ago have been transplanted here by its not being done it should seem that the Natives of this Country have no commerce with their neighbours the New Guinians it is very probable that they are a different People and speake a different language; for the advantage of those who want to clear up that point I shall add a short Vocabulary of a few words in the New Holland Language. . ."

(This extract comes from an interesting small book, "Sources of Australian History", edited by M. Clark, and produced by the Oxford University Press. It is reviewed in this issue of "PIM".)

med to leave for England in January, regretted then that he was not going to take very just yet, due to pressure of business.

• NORDLYS owned by Walter S. Johnson the US, cruising the Cook Islands in September, cleared the group from Penrhyn Papeete, where the yacht is currently based, on December 15.

• PHOENIX is on schedule according to a very note, dated January 14 at Balboa, Canal Zone, in from Dr. Earle Reynolds. He wrote to announce that the 50-ft. double-berth auxiliary ketch is back in the Pacific in Dr. Reynolds, an American anthropologist ex-Hiroshima University, with Mrs. Reynolds and son Ted and daughter Jessica. Japanese crew members were in Sydney PHOENIX in March, 1956, being about 20

months out on a circumnavigation planned to last four or five years. They had already come down through the Pacific Islands, and at end of June, 1956, were at Thursday Island. Their route back to Hiroshima was via East Indies, South Africa, Panama and Honolulu. They promised to be back in the Pacific early 1958—a promise they have kept. Planned route to Hiroshima now is via Galapagos, Marquesas, Hawaii Group and points west.

• AUCKLAND-SUVA YACHT RACE: The Royal Akarana Yacht Club of Auckland, sponsors of the Auckland-Suva Yacht Race—intended to be a biennial event—announced late January that the 1958 race might have to be cancelled by default. The race is scheduled to start from Auckland on May 3, but when entries officially closed on January 27, only one acceptable entry had been received—from the Australian yacht DAYDREAM which came last in a field of 13 in the 1956 event. Two New Zealand yachts are possible starters, but their state of readiness at present makes them doubtful starters. Two other yachts were rejected on the score of being less than the acceptable

minimum of 24-ft. waterline length. Other 1956 starters are willing, but the cost of equipping, and time lost from work, are the factors entering their considerations of the event.

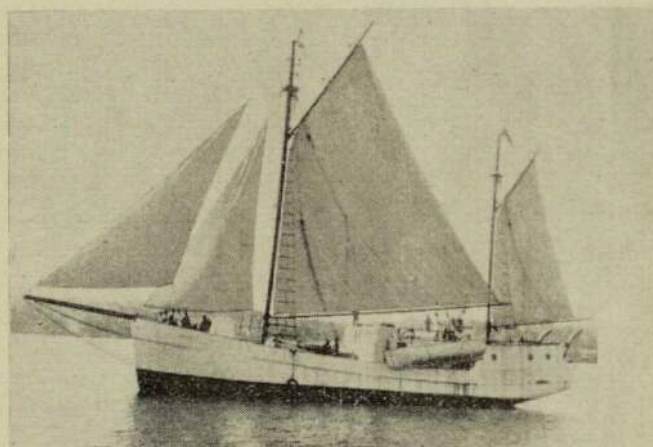
The Club is likely to accept entries a good deal later than the official closing date, if the boats concerned seem certain entries.

• WAYWARD, 20-year-old yacht of Whangarei, NZ, will sail this autumn for Noumea, Suva, Apia, Rarotonga, Papeete, and South America. With owner Geoffrey Rawson on the first stage of the voyage will be Frank Perry. Rawson purchased the yacht for £500 and is fitting her out for the voyage. Dimensions unknown.

• LANDFALL II in which Dr. and Mrs. Holcomb of the US cruised the Pacific in 1954, completing its world circumnavigation, passed through Panama Canal several months ago and is again in Pacific waters.

• TAKI-O-AUTAHU and MAHINA II (see elsewhere) were both expected to clear Rarotonga for Auckland about January 24.

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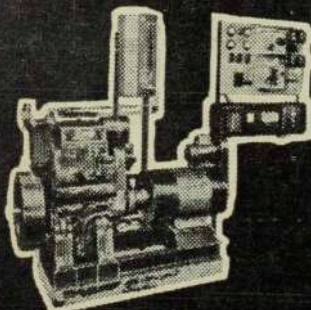
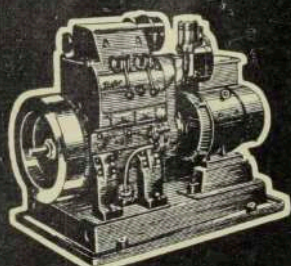
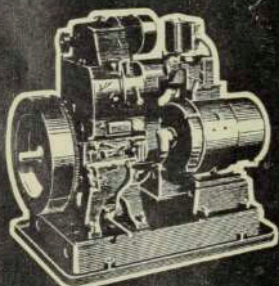
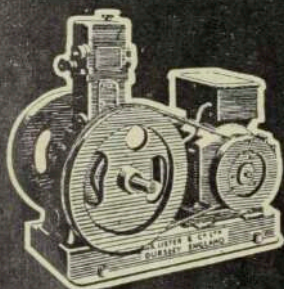
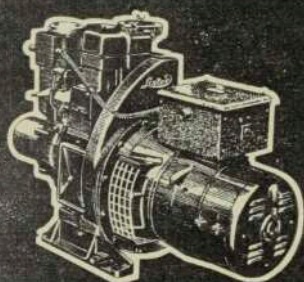
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PACIFIC REPORT

Search of a House for Tom, Dick and Wali

European-style houses for P-NG natives are on the way, say reports from Port Moresby. The Administration Works Department is experimenting with building materials in an effort to find an easily and cheaply constructed house for universal native use.

The department has already made bricks and blocks of pise (rammed earth), adobe, and stabilised earth using an ingredient, such as portland cement, to make the earth moisture resistant).

It has got a number of natives at Port Moresby under instruction

Justice and Paul Ami

Justice caught up with Paul Ami, at Lae, in January, after following close behind since 1953.

Paul Ami, of Beipa Village, Kairuka, Papua, broke into the store of E. Serafini, at Lae, in March, 1953, and stole firearms.

Four months later he again entered the store, stealing ammunition.

In April, 1955, he was arrested for both crimes and was given three years' gaol. But the conditions in gaol apparently did not suit Ami and after two weeks he tried to escape. Caught, he was sentenced to an extra month.

At the end of December last year, Ami, with a fellow prisoner in the Oomsis Gaol named Boski, stole methylated spirits from the gaol clinic, went on a drinking spree, and escaped.

The two soon headed for the swift-flowing Markham River, where they boarded a raft. The Markham was in flood, and the raft capsized in the torrent.

Only Boski got ashore.

the different methods, and expects to build several experimental houses this year.

The idea is to expand the nucleus of force as the programme extends successfully, so that eventually natives will be apprenticed to this type of building and spread it throughout the Territory.

Said Mr. M. Lumsden, the Works Department architect: "We want a material which can be used in permanent construction—cheap in first cost, easy to make and to use, and requiring little or no maintenance.

From data to hand in this early stage, it is almost certain that this is occurring in the major

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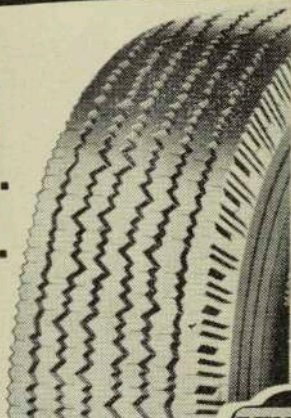
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atres of the Territory are suitable for the making of blocks and bricks by one or all of the three earth processes.

"It is hoped that in every populated part of the Territory, earth will be found for block making by at least one of the three methods."

Across the New Guinea border, the Netherlands administration has been trying the housing problem, in parts of the coastal areas at least, by building with crushed coral blocks—and red-tiled roofs.

Hot Stuff for the Future

Black pepper may make news as a new cash crop for the Pacific. The plant introduction gardens at Naduruloulou, near Suva, are concentrating on it as one of five main crops (the others are cocoa, coffee, banana and taro) and many inquiries are being received about planting material.

During 1957, Naduruloulou sent more than 500 black pepper cuttings to the agriculture departments of other Island territories.

Fish in the Villagers' Diet

Tilapia, which have been used by colonialism to stock pools and lakes in many parts of the Pacific in the last few years, are apparently thriving in the New Hebrides.

Lake Siwi, on the island of Tanna, and a marsh on Santo, both of which were stocked with a few fish by the South Pacific Commission in 1946, seem to be teeming with tilapia now. This is despite losses due to exceptionally dry weather.

People from villages neighbouring Lake Siwi have been catching and eating the fish for months.

Papua's New Tax: Get What You Can, When You Can

Papua-New Guinea's new annual head tax of £2 a man, got off to a good start, if not exactly to a long start, on January 1. It met with a few growing pains.

Some people complained about having to produce a tax receipt before being issued with a travel ticket to get out of the country.

Taxation Commissioner G. Toohey said he would fix this by issuing travel companies with lists of persons who had done the right thing, and save the inconvenience. He said there was also a possibility that Customs' officers would be authorised to relieve travellers of their unpaid tax before they left the port or wharf.

As the head tax, for Europeans and Asiatics, is due from males over the age of 18, the Taxation Com-

missioner said he was looking forward to eventually having lists with 6,000 names—4,000 European and 2,000 Asiatic.

However, the native population still looks like being harder to fleece, not having any desire to take a plane trip out of the country.

Some native groups told patrol officers they didn't want to pay their tax—especially since it had been fixed at the same rate applicable to the highly paid European.

However, District Officers filed reports on what proportion of the tax they thought the natives in their districts were capable of paying.

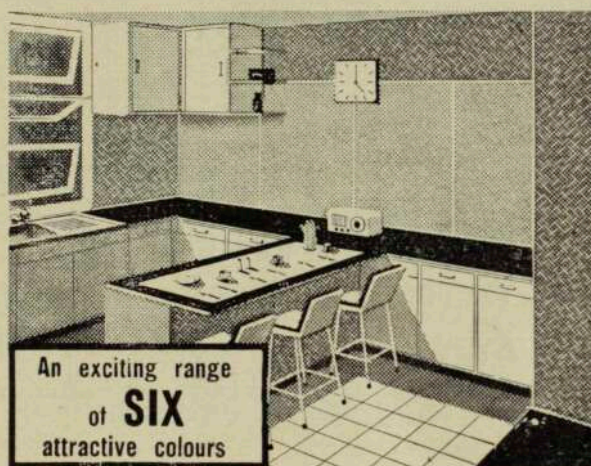
As a result, natives in the poorer district may be exempt, or pay only

portion of the tax, but the others will be invited to appeal to patrol officers, who will be appointed taxation tribunals.

Trade Up: Brighter Side in W. Samoa

Despite the Government's financial crisis and a retrenchment policy for Government servants in 1958, Western Samoa managed to have a boom Christmas and New Year. Trade figures were excellent.

Among the stimulants that brought this about were the end-of-year payment of the growers' banana bonus (at the rate of 6d a case for



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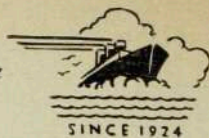
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shipments, amounting to about 100,000, and the increased prices for beans. The cocoa crop recently harvested was a more than average one, and Nauruan shipments had increased in the last few months of the year.

Nauru Gets a New Judicial Reorganisation

Mr. Justice Mann, Chief Justice of Papua-New Guinea, is to be a member of the Court of Appeal for Nauru, under a new reorganisation of the Nauruan judicial set-up, announced in January.

This will be in addition to his appointment to the Court of Appeal for Papua-New Guinea.

The new change is one of several which follow introduction of a new Judiciary Ordinance for the phosphate island. The main effect is to divorce the Executive and Judiciary, and free the Administrator from dealing with appeals. There will be a District Court, a Magistrate's Court and an Appeal Court. European and Nauruan magistrates will sit in the District Court, while in the Central Court jurisdiction will be exercised by either a magistrate or a bench of not less than three magistrates.

More Japanese Vessels for Scrap

Five Japanese cargo vessels, left behind from World War II, will soon add to the revenue to the BSIP Government in the form of royalties. Located on the coast of Guadalcanal, from 10 to 25 miles from Honiara, the vessels are all of approximately 5,000 tons.

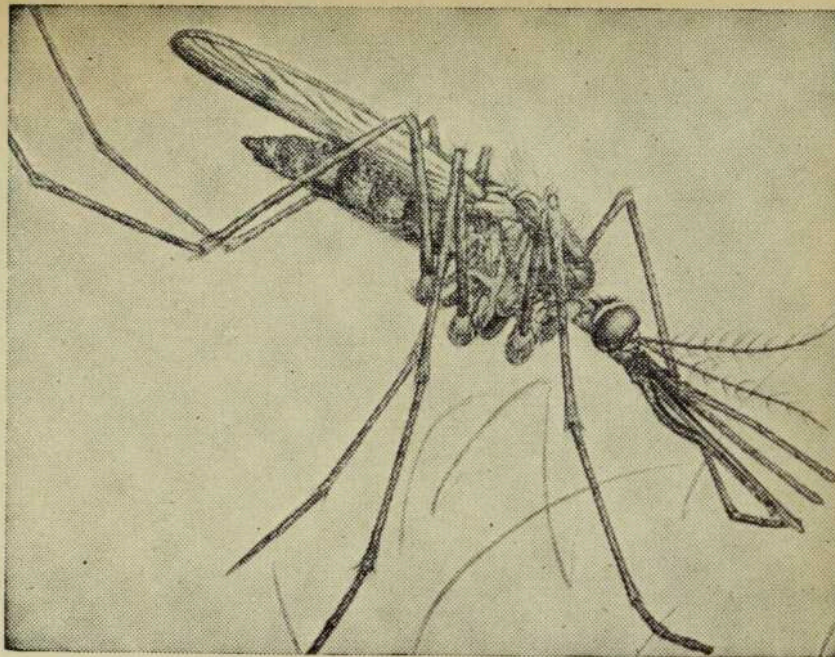
The Hongkong Company, International Industrial Enterprises Limited, in conjunction with local R. C. Symes Pty. Ltd. have engaged 39 Chinese labourers to the task of demolishing the vessels for scrap iron, which will be exported to Hongkong.

The fact that each vessel is within 100 feet of the shore has made the task of demolition easier. As the hull plate is cut away, drag lines are attached and the scrap is pulled to the beach by winches. It is estimated that the job will be completed within 2 years.

Getting More for Power in Western Samoa

Western Samoa's new Executive Council has made a fairly timid decision on its plans to get more power for 1958.

The Council announced new increases in electricity rates, then had to shelve them temporarily because there was doubt that it had the power to raise the old rates. (Over)



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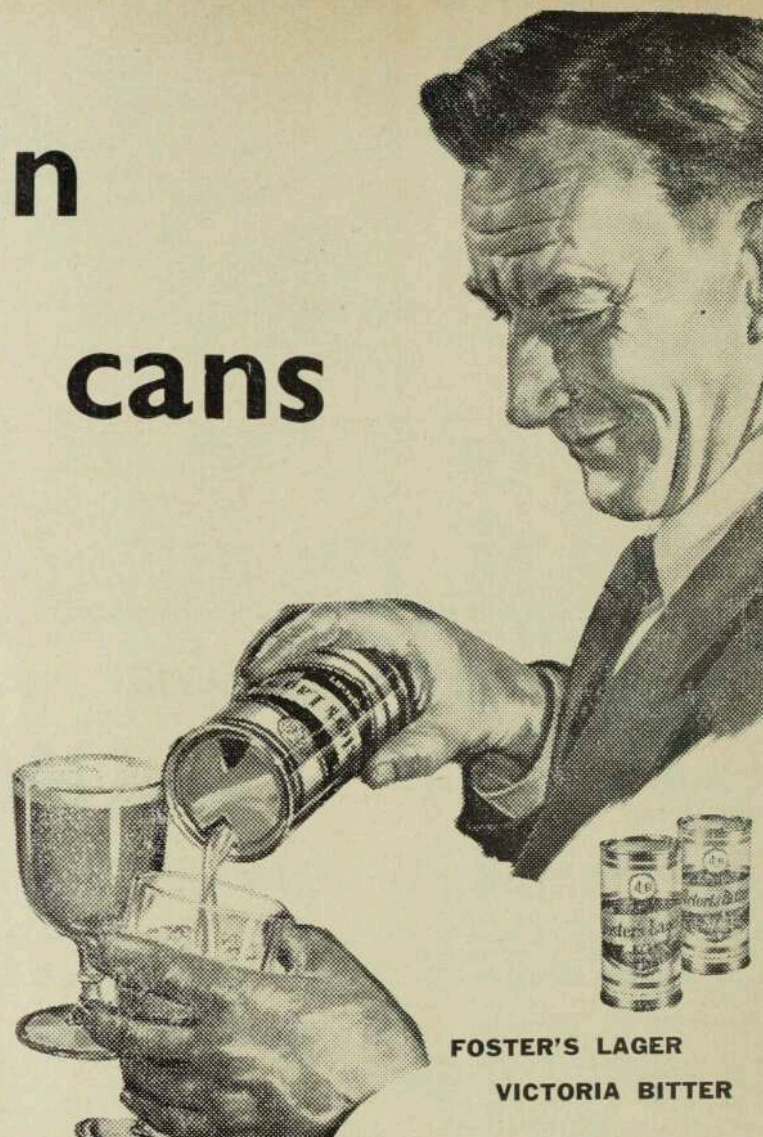
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Nevertheless, it has managed all at to put up charges for post boxes and telephone installations, and make a considerable increase in electricity charges. It said previous electricity rates didn't cover production cost.

And there are plans for the hydro-
electric works to be run as a separate venture, controlled by some-
thing like an Electric Power Board,
instead of being under the Public
Works Department, as at present.

G's Cadet Scheme Seems to be the Ball

With 22 "professional cadets" on the way to P-NG from Australia, the Territory's cadet training scheme appears to be working well. The scheme was instituted a few years ago when Dr. John Gunther, then Director of Public Health in P-NG, recommended that selected medical students at Australian universities have their fees on condition that when they finished their training they would serve the Territory for the next few years of their service to the P-NG Administration, where there was a shortage of doctors.

After a similar scheme was instituted for students qualifying as teachers, agriculturalists, forestry and veterinary scientists.

Figures released in January show that in the last three years, 44 professional cadets have been sent for the Territory service. Another 73 are still attending universities and colleges in Australia.

Right Year for Education in Nauru

Last year was something of a test year for Nauruan students in Australia. Of 33 studying in the country, five sat for the Leaving Certificate and 12 for the Intermediate Certificate—more than in any year since the establishment of compulsory education for Nauruans in 1921.

In addition to these secondary students, three Nauruans are studying at the Central Medical School, Suva, and others are undertaking courses in teaching, civil engineering and other administrative duties in Australia. In 1958 two Nauruans who have recently completed their secondary studies in Victoria began five-year apprenticeship courses, probably in the metal trades, while another will study civil engineering.

Cook Islands

Ports Up

With the exception of pearl shell exports even there the value was ahead—all Cook Islands ex-

ports increased in quantity and value during the last financial year, with tomatoes taking the lead.

Though the citrus crop lags heavily on planned output, there was an increase from 39,453 cases on the previous year—to 61,403 cases—and value rose from £55,138 to £86,641.

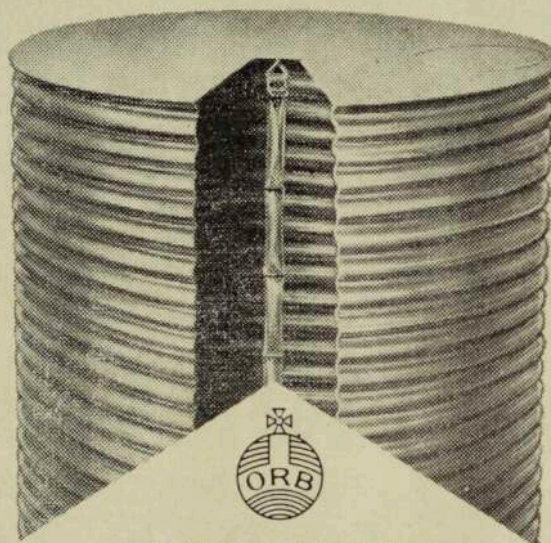
The tomato cash-crop, given much less consideration in the past by the Department of Agriculture, has steadily increased in grower-popularity, despite the absence of a guaranteed price or shipping outlet. The growers have been very well catered for in actual shipping, however, over the past several years. Exports last year reached 96,599

half-bushel cases (averaging about 17 lb of fruit per case) which was up 4,687 cases on the previous year. The financial yield rose from £99,978 to £101,660.

Banana exports, which the New Zealand importers and the Administration are encouraging, rose from 946 to 1,105 cases and the value from £906 to £1,071.

Copra, which is again becoming the subject of some attention after having been permitted to decline badly, increased from 1,076 tons to 1,439 tons. The value last year was £87,573 compared with £71,684 in 1955-56.

The Rarotonga clothing factory also appears to have had a record



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...the value of exports of clothing, increasing by £5,000 to £64,396. The articles are made up from imported materials and sold to New Zealand wholesalers.

Pineapple exports rose from 15,710 to 22,801 cases, but prices were unsatisfactory, taken over all, and the total value declined by £330 to £526.

The total trade balance for the year was, as usual, deep in the red, with total exports at £485,117 and total imports at £655,000—out-balanced by imports of £169,883—up nearly £200,000 on the previous year. The New Zealand tax payer found the balance.

Heart is Where Work Is

The story of Father Damien has a parallel in modern times, according to the secretary of the New Zealand Lepers' Trust Board, Mr. J. Twomey.

New NZ Minister to Visit his Territories

The New Zealand Labour Government's new Minister of Land Territories, Mr. John Mathison, is expected to make his first appearance in the islands when he visits Western Samoa in March as one of a parliamentary delegation attending the opening of the new Legislative Assembly there.

Other members of this delegation had not been agreed upon until late January.

In April or May, Mr. Mathison will make his first official visit to the Cook Islands, but arrangements for this visit have not still been finalised.

and Lepers' Trust Board, Mr. J. Twomey.

During his visit to the leper settlement at Papeete, New Caledonia, he met a French European nursing sister who worked among the lepers for 15 years and who contracted the disease as a result. But the sequel is a milder one than in the case of Father Damien.

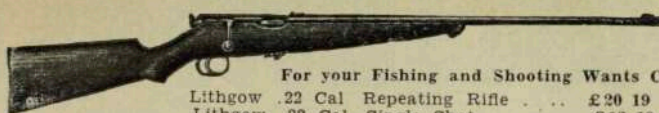
After she caught the disease, Sister Othilde had to cease living in the convent to make her home among the lepers. This continued for a long time.

Recently Sister Othilde was declared free of leprosy and the doctors advised her she could return to the convent.

But she decided that to do so would result in her missing opportunities to help the outcast natives. She still lives among them.

"There is no 40-hour week for Sister Othilde", said Mr. Twomey, "and that her duties went far beyond the 40 hours."

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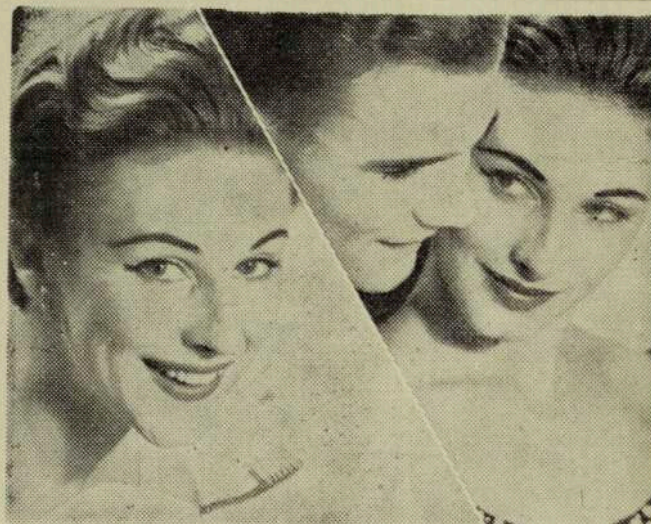
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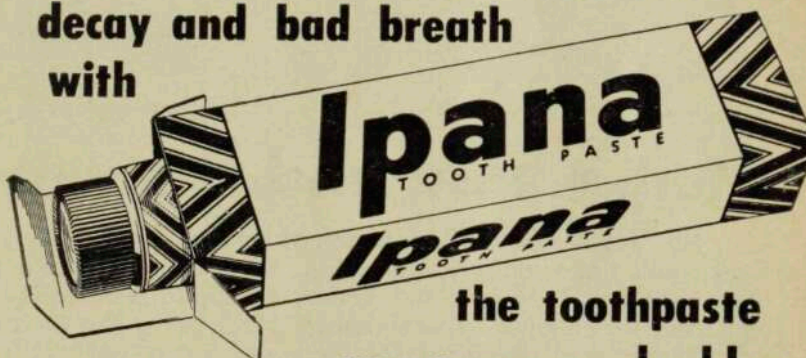
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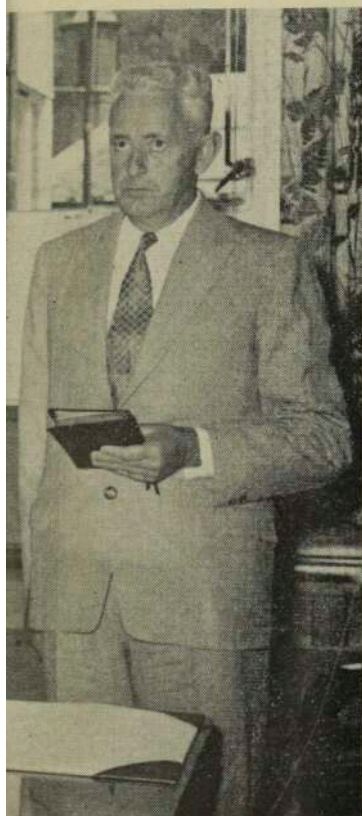
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and the instruction of the women in handcraft and the domestic arts. He kept the men and boys busy in the gardens, ran the small farm, and was loved by everyone.

New SPC Secretary-General in February

The new Secretary-General of the South Pacific Commission, Mr. Thomas Richard Smith, is expected to arrive at headquarters in Noumea in February.



SPC Secretary-General, Mr. T. R. Smith, taking the oath of office at a ceremony at Government Buildings, Wellington, NZ, on January 10.

Mr. Smith, whose last post was that of Secretary to the Government of Western Samoa, is a highly qualified administrator of wide and varied experience, gained mainly in the service of the governments of New Zealand and Western Samoa.

In 1953, he was sent under the United Nations technical assistance programme to Indonesia as adviser in public administration to the Government of that country. In 1956, 1957 he attended the United Nations Trusteeship Council meetings in New York as special representative for New Zealand.

Mr. Smith is also an expert on the marketing of copra. Last year, as Chairman of the Western Samoa Copra Board, he represented the

territory at a meeting held in London of copra buyers and producers from the main coconut-growing areas of the world.

Before leaving London he finalised the sale of Western Samoa's entire copra output for 1958.

Yaws "Almost Beaten"

Yaws, one of the Pacific's troublesome diseases, has been almost conquered in Fiji, according to a South Pacific Commission report in January.

In 1955, when the World Health Organisation opened a control cam-

paign there, 28 per cent. of Fijians—more than one in four—had yaws. Now only one-half per cent. are affected. Sufferers from infectious forms of the disease, formerly estimated at six in every hundred, have been reduced to less than one per thousand.

Islanders to Get a New Church in Auckland

A site is being cleared in Auckland for the erection of a new Congregational Church to replace the old Pacific Islanders' Congregational Church in Newton. (Over)



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The new building, planned to cost £450—it may be made larger—will adjoin the present church site. Funds for the church, estimated at £30,000, are being collected from New Zealand, the Islands, and England and about one-quarter of the amount has now been received. Construction will commence when £12,000 has been collected.

The building will be of concrete, modern design, with car parking underneath.

When She Shoots, They Like It

Tucked away in a little cul-de-sac in Lae, New Guinea, Mrs. D. "Norrie" Cahill—the only female medical assistant in the Territory—conducts a native clinic where, daily, a stream of patients suffering from minor illnesses and injuries finds relief.

The clinic, an old wartime building of tin and arc mesh, with a cement floor, has been painted in gay colours (by "Norrie" Cahill herself, with paint begged, borrowed and scrounged). An attractive garden surrounds it, and hanging plants and painted seats create a restful atmosphere for sick patients.

All day long they come, to be treated for scabies, and malaria, have their heads bandaged, their wounds sewn up, dog bites, snake bites, and millipede bites attended (the millipede is an insect which crawls over the native while asleep, leaving a fluid which results in a festering looking wound that has to be treated as a burn).

The seriously ill are given first aid and then sent by ambulance to Malahang—the native hospital miles out of town.

Highlands native labourers line

up daily at the clinic, awaiting their shots for typhoid, whooping cough, and a Mantoux test for TB. The precautions are necessary before the employment of Highlanders, because they haven't been in contact with these diseases, and have no natural immunity against them when brought to the coast.

Natives have great faith in the healing propensities of a "shoot"



(injection) and expect that treatment for everything from a fractured skull to scabies.

The infant and maternal welfare dept. holds a clinic every Friday for native mothers and babies. While waiting to be weighed, the small ones decorate themselves, or even try to feed themselves, with the flowers from the garden.

"Norrie" Cahill has been with the P-NG Department of Public Health for nine years now, a lot of it spent in Rabaul. But she has been in the Territory itself a lot longer than that—since she was five.

Her father, Albert Pechotsch, died in Lae last December, aged 80 years, 45 of them spent in the Territory.



With bandaged heads and legs, and "pain belong bel", these patients wait for New Guinea's only woman medical assistant, Mrs. "Norrie" Cahill, to take a look at them.

ABOVE is Mrs. Cahill with a patient. She has spent many years at Rabaul, but is now stationed at Lae.

Port Moresby Sea Link With UK

The MV *Donegal*, first of the Federal Steam Navigation Company Limited's vessels on the new United Kingdom-Australia-Port Moresby service, is due in Fremantle on February 5.

Donegal will discharge at Sydney, Brisbane, Townsville and Cairns, and is due in Port Moresby on March 10.

Messrs. Birt and Company (Pty.) Limited, Sydney, Managing Agents in Australia for the Federal Steam Navigation Company Limited, have announced that the second vessel on this service, the MV *Westmeath*, is scheduled to leave the United Kingdom on April 1, and is expected to arrive in Port Moresby on June 2.

Port Moresby agents are Burns Philp (New Guinea) Limited.

RNZAF Flight to Rarotonga

A RNZAF Hastings transport aircraft made a special flight from New Zealand to Rarotonga on January 24, returning via Fiji two days later.

The flight was made at the request of the Island Territories Department, mainly for the transport of Administration staff, as no shipping berths were available. TEAL offered a special DC6 direct flight, subject to sufficient loading, which was evidently not forthcoming. A RNZAF Hastings made a similar flight about the same time last year.

Northbound passengers included Resident Agent Perks, recently appointed to Mauke, and Mrs. Perks; Radar Technician Gale, to staff the new RAWIN weather equipment at Rarotonga, and Mrs. Gale; Mr. John Bryce, organising teacher for Rarotonga; Mr. B. Spiers, organising teacher Northern Group; Mr. N. Pearson, organising teacher, Atiu - Mauke - Mitiaro; Mr. O. P. Davies, relieving organising teacher, Rarotonga; Mr. Duncan, and Auckland lawyer. Mr. Miller, an SDA Missionary; and Sister M. Columba, of the Catholic Mission.

They May Have Killed Old Markham Joe

The Royal Papua New Guinea Constabulary may not always get their man, but they make a good job of stray crocodiles.

One Sunday in January, round about dusk, Sub-Inspector Bill Curtis was told that a 13-ft crocodile was swimming offshore at Voco Point, in front of the Hotel Cecil, Lae. He was soon on the spot with a .303 and ammunition, and with the first shot, at about 40 yards, he got the croc at the back of the head.

The local natives were scared to

pull it out but that redoubtable croc shooter, Col Pietrie, went in for it.

The police were just a little bit interested in that croc, on the chance that it may have swallowed one of their recently escaped native prisoners, who was last seen in the river.

A post-mortem showed no prisoner, but the croc's stomach still had the remains of a large dog, including its collar, and there were plenty of battle scars on the hide. These included two .303 wounds, a handful of shotgun pellets in the head, and a missing toe.

Thus was opened up a new question: Was the croc really old "Markham Joe", said to have his lair in

the old wrecked ship at the end of the airstrip, and a power to be reckoned with these last 10 years?

It was Markham Joe who was supposed to have got the man who fell out of a boat near the wreck a few years ago; and the native boys who have disappeared there since the war.

It was Markham Joe who was supposed to have left giant crocodile prints on the beach, and who was seen swimming around Voco Point with a pig in his mouth after one of his raids on a village up the river.

But whether it was Markham Joe that Sub-Inspector Curtis got, the event brought home to many that Voco Point was *not* a good place to let their children swim.

Further Medical Team For the Cooks

The New Zealand Medical search Council, whose report on some aspects of the general health situation in the Cook Islands last year caused some shock to press, despatched another research team for the Group in January. The three-man group was headed by Dr. D. D. McCarthy, included Dr. N. P. Markham, of Otago Medical School staff, Mr. A. Stenhouse, a research assistant.

Dr. McCarthy said in Auckland before sailing that there were grounds for believing that some diseases prevalent in the Cooks might be spread in part by domestic animals. A survey of animals was to be made to check this theory. He would also make a general



Leader of the medical group, Dr. D. McCarthy (centre), with Mr. A. Stenhouse and Dr. N. P. Markham.

Photo: J. P. Shon

survey of the present health situation in the Northern Group at April. Dr. Markham would return to New Zealand late March.

In addition to carrying out research work, Dr. McCarthy will also be relieving Chief Medical Officer in the absence of Dr. Romans on leave overseas.

New Guinea Gets a New Tuberculosis Hospital

A new TB hospital for the Territory is expected to be officially opened on February 15.

It's at Bitapaka, near Rabaul, and about 100 patients have already been transferred there.

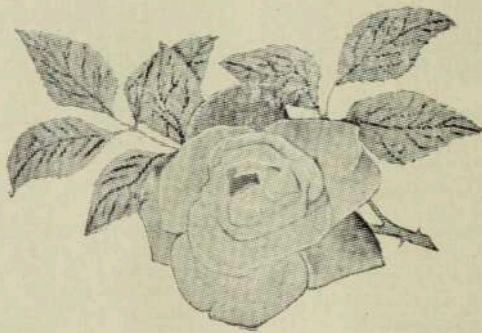
TB is stated to be the third highest cause of deaths among natives of New Guinea, and second amongst Papuans.

The hospital has 400 beds, to be extended by 200 later for Asians and mixed race sufferers.

Total cost of the buildings, estimated to be £130,000, including £16,000 for a water supply system.

The total maintenance and running costs are estimated at approximately £10,000 to be borne by the Administration, but the staff will be provided by the Sacred Heart Mission at Vunapope.

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The Rabaul branch of the Papua-Guinea division of the Red Cross is planning to assist in the treatment and rehabilitation of patients. Similar hospitals will be opened on the New Guinea mainland and Papua.

AL Gets a Stand-In

RNZAF Hastings transport aircraft made a stand-in flight from Western Samoa and return in January.

The TEAL Solent suffered a damaged strut, probably in a rougher landing or take-off, along the al Route, and the damage was detected in routine check-over at thala Bay.

The Hastings aircraft happened

lite of the earth)—was the cause of some excitement in the New Hebrides at the end of December.

Reports from people on Malekula and Aore, including the testimony of a well-known French planter, to the effect that glowing pieces of "something" had come down on those islands were considered of sufficient importance in Vila and Noumea for the French Noumea-based naval patrol craft *Tiare* to be detailed to investigate.

A French military aircraft also arrived "from somewhere" and spent a couple of days of careful observation flying over these islands to locate signs of damaged vegetation which would pinpoint the supposed landing spot.

Search parties were landed from *Tiare* to investigate an area of Malekula. However, the investigations were apparently unrewarding as no announcement was made.

It seems to be agreed that portions of the satellite may have come down in widely separated parts of the world during the last hour or so of its life.

The Russians claimed that the Americans had stolen a piece of the satellite or the third-stage rocket which came down in Alaska.

The Americans admitted that some object had come down there in the snow but had not been located and their scientists calculated that the final break-up came on a path down the eastern Pacific. (Over)



The Polynesian Association in Sydney recently held a New Year "Luau" Party. Guests included Mr. and Mrs. John Lommel (top) and Mrs. Jimmy Christian. Mr. Christian is one of the widely spread Fletcher Christian of Norfolk Island.

be in Fiji, returning from a flight to Rarotonga, and was subsequently already fitted with passenger seating, so was able to be to the aid of TEAL.

It was anticipated that the Solent would be ready to resume normal al Route running in time for the scheduled January 30 Suva-Papeete flight.

Use-Hunting in N. Hebrides

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The New Hebrides may have lected a piece on the previous. —or theirs may merely have been meteorite.

Cook Is. Business Sold

The business and business premises of Jagger & Harvey Ltd., Rarotonga, a branch of an old-established Auckland firm, was sold in January to Mr. D. C. Brown, retailer, dealer in pearl shell, and ship-owner.

The property includes a storehouse, and copra shed, and price was in the vicinity of £18,000, it having been advertised at that figure earlier.

With the closing of the Manihiri lagoon to shell diving for the next two years, Mr. Brown is evidently



Mr. and Mrs. A. M. Nola (right and left) and children, left Auckland in the "Pomare" in January for a teaching appointment at Mangaia. Miss J. King (centre) bound for a similar appointment at Rarotonga. Photo: J. P. Short.

transferring his main attention from shell to retailing and planned to come to New Zealand per the cruise liner *Bergensfjord* early February to purchase stock for the new store. His Fiji-built ketch *Taveuni* is also expected in Auckland for repairs in mid-February.

New Guinea's Supreme Court to be Rebuilt

Port Moresby's Supreme Court, part of which was mysteriously burned down in November, is to be reconstructed at a cost of £20,000. It will have two extra rooms.

The fire, which destroyed the judge's chambers and many legal records, broke out early on November 22, only a few hours after firemen had fought another fire which destroyed legal notes and documents in the Crown Law Department, Konedobu, two miles away.

Police investigated the possibility of arson, but nothing came of it.

Leprosy Problem at Aitutaki

When a leprosy survey for all persons up to the age of 30 was carried out last November at Aitutaki, Cook

ads, 83 new cases were discovered, shortly afterwards four extra were reported by the resident P.

urteen other persons, who had paroled from the leper colony at Makogai, Fiji, were found to have the positive. The majority of new cases were schoolchildren. The CIA recently purchased a building and three acres of land at the end of Amuri

5/- For Fishing With Weed-Killer

fixed in with the usual beer-drinking fines in a December issue of the "Cook Islands News", is a new crime for that part of the world: two CI Maoris each fined 5/- for "unlawful use of Lindane, a stupefying agent, in the taking of fish from the water at Muri".

Lindane is a proprietary mixture used by the government in Rarotonga to kill weeds but it is equally as efficient as a fish-killer. A resident of Rarotonga, writing about the incident said: "I personally saw thousands of all fish, ranging down to fry, dying or dead on the shores of the lagoon. A number of people unaware of how the fish had been obtained, ate quantities of them and spent the rest of the day vomiting. For a trivial offence, the scamps were fined 5/-". That should be a stern warning to them."

A comparison with what the brewers and drinkers produce—from £5 to £20 per time—does seem a paltry contribution to consolidated revenue. Particularly when a £5 fine is provided for in the regulations that date back to 1931. Lindane, of course, not known then, various stupefying agents such as derris root, used in many Pacific Islands) or any form of poisoning, was strictly prohibited.

At Aitutaki, from Mr. John Houghton. The building will be converted into a leprosy clinic, and serious cases will be isolated until they are rendered curable.

The decision to treat the leper patients at Aitutaki instead of sending them to Makogai, as in the past, is made for a variety of reasons, some of which are lack of accommodation at Makogai, the great expense involved in transporting patients, and improved methods of treatment which will cure or arrest the disease in a comparatively short time.—WHP.

(Over)

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vy Weather in Tonga

nsiderable damage was caused on Tonga plantations, especially in north of the group, by the cal storm which crossed in late mber to the south-eastward a of Fiji.

the Vava'u group many banana were flattened and breadfruit were torn out by the roots. anting of banana plantations is r way.

damage was done at atapu in the south.

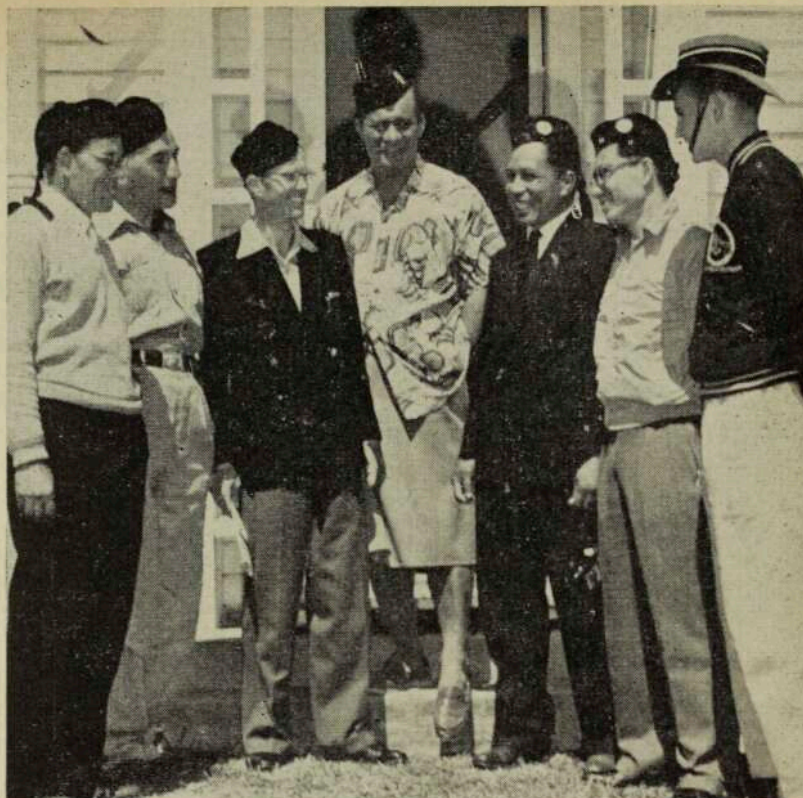
ks' Housing Scheme thwhile

e Cook Islands' housing-grant ne, introduced by the New Zea- Government in mid-1957, is dy proving an important con- dition towards the replacement of igh percentage of sub-standard over-age native dwellings ghout the group.

recent report from the Social opment Department shows o mid-January, 57 applications een made, and of these, 52 had approved.

der the scheme, property- s receive free roofing iron for oofing of one of a number of lly designed fairly low-cost s, materials for the building of are available in Rarotonga at rate cost.

the end of 1957 roofing iron s had actually been made to the applicants, whose houses



Pacific Cross-Section

The Pacific was certainly well represented at the 75th anniversary camp of the International Boys' Brigade held near Auckland. This group comprises, from left, D. Jacob, of Nauru, M. Brown, of Rarotonga; M. T. Rearsley, NZ president of the Boys' Brigade (and the camp commandant); Mata Afa F. Fnii, Boys' Brigade president, Western Samoa (who is Minister for Agriculture, Western Samoa); Ikinepula Etuata, of Niue; Wee Chong Siang, of Singapore; Barry Taylor, of Sydney.

are now completed. Investigations have shown that each dwelling houses an average of about eight persons. Of the 39 applicants satisfied in 1957, 21 were in Rarotonga, 9 in Aitutaki, 6 in Mangaia, 2 in Penrhyn, and 1 in Mitiaro.

Although the scheme will probably not result in the replacement of all slum housing, it promises to have a snow-balling effect, partly through more people becoming aware of the advantages of a modern-style house, and partly through pride and jealousy.

There, as elsewhere, the Smiths shall not be outdone by the Joneses.

Mahogany is Promising in Micronesia

A mahogany timber industry of worthwhile dimensions may be developed in Micronesia, following satisfactory results of test-plantings at Babelthuap, in the Palau Group.

Micronesian Reporter, official Trust Territory Government publication, says that mahogany, one of the world's prized timbers, is thriving in the climate and soil conditions there. So far no blights or insect parasites have troubled the plantations. Trees eight to ten years old are now being milled.

Mahogany is a fast-growing timber, like the cedars now being planted in some Pacific Groups for

fruit-case timbers. Young trees less than three years old at Babelthuap are averaging six inches in diameter and thirty feet in height.

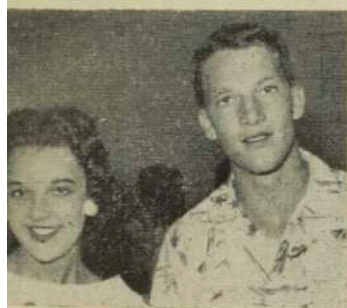
The report gives no indication of prices being realised for the timber, which is probably being marketed in Japan. The crop is being developed alongside cocoa, in pockets of land unsuitable for the latter crop.

Results have encouraged additional growers and altogether 10,000 seedlings have been distributed from the initial stands.

Babelthuap is hilly, with a wet climate. Other crops which do well are pineapples, taro, yams, rambutan, tapioca and coffee (*liberica*).

Niue's Fight Against Filaria

An insecticidal spray known as dieldrin, which has come into the market in recent years, is proving



he Polynesian Association Sydney New arty, Mademoiselle Micaela Michel, of , with Robert Wilson; and Mrs. Peter , formerly Greta Shober, of Nukualofa, with Lieut. Lynn Betts, RAN, and his , Michael.



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ly effective in an Administration
i-mosquito campaign on Niue
nd, were mosquito-born filarias
a major problem.
he latest Annual Report says
t the residual effect of dieldrin
ayed on the interior walls of
ses is evident even after twelve
aths. The spraying campaign will
epeated during the current year.
he new and highly effective drug,
razan, first used in French
ania, is also proving a valuable
pon in the filaria fight at Niue.
s drug kills the germs in the
d-stream of carriers—it does not
the disease directly. All new
vals to Niue are now asked to
a full course of hetrazan to
ent the arrival of new carriers
outside areas.

Price of Pacific

gress

ith the big increase in motor
ic in virtually all Pacific terri-
s in the last few years, more
more road fatality figures are
aning to show up in Pacific re-
s.

West Samoa, an otherwise good
ay record was marred on
ary 1, when a truck loaded with
engers ran off the road near
manu, Aleipata, on the east
of Upolu, and smashed into a
Result: Two dead, 14 injured.

OLIO IN LAE

Sixteen-year-old Helen Brown,
Lae, N.G., contracted polio in
January—the first case among
uropeans to be reported in Lae.
e had returned from school
Australia only a few weeks
ore, and first thought her
ess was malaria.

Helen passed her Leaving
rtificate this year, and had
t received papers to com-
nce nursing at Sydney's St.
icent's Hospital.

Helen is the daughter of Mr.
d Mrs. G. F. Brown. Mr.
own is with the Department
Native Affairs.

Lae school children have
eady been given Salk injec-
ns

Caledonia Having eline Trouble

w Caledonia is to ask the
opolitan government to finance
construction of a new pipeline
its water system.

is only a couple of years since
pipes were installed together
a new dam on the Dumbea

However, due to the rapid growth
e town and the constantly in-

Exchange Business in N.S.W. for Agricultural Property in Pacific Islands

The proprietors of "THE FLOTILLA" a modern holiday camp on the north coast of N.S.W. are interested in exchanging this fascinating, interesting and lucrative business for an agricultural undertaking preferably coffee, but will consider any lucrative business in the Pacific Islands. "THE FLOTILLA" is a modern well equipped holiday camp situated at Elizabeth Beach, 14 miles south of Forster, on the north coast of N.S.W. and the buildings and plant were recently valued at £35,000 by an independent valuator. The buildings consist of 15 self-contained holiday lodgettes, each lodgette having two bedrooms with two divan type beds with inner spring mattresses, a dinette and cooking recess with all necessary cooking and table utensils for four persons. (In 6 of the lodgettes extra beds are available to increase the accommodation to 6 persons). Two centrally situated bathroom blocks containing 12 shower recesses, bathrooms, 8 W.C., septic tank, wash basins, etc., all with hot and cold water, tennis court, badminton court, all recreation rooms are included in the amenities. A beautiful restaurant-ballroom is situated in the centre of the camp. Electricity from dual diesel generating sets, ample water supply from house tank and well. In all approx. 4 acres of land are included in the camp. "THE FLOTILLA" was built six years ago on the crest of a small hill between the Pacific Ocean and Wallis Lake and the views are unsurpassed anywhere in the world. Three beautiful ocean beaches with excellent surf and abundance of fish are within a few hundred yards as is also the lake. For someone with real organising capacity, the potential of this business is astounding. If you are considering leaving the Islands to settle in Australia, this should offer you the opportunity of a lifetime.

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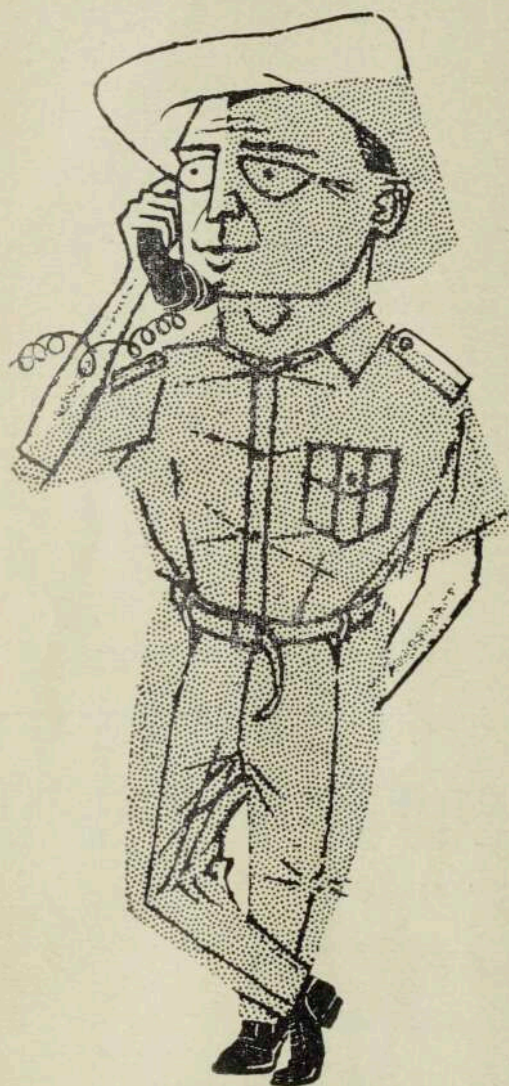


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LONDON MONTREAL CALCUTTA SYDNEY BRUSSELS

sing needs of the nickel smelters water supply is deficient.

an expert from France recently made a study of the situation and of his conclusions was that there was too much waste of water in the area.

The expert states in his report that very probably the new dam which was built could not contain enough water to feed an extra pipe line, especially in times of drought, as New Caledonia has been having.

by Australian Consul in N. Caledonia

Australia's new Consul in New Caledonia, Mr. Pierre Hutton, took his post in Noumea in January, and shortly afterwards arranged his first big function—a party to celebrate Australia Day, attended by many guests.

Mr. Hutton, whose previous post was with the UN Assembly in New York, is young, unmarried, and has a French mother. He speaks both English and French.

Mr. Hutton took over his new post from Dr. J. S. Cumpston (Doctor of



AFTER THE HURRICANE

These emaciated looking Jersey cattle were part of a consignment of 158 well-bred beasts that were shipped from the Waikato in New Zealand to the Colonial Sugar Refining Co. and the Methodist Mission Agricultural School in Fiji. The cattle were on the 'Navua' which had a bad time in Fiji's January hurricane when on its way with the cattle between Auckland and Suva. The cattle were badly affected by the rough conditions, became seasick and would not eat. However, almost all landed safely and are expected to recover condition quickly. The photo illustrates what a few days in a hurricane-tossed sea can do to prime beasts.

Photo: Fiji Public Relations Office.

Letters in Political Geography), who has had an interesting career as a diplomat, scholar and soldier and who is presumably destined for yet higher things.

PIM's Noumea correspondent comments on Dr. Cumpston's departure: "He will be known among his compatriots as the 'people's consul'. Some of his predecessors were inclined to be a bit 'stuff shirtish', in spite of being good fellows. No task was too menial for Dr. Cumpston, and he leaves a reputation amongst both Australians and New Caledonians as a right good fellow".

More Fireworks On Manam

The natives of Manam Island, New Guinea, have settled down so well on the mainland that it will be possible to withdraw, early in February, the extra Administration officers sent to the area to help them when they left their island home in the middle of December.

The 3,340 inhabitants of Manam were evacuated by a fleet of small boats when the island's volcano became violently active.

Since then there have been further eruptions and some of the native houses on the island have collapsed under the weight of ash and vegetation has been destroyed.

One violent eruption at the end of January, witnessed by Government volcanologist, Mr. G. A. Taylor, sent ash thousands of feet into the air. It spread 70 miles to Angoram, and brought twilight over a large area.

Mr. Taylor said large cinders had rained heavily on the west and north-western slopes, where four

villages received more than six inches.

Glowing volcanic clouds descended in the four major valleys which run down from the cone.

Avalanches of fragmented lava swept down to the sea in the south-eastern and south-western sectors of the island, flattening the area of forest and wiping out a large part of a deserted native village.

Mr. Taylor said the smoking remains of a Seventh Day Adventist establishment was the only identifiable remnants of the settlement.

Further avalanches descended in the south-western valley later.

Mr. Taylor has been on Manam since the native population was evacuated.

On the mainland, the Islanders have built themselves new houses with bush materials, and with the use of Administration machinery, have planted a total of 50 acres of food gardens.

Common Market Effects In Noumea

First effect of the Europe Common Market has been felt in Noumea,



PORTED FROM NOUMEA: Dr. John Cumpston, Australian Consul there since 1953. Below: Mr. Pierre Hutton.

where the announcement has been made that under the new system common soaps and cooking oils may enter the country without restriction. Up to now common soaps had been disallowed, no matter from where they came.

This was to protect local industries which easily supplied New Caledonia's needs, some 200 tons per year.

A quantity of peanut oil had been allowed into the country for cooking so as to protect a local oil processing plant. Legislation will probably have to be introduced locally to protect these industries.

Mr. Leydin Goes To Norfolk Is.

The Australian Territories of Nauru and Norfolk Island are both to have new Administrators.

New Administrator of Norfolk Island is Mr. Reginald Sylvester Leydin, OBE, who has been Administrator of Nauru since 1954. He succeeds Brigadier C. H. B. Norman, who retires after five years in NI.

Mr. Leydin will take up his new post at Norfolk on May 1. He will first have some leave in Australia.

Mr. Leydin, who is 52, has had extensive experience in Territorial administration, having served in the Northern Territory for 28 years prior to his appointment to Nauru.

During the war, from 1942 to 1946, Mr. Leydin served with the RAAF in Australia, the Pacific Islands and Singapore and attained the rank of Squadron-Leader. He was awarded the OBE in 1953 for his outstanding services in the Northern Territory.

The Aust. Minister for Territories, Mr. Hasluck, said in January

that the Government was appreciative of Mr. Leydin's service at Nauru, where as Administrator "he had made a real contribution of lasting value to the welfare of the island and its people".

Mr. Leydin has been in indifferent health for some time, and, sumably it is felt that Norfolk Island will be an easier charge. Certainly it has a much more pleasant climate.

The name of the new Administrator of Nauru has not yet been announced. Occasionally these appointments to Australia's Territories have gone to men whose experience fit them for the job (as in Mr. Leydin's case), but frequently they have been political appointments given to superannuated soldiers or ex-politicians.

Last April, when Mr. Leydin came ill, Mr. J. K. McCarthy, of the senior officers in the Pacific New Guinea Administration, was Nauru as Acting Administrator. It was thought that the appointment would be for an indefinite term. Mr. Leydin recovered sooner expected and Mr. McCarthy turned to Port Moresby (where he is now Acting Director of Territories Affairs), in July.

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WELCOME, VOYAGERS!

There can be no doubt that the big tourist liners now sailing hither and yon in the Pacific, bringing the cash with them, Tourism means money in the language.

But Noumea was especially pleased when it checked after recent visits by "Orion" and "Orcades", and found that each ship had left \$15,000 in the country, including port dues.

More Freak Pacific Weather

Freak weather conditions experienced in Western Samoa, Cook Islands and Tahiti for a week from mid-January.

The disturbances are believed to have been caused by a tropical seven days depression station in the Marshall Islands.

Although the Cook group is subject to hurricanes, they are rare in W. Samoa and Tahiti.

There was, of course, the hurricane of 1889 when *Calliope* made her famous dash to sea and safety; and winds of hurricane force have been experienced in Tahiti on about four occasions, the worst being in 1906.

Most damage was caused in January storms by phenomenal rain rather than by the winds that

reach more than 40 knots. For most of the time, the skies were clear and sunny, but in Papeete a tropical storm followed.

The huge seas washed over the reef and even the breakwater, flooding ground floor premises. At one stage the hotel Les Tropiques had one foot of water in its public rooms.

The MM liner *Tahiti*, which was in port, snapped her lines and had to anchor out in the harbour. The Matson cruise vessel *Lurline* was heaving as much as 30 feet at the wharf.

In Apia, the waves striking the reef rose 70 ft and rushed across the harbour to the beach, where they threw hundreds of feet of sand into the air and carried boulders and rocks onto the roads beyond where they had to be removed by bulldozers.

Around Aggie Gray's guest-house at the far end of Apia's waterfront the trees were dying because of the salt water.

No great damage—but a good deal of concern at what might be going to happen—was experienced at Raihiki atoll, Northern Cooks.

A big north-westerly swell began

called out to rouse the settlement to care for the boats inside the lagoon, where a considerable slow swell—similar to that experienced in the Cooks from the Aleutians submarine eruption last year—began to develop.

Some canoes and a launch were washed out into the lagoon but were soon recovered and all boats were secured as much above the high-water line as the low atoll permits, by morning.

During the following day the lagoon surges swept up as far as the Resident Agent's house on the lagoon side of the island. On the seaward side some native houses and chicken runs were washed out.

Further round the lagoon at

Tukao, the other settlement, many houses were flooded on both sides of the island. Much debris was washed up onto the main "street" and the flagstaff at the landing was brought down.

Had the wind been strong much damage would have been done.

West Samoa Visit Expected in March

It has been officially announced that a delegation of members of the New Zealand House of Representatives will arrive in Samoa in March to attend the official opening of the new and enlarged Legislative Assembly.

(Over)

Queen Mother Takes the Traditional Drink of Kava

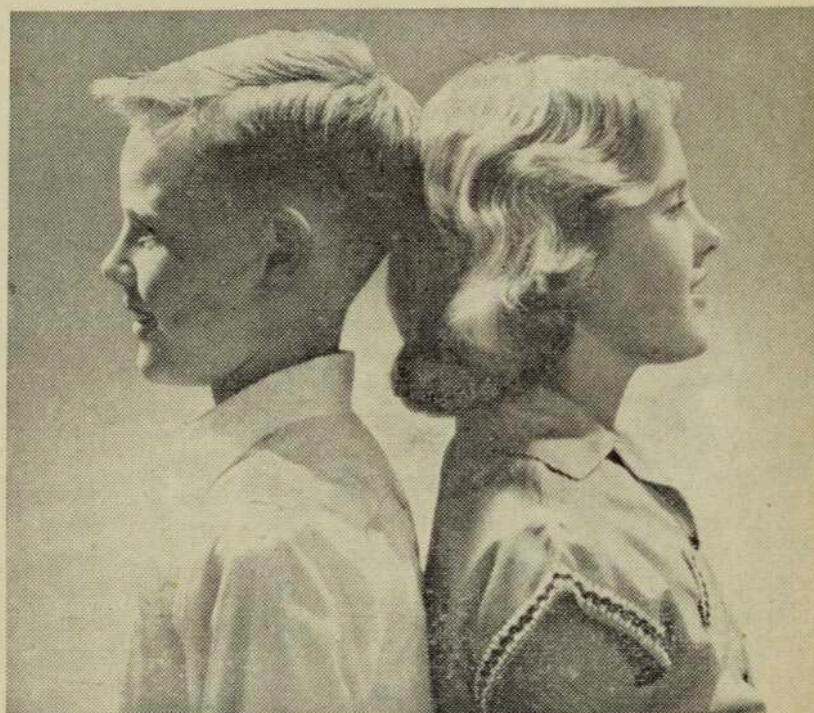


Queen Elizabeth, the Queen Mother, takes traditional drink of kava from a coco-bowl during her Fiji visit at the end of 1951.

Photo: Akbar's Studios.

develop late January 14, and all boats were pulled well up at the Tanahunu landing, where seas were sweeping into the open shelters.

In the early hours of next morning a Boys' Brigade bugler was



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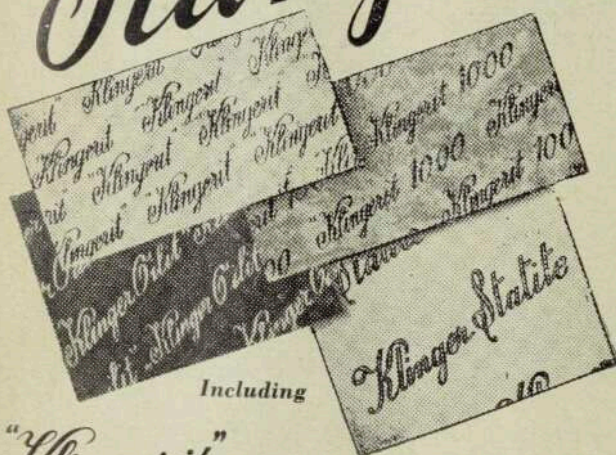
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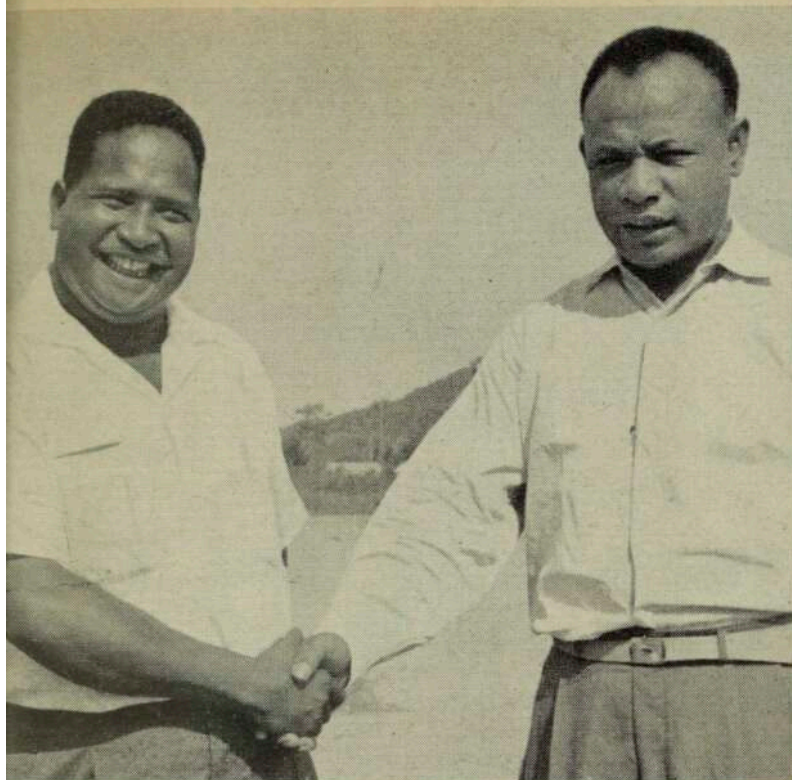
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A Warm Handshake

It's between smiling Herman Womsiwor, of Biak, Netherlands New Guinea, and Nicolaas Jouwe, of Hollandia, back home after making a visit to Papua-New Guinea in January, as members of a Netherlands' delegation which made a study of native village councils across the border. The party, headed by District Commissioner H. Veldkamp, also took a look at native agricultural development.

Photo: W. E. Tausent.

Retirement of Fiji's Chief Justice

HAVING reached the age of 65, Sir Ragnar Hyne retires in February from the post of Chief Justice of Fiji. Sir Ragnar and Lady Hyne expect to reside permanently in England.

Sir Ragnar Hyne is a Queenslander, and was educated at Queensland University. He became Director of Education in Tonga in 1920; and served the British Colonial Office as education director, magistrate and legal adviser in various South Pacific Territories until he was transferred to Sierra Leone in 1944, as Solicitor-General. He was Puisne Judge in Gold Coast in 1948, and became Chief Justice in Fiji in 1952.

Mr. Justice A. G. Lowe, who has been Judge of the High Court in Tanganyika since 1953, has been appointed Chief Justice of Fiji, in succession to Sir Ragnar Hyne.

The new Chief Justice was born in New Zealand, 56 years ago; qualified in New Zealand as a barrister and solicitor; was a legal officer in the Government Service in Tonga in 1938-40; was an Air Force Squadron-Leader in World War II. He entered the legal

The new NZ Minister of Island Territories, Mr. John Mathison, will be a member of the delegation. He will present to the Assembly a ceremonial mace to be used as a symbol of authority by the Speaker.

A Drama of Lae

The motor-vessel *Kulu*, a small coastal copra vessel owned by Messrs Philp (NG) Ltd., of Lae, was returning from a special trip to Port Moresby, via Milne Bay, on January 22, when she was called to Lae that she had a mental patient on board and required a doctor and ambulance on arrival.

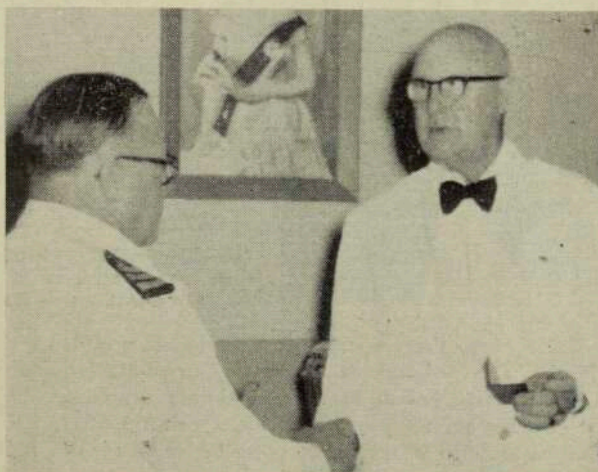
Shortly after, when she was about 10 miles off Lae, the patient, a European, made a further attempt on his life (he had previously tried to jump overboard and was rescued by a native crew member; then he was taken in a cabin, he broke the door and slashed his wrists, neck and stomach). *Kulu* sent out a distress signal for help in quietening the man.

Extremely bad radio conditions prevented operators at six stations from reading the signals correctly and it was presumed that the ship itself was in distress.

However, arrangements were

quickly made for the workboat *Melisa* to leave Lae with the District Medical Officer, Dr. Campbell on board. *Melisa* got alongside *Kulu* at about 3 a.m., when Dr. Campbell transferred and treated the patient.

Kulu arrived in Lae at 8 a.m., January 23, but when just off Bragg's Wharf, at Voco Point, struck a sandbank. The patient and doctor were taken off in a small boat and later the *Kulu* lifted off of her own accord and continued her journey to Rabaul.



And Another!

This one in Port Moresby in January, where the president of the Aquatic Club, Mr. Justice Gore (right), after presenting trophies to members, is himself presented with a token of esteem and good wishes by the Commodore, Mr. Bill Nicholas. It's in the form of life membership of the club.

Photo: Papuan Prints.



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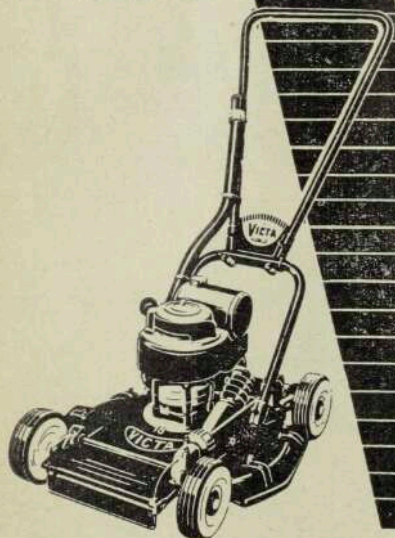
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VAIC

ction of the British Colonial Service after the war, and served Kenya and Malta before his appointment as a Judge in Tanganyika.

Medical Degree for Suva Resident

The chancellor of Sydney University, Sir Charles Bickerton Blackburn, on January 24, conferred a degree of MB on 24-year-old Dr. Emberton, of Suva.

Dr. Emberton is a member of a well known Fiji family. He will spend next year as a resident at Royal Prince Alfred Hospital, Sydney, and then return to work in Suva.

New Bishop for a New Vicariate

The Most Rev. A. Stemper, the Vicar Apostolic of Kavieng, Ireland—which is itself a brand new Vicariate—took up his duties in New Guinea in early February.

His Vicariate, comprising New Guinea, Manus Island and the Duke of Yorks, was created last year with the separation of the Vicariate of New Guinea (Vunapope Catholic Mission) into two parts.

The new Vicariate has been placed



Bishop Stemper.

in charge of the American Province of the Missionaries of the Sacred Heart, and Bishop Stemper was consecrated in the US on September 3.

Before the splitting of the old Vicariate, Vunapope Mission served a population of 152,797 natives, 100 of whom were Catholics.

There were 95 tribes in the area, each with its own language, and missionaries from seven religious orders were drawn from Germany, Austria, Ireland, Poland, USA, New Zealand and Australia.

The new Vicariate of Kavieng



will look after the needs of 21,864 Catholic natives, leaving 56,340 to the old Vunapope mission.

Bishop Stemper has four years in which to replace the present different nationalities with Americans of the MSC. In the meantime the Vicariate staff consists of 18 priests, four brothers, 16 European sisters, four native sisters, and 189 catechists.

The new bishop is a short, thick set, grey haired man obviously used to hard work in the open. He was brought up on a farm outside the town of Caledonia, Minnesota, and contrary to reports he was not a businessman before becoming a priest late in life. He attended a university, spent a few years at home, studied for the priesthood, was ordained in 1940 and taught in Apostolic schools afterwards.

He arrived at Vunapope in 1946 and although dubbed the "Flying Bishop", he has never piloted a plane in NG for he let his pilot's licence lapse. He had no use for it on New Britain.

He worked at the mission until the middle of 1951, when he returned to the US for six months.

He was back on New Britain in January, 1952.

WPHC Residents Receive Honours

A number of residents of the Western Pacific High Commission territories received decorations in the Queen's New Year Honours List.

NEW HEBRIDES: J. S. Rennie, Esq., OBE, British Resident Commissioner, to be a Companion of the Most Distinguished Order of Saint Michael and Saint George.

Former NG patrol officer, John MacGregor, with his attractive bride, formerly Miss Rita Wood, as they leave Taurama Chapel, Port Moresby, after their marriage in January. Mrs. MacGregor is a school teacher, and will teach at Mini, where Mr. MacGregor is a traffic officer with Gibbes Sepik Airways. Mr. MacGregor's name was in the news a lot last year, during what came to be known as the Anderson-MacGregor case.

Photo: Papuan Prints.

BRITISH SOLOMON ISLANDS PROTECTORATE: The Rev. J. R. Metcalfe, Chairman of the Methodist Mission, to be an Officer of the Most Excellent Order of the British Empire; E. Boko, Esq., President of Ysabel Native Council, to be a member of that Order.

GILBERT AND ELLICE ISLANDS COLONY: P. G. Roberts, Esq., Administrative Officer (whose district includes Christmas Island) to be a Member of the Most Excellent Order of the British Empire.

"Blue" Allan to Open Soldiers' Congress

The Annual Congress of the New Guinea Branch of the RSS & ILA will be formally opened at Lae on March 22 by Colonel H. T. Allen, OBE.

Colonel Allan is a decorated veteran of both World Wars, a pioneer planter, miner, and trader of New Guinea, the first Commander of the Pacific Islands Regiment, and a man who was very well known in New Guinea affairs for twenty or thirty years. He now is a resident of Woolgoolga, NSW.

The ex-Servicemen's Association of New Guinea, of which the Hon. R. F. Bunting, MLC, is President, is one of the strongest organisations

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A couple of policemen and a civilian look over the shoulders of delighted Mr. and Mrs. Common, of Clark Street, Suva, who won £25,000 in the NSW State Opera House lottery in January. Mr. Common is assistant-manager of Morris Hedstrom, Ltd., Suva. He and Mrs. Common had been in Fiji only a week. They had bought the ticket before leaving New South Wales, in the NSW Blue Mountains, to come to Fiji. —Photo Stinsons.

the Territory, and its forthright pronouncements on matters of public policy cannot be ignored—no matter how much they are disliked by high officials.

Large Made and Withdrawn in Tahiti Court

A private legal action which has created some stir in Tahiti was initiated in Papeete early in January. An American shipowner, Mr. Peter Keene, of Los Angeles, claimed that he was defamed by Mr. E. Devenish, described as the British Consul in Tahiti; and he sought damages accordingly.

According to the documents filed in the French Court, it was alleged that Devenish, speaking in the Police Bar to Mr. D. Shields, a Papeete business man, made a defamatory reference to Keene and to his ships, the *Hidalgo*;

"those words, uttered in a public place, are liable to cast a shadow on the honour and the professional credit of the applicant (Keene) and at all events they constitute the charge of defamation which is punishable under Articles 32 and 33 of the Act of July 29, 1881."

The hearing was set down for January 29, and Mr. Devenish presented a defence.

On January 29, Mr. Rudolph M. Bridge appeared for Mr. Keene,

and announced that Mr. Keene wished to withdraw the action and would pay all the costs. The action was discontinued accordingly.

Current report in Tahiti is that the matter will not end there—that further action may be taken on the initiative of Mr. Devenish.

Fiji's Elder Statesman is 76

On January 25, three things happened, of importance to the Hugh Ragg family, of Fiji.

On January 25, Sir Hugh Ragg, one of Fiji's Elder Statesmen, attained the age of 76. He still is going strong as Managing Director of Northern Hotels Ltd., head of the Makogai Leper Trust, etc., etc.

On January 25, there was born in Suva the first great-grandchild of Sir Hugh Ragg. He is a boy, and he arrived per medium of Mr. and Mrs. David Hugh Ragg—and young D. H. Ragg is the son of David Petrie Ragg, of Sydney, who is a son of Sir Hugh Ragg and Chairman of Northern Hotels Ltd.



And the arrival of the new infant Ragg, on January 25, meant that no less than four generations of Raggs have been born in Fiji—for Sir Hugh himself was born there in 1882.

Another Jap For Appendix Op.

From Our NG Correspondent

There is not a main port in the Territory of Papua-New Guinea which has not been visited, over the last 12 months, by a Japanese fishing vessel with a conveniently sick crew member on board.

We say conveniently, because we feel quite satisfied that they would not hesitate to sign on a man suffering with acute appendicitis if they wanted to use him as an excuse to get into a port.

Latest port of call was Lae, NG, when the fishing vessel *Hakko Maru* called with an appendicitis case on January 22.

The usual procedure of asking permission to land their man was carried out, and an ambulance quickly took him to the hospital, where he was operated on.

But what really rocks the old-timers, with long memories, is the audacity of these people, combined with the laxness of supervision by whoever is responsible for their movements. Or is it quite all right for them to roam the town at will?

Four crewmen left the ship and landed at Voco Point. Here they were quickly surrounded by a large crowd of curious natives. With the aid of Japanese-English dictionaries and a Japanese-speaking native they were apparently endeavouring to find their bearings for the ship's anchorage for the night. Two Europeans also assisted in pointing out the harbour markings, which advice they presumed was to be passed on to the skipper of the vessel.

The conclave broke up eventually, but the seamen did not return to the ship; nor did they signal any of the information they had received.

The ship just turned around and headed around to the wharf (where the *Shansi* was berthed) and the Japanese sailors wandered nonchalantly off around the town.

It was later learned that the *Hakko Maru* dropped anchor on the other side of the *Shansi* at the wharf. About 2 hours later three of the wandering Japanese crew members arrived at the wharf. These were taken on board their ship per wooden box, rowed with shovels and hauled on by rope attached to the ship. After this strange manoeuvre, *Hakko Maru* headed for the open sea, minus two crew members. She was expected back on January 28 to pick up the sick man, and, we hope, the other crew member who has been loose in Lae for five days.

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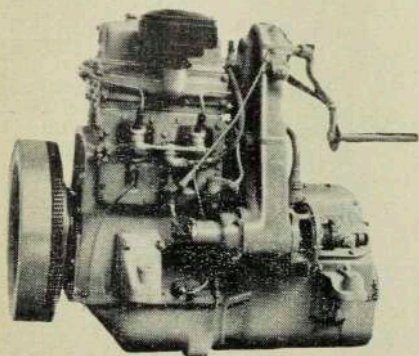
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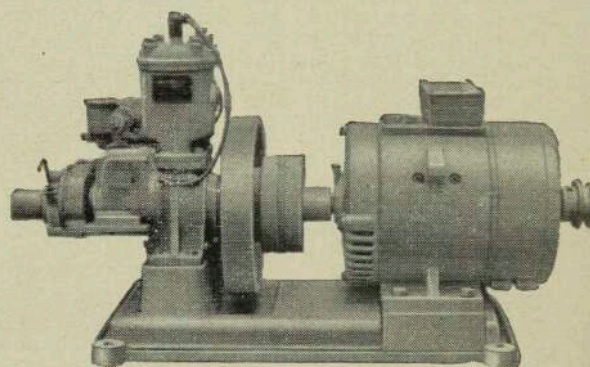
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Fiji's "Day of Freedom"

(From page 18)

beer before, although he had been in a hotel bar.

"At this is a good idea", he said. "I'm having a few drinks now with the fellows who asked me to join them. It is spending money for nothing. I won't be here every pay day. I don't like the system, and the Indian women don't like it".

Chief Vakaloloma, 22, said it is the first time he had ever had a drink in a hotel.

"In some ways this is a good thing, in others it is bad", he said. "When we were not allowed to have drinks, we respected the law, and our money. Some of that is being lost. The Fijian women don't like this system."

"It is good to be free to drink beer, you feel like it."

Mr. Bera, a printing-press operator, did not think the proposal was good for Fijians. "Most of them don't receive much money, and if they spend this in hotels they have nothing left until next pay day."

Mr. Lakai Soi, a work-mate of Mr. Bera, thought the new system was bad because the Fijians drank horrible home-made concoctions if they could not get beer. But he agreed with Peni on the financial aspect.

Mr. Sikesa Sikiyou, a member of the Legislative Council, and senior master at Queen Victoria School, spent part of the day making his own observations. He said he was quite satisfied with what he saw. He saw no misbehaviour at all. He told that Fijian women objected to the abolition of permits, and commented: "Only the more money."

On the record, the number of arrests for drunkenness in Suva on the three days was:

January 31, three; February 1, three; February 2, none.

The number of arrests for drunkenness in Suva has been very low in the last months, except at periods of Christmas and New Year. The average has been two or three on any day.

NEW AIR MOVES

(From page 22)

Planes were still there and it was decided to reduce a lot of dead-weight and maintenance costs by getting these and closing in the area into which these wheels were put. This work, plus a full survey of the aircraft by TEAL's Auckland workshops, would occupy three or four months, during which period services would be maintained by the other aircraft.

Captain Frame and his men

were returning to Papeete per TEAL aircraft immediately.

Captain Frame was with Trans Oceanic Airways of Sydney prior to joining RAI several years ago at about the time that TOA ceased operations.

Nauru to Get a Decent Airstrip

The island of Nauru is to have a modern aerodrome capable of taking long-distance, four-engined air-

TO P-NG THE THRIFTY WAY

Beginning February 17, travellers to and from Papua-New Guinea will be able to save up to £10/5/- on a single journey out of (or into) Sydney; £8/14/- from Brisbane.

This is through Qantas Airways' new Thrift Class Service, which will operate once a week, each way. Northbound, Sundays, southbound, Mondays.

Qantas' six other flights to New Guinea will operate as usual, at usual fares. (£62/15/- single, Sydney-Lae.)

Up to 48 passengers will be carried but they will have exactly the same amount of room as passengers in the regular BOP services.

Travellers on thrift services will be allowed only 35 lbs of baggage (as again 44 lbs on regular services); meals will consist of sandwiches and coffee, tea, milk or mineral waters.

But unkindest cut of all (for Territorians), no liquor will be served on Thrift flights. Are there enough people in the Territory who can bear to be teetotal 12 hours at a stretch?

Qantas evidently believes that there are. A saving of £10 per single ticket will no doubt be of interest to travelling families and to others whose budgets are stretched to the limit by the high cost of living in the Territory.

craft, but no details have been announced when work will start.

The present DC3 airstrip was laid out after the island was reoccupied from the Japanese. There have been no regular flights because of the long distances from main centres.

The reconstructed aerodrome will conform with international standards and will accommodate aircraft of DC4 size.

The Nauru airstrip—like the hush-hush Henderson Field, near Honiara, on which reconstruction is now

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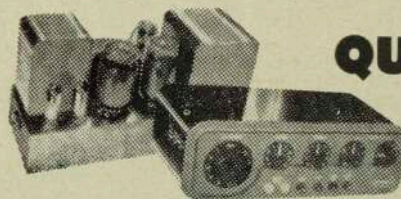
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most complete—has always been regarded as something of a mystery. Some observers see Nauru and Henderson as stages on a new Pacific service that is still on the secret

However, as Nauru is to be only a standard, and Henderson likewise, it seems unlikely that international air services will be using them in the immediate future.

Nauru is right out on the end of the lagoon aerially; but it is an important and valuable territory and a good airstrip and charter air services should be an asset to both phosphate Commissioners and Administration.

Ansett in P-NG

There have been no developments following the January rumour that Ansett-ANA contemplated extending operations to New Guinea through the purchase of Gibbes Airways.

The argument was that in this manner Ansett would be in a better position to claim the right to run routes to Australia or the Solomons. The argument seems fallacious. Establishment of a local air service for the Territory surely does not give the right to run an "international" service to (BSIP); or a regional service (to Australia).

MORE HOTELS IN SOUTH SEAS

(Continued from page 23)

Plans which may be derived from the coconut palm. It was through the same sort of initiative that he developed the additives—from kava and spinach and parsley—which made his manufactured foodstuffs famous.

Impressed with South Pacific possibilities, Mr. Rehnberg got into touch with various business associations and invited them to join him in his South Seas hotel enterprise. He told them frankly that he did not expect that for some time they would make much profit—that the profits would have to be ploughed back for development—but that eventually the company could become very profitable. He made the point that the plan would fit in with the present American idea of exporting capital for development overseas.

Part of the plan is that local officials are to supervise the hotels which will be set up in each Territory and, where possible, local capital invited to participate. But it clearly is the wish of the promoters that America shall retain overall direction.

It is reported from Suva that very friendly relations have been established between Mr. Rehnberg and Hugh Ragg (head of Northern

Hotels Ltd.) and with Mr. Barry Philp, who has been planning developments at Nadi.

More Amenities for Garrick Hotel

As part of hotel re-organisation and improvement, now going on in Fiji, the large and well known Garrick Hotel, owned and conducted by Mr. Vince Costello, is getting a face-lift. The Garrick is right in the middle of the business section of Suva, and much of its lower floor, not occupied by the bar, has been hitherto let profitably as shops.

Mr. Costello now is inducing his

tenants to find shops elsewhere, and the area thus cleared is to be converted in a large lounge and beer garden, on modern lines. Only beer will be served, so the new amenities will be available to Indians and Fijians, against whom all restrictions (in relation to beer-drinking) were removed as from February 1.

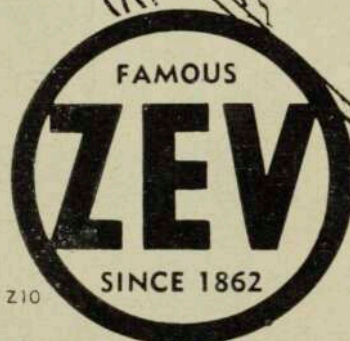
The bar section of the Club Hotel (now under construction) was formally opened for business on February 1 by Mr. Max Lovell, one of Northern Hotel Ltd.'s managers. Mr. Lovell formerly was manager for Northern at Nadi, and he lately has had charge of the hotel at Deuba, after Northern Hotels Ltd. bought it.

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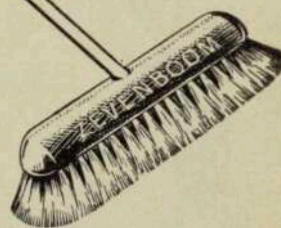
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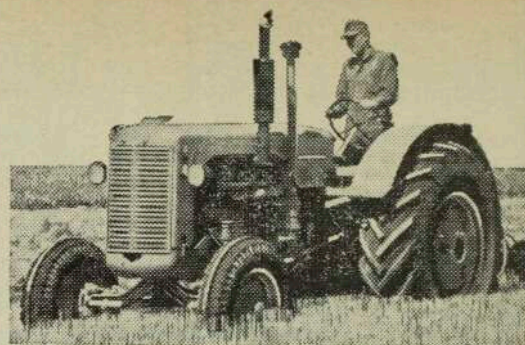
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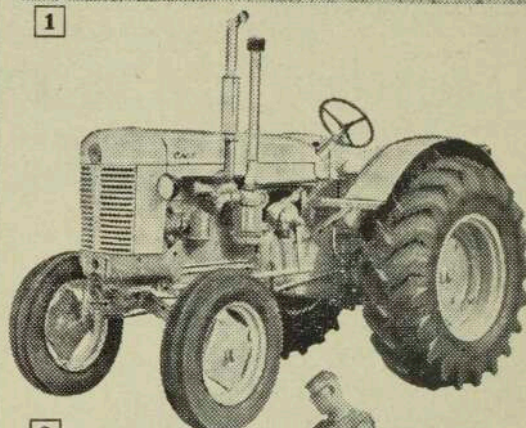
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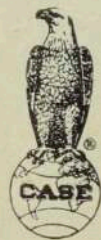
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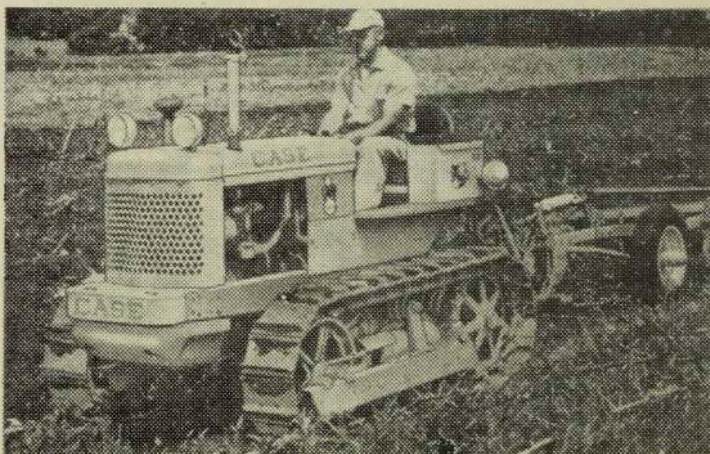
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4



PACIFIC COPRA PRICES

(From page 18)

anged according to quantities and ding of copra delivered. If the result is definitely lower than "tentative" price already paid there will be a reduction in tentative price to take care of

Prices Elsewhere: Fiji's £57

does not seem that there has en any consultation between itories regarding the prices to paid in each for copra after De- ber 31, 1957; and, already, some ous disparities are seen.

or example, take the following es, to be paid for copra delivered ominated places, announced late ember or early January, and all eed to Australian currency:

	P-NG £Aust. per ton	Solomons £Aust. per ton	Fiji £Aust. per ton
ir . . .	47 0 0	51 0 0	57 12 11
ed . . .	46 0 0	49 0 0	56 2 4
	45 7 6	44 0 0	54 11 10

at, for purposes of this com- son, it should be noted that Solomons and Fiji prices are ; while the P-NG price is ative", or provisional.

e P-NG Copra Marketing Board, riving at its tentative price, did

not take the Philippines December quotation as a basis, but instead, for safety's sake, took the average of the Philippines price for the six months, July to December, 1957. This appears to have produced a CIF European-port price, delivered weight, of about £60/15/- (Sterling) per ton.

Working back from that, and tak- ing into account many factors (Unilever Contract discount, freight, marine insurance, agency com- mission, stevedoring, shrinkage of 3 per cent., exchange premium of about 25 per cent., handling in Board stores, in-store shrinkage of 2 per cent., export duty of about £5 per ton, grade premiums, etc.), the Board's experts arrived at the "tentative" rates announced early in January.

We have seen many calculations, some agreeing generally with the Board, some differing.

But it does appear that, if the Board's calculations are reasonably correct, if the market does not fluctuate too much, and if the grade premiums proposed are paid (which means that the copra must really be up to standard) the P-NG grow- ers eventually will get from £2 to £4 and even £5 per ton over the "tentative" price.

But it may be twelve months be- fore they know. The final dividend may bring them generally into line with the Solomons price; but they still are quite a way below the Fiji price.

The position in Fiji, of course, is dominated by the amount which the Suva mill is prepared to pay, from week to week, forthwith and finally, for copra delivered to it on the wharf, Suva.

The Fiji price is paid by private enterprise, which watches the world makets every day, and adjusts its buying rates accordingly. The P-NG and Solomons prices are made by Government and semi-Government instrumentalities, which work under very different conditions. But there may not be much difference in the end result.

The P-NG Board took as the start of its calculation *the average Philip- pines price for the last six months of 1957*, and thus got about £60/15/- Sterling. The Carpenter mill in Suva naturally took the Philippines price (converted to CIF European port) in early January, and got £66/17/6 Sterling.

Thus, a difference of £6 Stg. per ton immediately shows up between the prompt final price of private enterprise in Suva, and the

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entative" price fixed by the semi-governmental control in New Guinea.

Huge Sum in Stabilisation Fund

The P-NG Copra Marketing Board has no control whatever over the Copra Stabilisation Fund—it merely takes from the receipts about 10 per ton as copra export duty. No one seems to know exactly what happens to that £5 per ton. It is definite that £2 of the £5 goes to the Stabilisation Fund. What happens to the £3?

How much is the Copra Stabilisation Fund, and what is being done with it?

Back in 1946, the then Government established a "Copra Reserve Fund", and, in order to build it up, deductions were made from copra prices, from December 1, 1946, to August 1949. Deductions ranged from 10 to £8 per ton, according to Ministerial whim. Up to the end of 1949,

BSI PRICES UP

Commonwealth official copra prices were raised by 30/- per ton at the beginning of January, making the rate (Australian currency, BSI ports)—1st grade, £52/10/- per ton; 2nd grade, £50/10/-; 3rd grade, £45/10/-.

collections totalled £780,000. In the next 18 months another £672,000 had accumulated—so that the total Copra Reserve Fund held by the Commonwealth as on October 31, 1951, was £1,452,000.

When they started collecting funds, in a similar way, under the Customs (Import) Tariff Ordinance, 1951; that has gone on ever since. A Board to control the Fund thus established was established under the Papua and N. Guinea Copra Industry Stabilisation Ordinance, and today the Board consists of Messrs. E. Fairfax-Ross, Port Moresby; J. R. Wilson, of Rabaul; C. B. Dwyer, of Rabaul; R. E. P. Dwyer, Director of Agriculture, and H. H. Treasurer, of Port Moresby. The total of the Fund on September 30, 1957, was no less than £1,039,999. As far as this writer knows, it does not include that

FIJI MILL COPRA PRICE

(on wharf, Suva)

for each of 3 weeks, ending Feb. 10

In Fiji Currency

Air—£53/2/6, £52/17/6, £52.

No. 1—£51/15/-, £51/10/-, £50/12/6.

No. 2—£50/10/-, £50/5/-, £49/7/6.

2,000, accumulated under other up to October 31, 1951.

the two funds, taken together, would provide about £41 million for "stabilisation" of the copra industry; otherwise could be most usefully employed. The Papua and New Guinea planters, who themselves realised that wealth, should ask some questions about it.

DEATHS OF ISLANDS PEOPLE

MR. WILLIAM ALEXANDER GILL

William Alexander Gill, whose amusing stories and drawings were known to thousands of *PIM* readers, died in Sydney on January 24, a victim of lung cancer.

Bill Gill was born in 1899, at Macduff, near Inverness, and although he had spent more than half his life in Australia and Papua, carried his Scots accent to the end.

His father was a Master Mariner in sail, and when he was still a

natural talent and the course did not appear to influence him much, one way or another.

As well as the work that he did for *PIM*, he did freelance newspaper and magazine cartooning, comic strips, etc., while in the employ of a large Sydney industrial concern as a watchman.

He is survived by his wife and 14-year-old daughter, Diane.

A Tribute from the Editors

According to the files of *PIM*, Bill Gill started to submit drawings in the mid-thirties, but it was only in the last 10 years when he began to live in Sydney that *PIM* staff and Gill became well acquainted. A couple of times a month he would wander in, shedding black-and-white offerings, pieces of drawing paper and bottles of Indian ink from his pockets, and sit down to discuss the state of the nation, or thrash out an idea for a cartoon.

In sentiment he remained a Territorian to the end and his insight into the attitudes and thoughts of Papuans showed clearly enough in his drawings.

As we knew him, anyway, he was part dour Scot, part temperamental artist, and part Territorian. He was a man who liked to enjoy himself in the company of his many friends but at the same time was well read and took a lively interest in international affairs. He spoke little of his personal life and what we knew of him was learned over the years in very small instalments.

He became an institution around *PIM*'s Sydney office—not only as an artist but as someone on whom you could sharpen an idea; or get a fresh and pertinent opinion on any current topic.

There are many people who can draw; many with the Territorians' odd quirk of humour; but we feel that it will be a long time before we meet another Bill Gill who combines the two—and was a very good friend, as well.—JT.

MR. WILLIAM PICKERING

The death occurred in Levuka, Fiji, on January 20, of Mr. William Pickering, aged 80.

Mr. Pickering's great grandfather, Charles, was one of the first Europeans to settle in Fiji and there are now numerous of his descendants in the Colony.

Mr. William Pickering was born on the Rewa and worked as a carpenter at one of the Colony's earliest sugar mills, at Navua. He later became a banana-buyer.

He is survived by his wife, two sons, Harry and Tom, and three daughters, Kittie, Jessie and Lizzie.



child, Bill made a couple of voyages around the world with him. He studied marine engineering for a time, but World War I broke out and he joined the Gordon Highlanders.

After he was demobbed he went to Australia in 1922, and shortly after to Papua to become a plantation assistant; later he managed a number of plantations for the bigger firms and finally became part-owner of Loani rubber plantation in the Milne Bay district.

When the Pacific war began he was evacuated but in 1943 was back in Papua as a Warrant Officer in the Water Transport section of the Army. The following year he transferred to ANGAU and became well known as the skipper of the *Rasputin* (known to the natives as *Rice Puddin*).

He went back to Loani in 1946, but decided against settling there permanently although he continued to have an interest in the plantation. In 1952 he leased it to Mr. R. Donaldson, who is still there.

Bill Gill had always been interested in drawing, so after his ANGAU discharge he took a four years Rehabilitation course in art—but he had his own style and a

SPORTS REVIEW

Big Time Regatta On The Sepik

From a NG Correspondent

AS a slight change, and relaxation, from massacres, headless bodies floating down the river, and intrepid TV commentators venturing into primitive areas never hitherto penetrated by white men, Angoram, on New Guinea's Sepik River, held a Regatta on New Year's Day.

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And if anything better or more spectacular has been staged anywhere else, I'd certainly like to have seen it.

There are now some 40 or 50 outboard-motored craft on the river, a large proportion being double canoes owned and operated by natives.

With the connivance of Nelson & Robertson Ltd. and Peter England (Trading) and the help and encouragement of ADO Bunny Yeoman, three powered-craft events were added to the normal programme of canoe races.

Starter and judge was leading crocodile-hunter Al Sauve; the ADO saw that there was no dirty work at the turning point; Bill Gittins and Alan Gilbert were stewards and organisers-in-general.

Trials started several hours before the scheduled start of the first event, and by the time that became due, enthusiasm had already reached a high point, so that the stewards had a real job of work chasing, rounding-up, and bringing the starters back to the barrier.

With the start, enthusiasm went so high that canoe owners not otherwise engaged started up their motors and charged out into the stream just for the hell of it.

Not to be out-done, the contestants in the first race continued to swoop up and down the course during the succeeding events.

By the time the third event was completed all the navigable craft on the station were racing madly—all in different directions.

At this stage, the non-powered canoes took over, and teams of genuine Sepik warriors, muscles rippling, paddles flashing in unison, came charging down through the medley at a pace which the power-boats would have found hard to beat.

Of course, our rules are probably not *exactly* the same as those obtaining in Southern speed-boat clubs.

WINNERS: Nelson and Robertson trophy for the one mile race for native-owned outboard craft: Sei and Wili, of Mumeri. Nelson and Robertson trophy for best turn-out, native-owned outboard craft: Ningis, of Keram Rice Producers, Bobten. Margaret England Sepik trophy, two miles for non-native owners of outboard craft: A. Booth, with Bill Eichhorn second.

Tongans May Hear The Big Fight

From J. P. Shortall, in Auckland

MR. J. D. WHITCOMBE, PIM's Auckland business representative, and a former long-time resident of Tonga, received urgent appeals from Tongan sportsmen in January to try to arrange a broadcast over Radio NZ of the Lave-

Woodworth heavyweight event scheduled for February 25.

Tongan fans were prepared to meet any reasonable costs.

Mr. Whitcombe immediately opened negotiations with the Auckland Boxing Association, who agreed to a delayed broadcast locally, tape-recording, or to a direct broadcast over Radio NZ only.

The latter short-wave station is barely audible in New Zealand, any broadcast through that channel shouldn't affect the fight "gate" which was the reason given by the Boxing Association for refusing broadcasting facilities over New Zealand broadcast-band stations in similar cases recently.

At the end of January a reply to a request for the broadcast awaited from Radio NZ, and it appeared to be no reason why it wouldn't be at least a delayed broadcast over that station.

Lave arrived in Auckland from England on January 26, and seemed happy to be back. He was looking very fit. His English wife remained in England for the present.

Lave hopes the Association will offer him another fight after Woodworth bout, so he can bring his wife to NZ. Then he would come home to Tonga for a visit. He hasn't seen his parents since 1945.

In any case, he has another fight arranged for him in Europe.

Triangular Tournament With Rough Edges

From Norman Baxter, in Suva

SPORTSMEN from the Fiji Islands have an overseas reputation for playing the game for the gam sake with all the zest at their command. This is true of rugby and cricket teams which have toured overseas, but the same cannot be said for some of the cricketers at home.

On a recent Sunday in Suva European eleven played the Indian eleven in the first round of an annual inter-racial triangular tournament. The Europeans batted brightly, but the same could not be said for the Indians.

When they went to the wicket they did was prod around without making any effort to get runs.

The spectator would have thought he was watching a grimly fought test match between England and Australia. Anyhow the defensive tactics did not pay off for the se bowlers allowed the bowlers to be completely on top and the Indians were soundly beaten on the first innings.

When the Indians completed their first innings there was

bility of an outright win to side. The Europeans batted heartedly and were dismissed in quick time. The Indians' batting in the second innings was a little better, and it should have been, as the Europeans did not use any fast bowlers — even the wicketkeeper wheeled up a couple of overs.

It is not always bright in the sun and easy South Seas.

Australian Team for New Caledonia?

By Peter Hall

NEGOTIATIONS are under way for an Australian soccer team to play a series of matches in New Caledonia in July-August. Secretary of the NSW Soccer Football Association, Mr. W. Orr, is in this in Sydney in February. Orr said that an invitation extended by the New Caledonian Soccer Association and if all goes well an Australian eleven, comprising about 15 players, will take up the tour.

New Caledonia could expect to watch soccer from the Aussies on a tour by Stanley Matthews and the English Blackpool side (to arrive in Sydney on May 3) will have to contend with some excellent local practice.

It would be the third Australian tour of New Caledonia.

Tonga Offer to Fiji

Tonga Rugby Union Football Association has invited the Rugby Unions of Fiji and Samoa to send teams to Tonga in 1958 for a three-way tournament. If accepted, the contest would be one of the contests that used to be held regularly between the islands before the war.

Fiji Has a Nibble, But Nothing Hooked

DAWAI, Fijian rugby football captain, had a nibble in his desire to play the professional rugby league, in Sydney this year. But he failed to land the

champion club in Sydney, St. George, which can field up to nine players, showed more than a passing interest, for it realised that a regular Fijian would give a valuable gate money.

Unfortunately the club did not overcome a number of difficulties in the way, chief of which would have been opposition by high officials in Fiji. Had it been successful in signing the Fijian up the club would have had to pay passages

to Sydney for Orisi and his wife, and would have had to find him accommodation and a position.

Orisi could have cleared up to £2,000 for three seasons' rugby league in Sydney, for the St. George Club has been paying handsome bonuses in the last two seasons—it won the first grade championship in 1956 and 1957.

There is still a possibility that some other Sydney Club will show an interest.

Meantime, it looks as though Orisi will be playing the amateur code in Suva this season.

SOCCKER is drawing bigger and noisier crowds in Netherlands New Guinea.

The Papuans play in bare feet and the spectators rival any South American fans in their enthusiasm.

Villagers often go on a one or two days walk to attend a soccer match and pay a 1/- admission, a recent idea, designed to show the natives that they must pay money for what they want.

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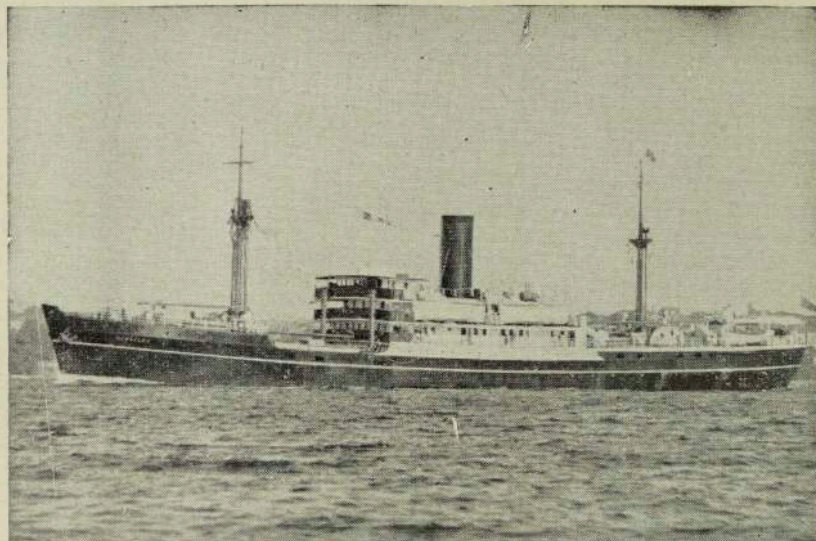
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Montoro sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lae, Port Moresby. Next sailing approx. Feb. 14.

Malekula sails from Sydney for Port Moresby, Rabaul, Wewak, Alexishafen, Lae. Next Sydney sailing approx. Feb. 20.

Malaita sails from Sydney for Brisbane, Lae, Madang, Lombrum, Lorengau, Rabaul, Samarai (other ports occasionally). Last Sydney sailing Feb. 4; next sailing approx. March 18.

Bulolo, modern liner, sails about six weeks: Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lombrum, Lae. Next Sydney sailing approx. mid-March.

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

Soochow: Next Sydney sailing approximately Feb. 7 for Brisbane, Port Moresby and Samarai.

Sinkiang: Leaves Sydney for Port Moresby, Honiara, Yandina, Rabaul, Lae, Madang, Lae. Next Sydney sailing approx. Feb. 28.

Shansi: Leaves Melbourne for Sydney, Port Moresby, Samarai, Lae, Madang, Kavieng, Rabaul, Port Moresby. Next Sydney sailing approx. Feb. 27.

Sails from Swire and Yull Pty. Ltd., Edge St., Sydney.

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

Owners advise that vessels Fengning and Funing will make Australian calls from approx. March.

Fengning: Dep. Hongkong Feb. 13, Madang Feb. 26, Lae Mar. 2, Port Moresby Mar. 9, Sydney Mar. 28.

Funing: Dep. Hongkong Mar. 26, Madang Apr. 7, Rabaul Apr. 11, Lae Apr. 15, Port Moresby Apr. 21, Sydney Mar. 27.

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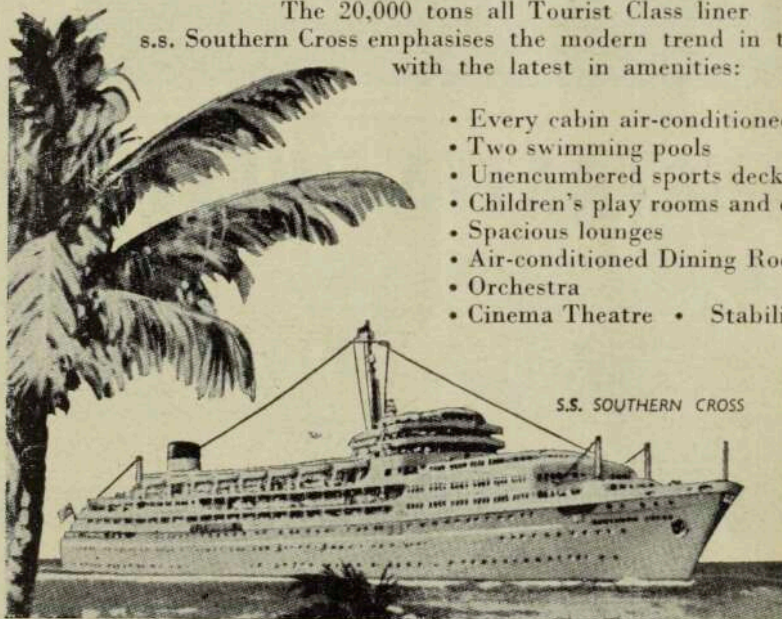
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AUCKLAND	arr/dep	Mar. 24	May 2	May 30	July 14
SUVA	arr/dep	Mar. 27	May 5	June 2	July 17
HONOLULU	arr/dep	Apr. 1	May 10	June 7	July 22
VANCOUVER	arr/dep	Apr. 7-8	May 16	June 13-14	July 28
SAN FRANCISCO	arr/dep	Apr. 10-11	May 19	June 16-17	July 30-31
HONOLULU	arr/dep	Apr. 15	May 24	June 21	Aug. 6
SUVA	arr/dep	Apr. 22	May 31	June 28	Aug. 13
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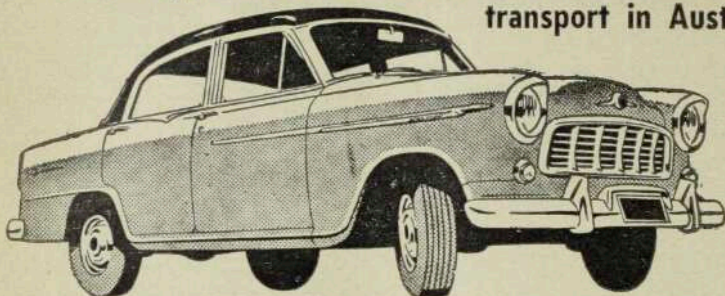
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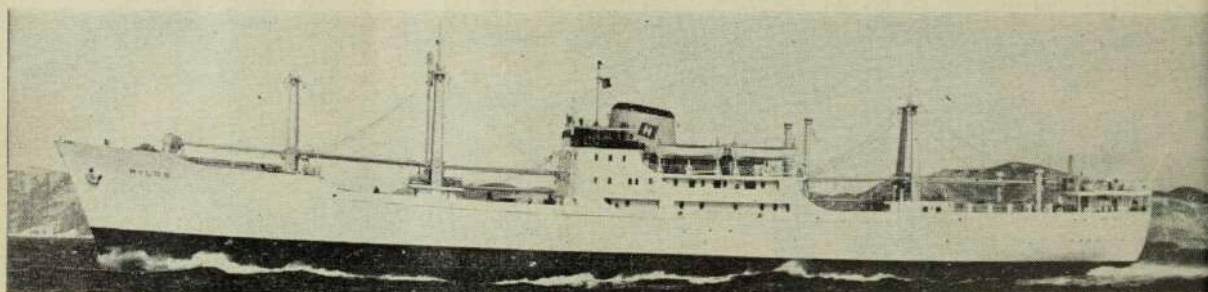
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5, Mar. 25, Apl. 22.
Matua maintains a service from
nd to Lautoka, Suva, Nukualofa,
Suva, Lyttelton, Wellington, and
to Auckland. Next sailings from
nd: Feb. 13, Mar. 13, Apl. 10.
ills from all offices of Union Steam
Co. of NZ.

N. Zealand-Cook Is.

passenger vessel Maui Pomare
ins a regular service between
ad and the Cook Islands.
ills on application to NZ Govern-
Department of Island Territories,
ton, or to any office of the Union
of NZ Ltd.

Sydney-New Hebrides-BSI- Rabaul, Etc.

Tulagi, 10 passengers, leaves Sydney
folk, Vila, Santo, Honiara, Tenaru,
a, Pepesala, Gizo, Kietia, Arigua,
no, Numa, Soraken. Next Sydney
approx. March 13.
ills from Burns, Philp & Co., 7
Street, Sydney.

Sydney-N. Caledonia-Tahiti

ills of Messageries Maritimes Line,
from Marseilles, via West Indies
panama, call about every six weeks
ete, Vila (New Hebrides), Noumea
dney, and return by same route.
sent on this run are the motor-
Tahitien and Caledonien. Next
sailing: Caledonien, April 1;
n, May 15.
Polynesie (Messageries Maritimes)
ns about monthly passenger sail-
between Sydney and Noumea and
w Hebrides. Next Sydney sailings:
Mar. 7, Mar. 28.
s from Sydney agents: Messageries
es, 36 Grosvenor Street, Sydney.

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

Savill's new one-class all-passenger
outhern Cross makes four round-
ld voyages per year, two west-
then two east-bound, calling at
nd Papeete every trip. Next voyage:
outhampton Mar. 4, via Panama to
March 28-29; Suva, April 3;
ton, April 6-9; Sydney, April 12.

America-Fiji-Hebrides, etc.

c Islands Transport Line's vessels
e and Thorshall maintain a
service from Pacific Coast North
n ports, with sailings over 35-40
Some ports depend on cargoes

isle: New Westminster Jan. 23-
a Francisco Jan. 31-Feb. 5, Los

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VIA
PANAMA

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

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NEW HEBRIDES — NEW GUINEA

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General Agents

432 California Street, San Francisco 4, California, U.S.A.

FAPEETE—Etablissements Donald Tahiti. APIA—Morris Hedstrom Ltd.

SUVA—Morris Hedstrom Ltd.

NOUMEA—Etablissements Ballande.

PORT VILA—Comptoirs Francais des

LAE—Burns Philp (New Guinea) Ltd.

Nouvelles Hebrides.

SYDNEY—Birt & Co. (Pty.) Ltd.



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the lower deck is a joy discerning travellers appreciate. The B.O.A.C. "Monarch" service flies overnight every night direct between London and New York and between New York and London. Magnificent food and wines, courteous personal attention from a cabin crew of four. Private sleeping berths at nominal extra charge. You can book from Australia. See your B.O.A.C. Travel Agent.

Information and bookings from all leading Travel Agents and
Qantas Empire Airways Ltd. (B.O.A.C. General Agents for Australia).



BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS, TEAL AND S.A.A.

A80/AU

Angeles Feb. 6-8, Papeete Feb. 2, Nukualofa Feb. 26-28, Pago Pago, M. 2, Apia Mar. 2-4, Suva Mar. 7-9, La Mar. 9-11, Noumea Mar. 14-16, Villag 18-19, San Francisco, Apl. 18.

Thorshall: New Westminster, Mar. San Francisco, 15-20; Los Angeles, Papeete, Apl. 2-4; Suva, 7-8; Pago 9-10; Apia 15-16; Noumea, 19-23; 27-30; San Francisco, May 24.

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

US-Tahiti-Pago Pago-Fiji Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger service from Los Angeles with cargo service from Los Angeles with Ventura, Alameda, Sierra and San Francisco terminal ports vary with cargo offering. Vessels call at Papeete, Pago and Suva, depending on cargo. Next sailings approx., Ventura Feb. from Sydney; Mar. 15, from Brisbane northbound; Sonoma, arr. Sydney, Apr. 6; northbound dep. Brisbane, Apr. Alameda, arr. Sydney approx. Apr. dep. Brisbane northbound about mid

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter & Co.) operates a service three times yearly with a 10,000 ton, 98-passenger vessel La along the above route. Accommodation is entirely First Class, two-berth cabin. Next sailing from Sydney: About 25, with calls at Suva, Lautoka, Honolulu.

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

Sydney-(or NZ)-North America

The four cargo vessels, Wairuna, Waikawa, and Waitomo, and operated by the Union Steamship Co. of NZ Ltd., maintain a mail service across the Pacific, from Sydney to Vancouver and USA ports, via Lautoka, Nukualofa, and Apia, as cargo offer. Occasional calls are made at Papeete Island. They have limited passenger accommodation. Next Sydney sailing: Waikemo Feb. 6, Waitomo Feb. 19, Wairuna early Apr., Waikawa early Apr. The Waitemata, from NZ ports, 3-4 trips yearly to Vancouver, via Papeete and Tonga.

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

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

Mariposa, southbound, departs: San Francisco Feb. 16, Los Angeles Feb. 25, Papeete Feb. 25-27, Auckland Mar. 1, Sydney Mar. 9. Northbound, Sydney Mar. 12, Auckland Mar. 15, Suva Mar. 18-19, Honolulu Mar. 24-25, San Francisco Mar. 30.

Monterey, northbound, dep. Sydney Mar. 19, Auckland Feb. 22, Suva Feb. 25, Honolulu Mar. 3-4, San Francisco Mar. 10, Southbound, San Francisco dep. Mar. 13, Los Angeles Mar. 13, Papeete Mar. 18, Auckland Mar. 29, Sydney Apr. 1.

Details from Matson Lines, 82 Elizabeth Street, Sydney.

United Kingdom-Australia- Port Moresby

Federal Steam Navigation Co., Ltd., extend its regular quarterly UK-Australia service to Port Moresby.

Donegal and Westmeath will sail on Jan. 7 and Apr. 1 respectively, and will proceed via Suez to Brisbane, Townsville, Cairns, Port Moresby, and return to UK via same route.

Call in Moresby: Donegal Mar. 10, Westmeath June 2.

Agents: Birt and Co. Pty., Ltd., 100 St. Port Moresby agents: Burns (New Guinea), Ltd.

RAILWAYS TIME-TABLES

(approximate fares, see page 167)

TRANS-PACIFIC SERVICES

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

First and Tourist Class available on all Services.)

PAN-AMERICAN AIRWAYS*
Strato Clippers, using Sleeperettes and Berths*)

Tues., Thur., Fri.: Sydney, Nadi, Honolulu, San Francisco or Los Angeles.

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

Skymasters are used on a connecting service between Auckland and Sydney (see table 16); and also on a bi-weekly service between Nadi and Tahiti, and Samoa (see table 19).

QANTAS EMPIRE AIRWAYS
Super Constellation Service)

NORTHWARDS

Melbourne, Sydney, Nadi (Fiji), Honolulu, San Francisco, New York, London.

Sydney, Nadi, Honolulu, San Francisco.

Sydney, Nadi, Honolulu, San Francisco.

Day: Sydney, Nadi, Honolulu, San Francisco, New York, London.

SOUTHWARDS

London, New York, San Francisco, Honolulu, Nadi, Sydney.

San Francisco, Honolulu, Nadi, Sydney.

London, New York, San Francisco, Nadi, Sydney, Melbourne.

Vancouver, San Francisco, Honolulu, Nadi, Sydney.

International dateline crossed between Nadi and Honolulu).

Super DC6 aircraft from Auckland, connect with the Qantas northbound flights at Nadi on Tues. and Fri.

Sat. and Wed. at Nadi for the southbound flights.

S. Wed. and Fri. services ex. London connect with BOAC London at San Francisco (dep. Thurs. 10 p.m.).

S. services ex. London Tues. and connect at San Francisco Thurs. with southbound Qantas service.

Services ex. London Tues. and connect at San Francisco Thurs. with southbound Qantas service.

Services ex. London Tues. and connect at San Francisco Thurs. with southbound Qantas service.

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Services ex. London Tues. and connect at San Francisco Thurs. with southbound Qantas service.

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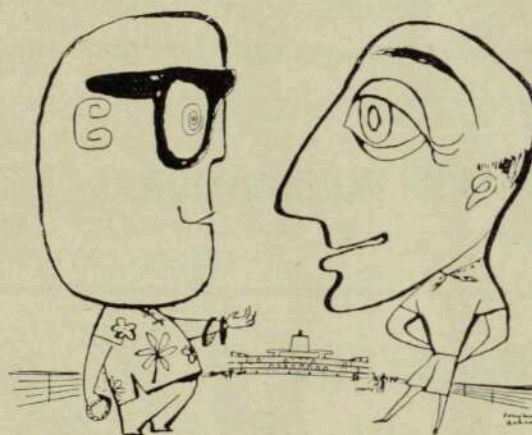
(Founded 1937)

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

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

Address for correspondence:—

THE PACIFIC ISLANDS SOCIETY, Box 2434, G.P.O., Sydney.



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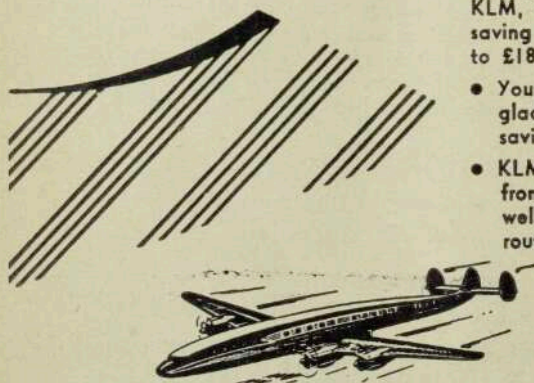
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KLM ROYAL DUTCH AIRLINES
58 MARGARET STREET, SYDNEY.

y Sun.: Leaves Vancouver (dep. 1
m.) for Auckland and Sydney by
same route. (Departs Amsterdam 10
m. Friday).
Crosses date-line en route).

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways
(Skymasters)
NORTHWARDS

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

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

Wed., Thurs., Sat., Sun. Depart: Arrive:
Pt. Moresby, 6.35 a.m.
Moresby, 7.35 a.m. Lae, 9 a.m.

Thurs. Depart: Arrive:
Brisbane, 10.40 p.m.
ne, 11.45 p.m.

Fri. Depart: Arrive:
Cairns, 4.20 a.m.
5.30 a.m. Pt. Moresby, 8.20 a.m.
Moresby, 9.20 a.m. Lae, 10.45 a.m.

Sun. (Thrift Class Service) Depart: Arrive:
Brisbane, 10.40 p.m.
ne, 11.45 p.m.

Mon. Depart: Arrive:
Pt. Moresby, 6.35 a.m.
Moresby, 7.35 a.m. Lae, 9 a.m.

SOUTHWARDS
Mon. (Thrift Class Service) Depart: Arrive:
Pt. Moresby, 11.45 a.m.
Moresby, 12.30 p.m. Brisbane, 7.5 p.m.
ne, 8.30 p.m. Sydney, 11.10 p.m.

Tues. Depart: Arrive:
Pt. Moresby, 11.45 a.m.
Moresby, 12.30 p.m.

Pt. Moresby, 12.30 p.m. Townsville, 4.15 p.m.
Townsville, 5.45 p.m. Brisbane, 9.25 p.m.
Brisbane, 10.10 p.m.

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

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

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

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

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

3. P-NG Internal Services

Operated by Qantas
LAKE-HOLLANDIA (Dutch New Guinea)
(DCS)

Alt. Wed. (Feb. 19, Mar. 5, 19, etc.).
Departs Lae 11.00 a.m., calls at Madang
and Wewak, and arrives at Hollandia
3.30 p.m. Every alternative Thurs.
(Feb. 20, Mar. 6, 20, etc.) departs
Hollandia at 9.30 a.m., and with calls
at Wewak and Madang, arrives Lae at
3.20 p.m.

LAKE-MANUS (DCS)
Alt. Wed. (Feb. 19, Mar. 5, 19, etc.).
Dep. Lae, 8.00 a.m.: Finschhafen, Hoskins,
Rabaul, Kavieng, arr. Manus 3.30 p.m.
Every alt. Sat. (Feb. 22, Mar. 8, 22,
etc.) departs Manus 8 a.m. and with
calls at Kavieng, Rabaul, Hoskins and
Finschhafen, arrives Lae at 3.30 p.m.

PORT MORESBY-KIKORI (Catalina)
Via Yule Is., Kerema, Vaimuru: Alt. Fri.
returning same day (Feb. 14, 28, Mar.
14, 28, etc.).

PORT MORESBY-DARU (Catalina)
Via Kerema, Kikori: Alt. Fri. returning
Daru-Port Moresby direct same day
(Feb. 21, etc.).

PORT MORESBY-SAMARAI (Catalina)
Pt. Moresby, Samarai, Pt. Moresby: Alt.
Tues. (Feb. 11, 25, Mar. 11, 25, etc.).

PORT MORESBY-RABAU (Catalina)
Alt. Tues. (Feb. 18, Mar. 4, 18, etc.)
Port Moresby-Moewe Harbour-Talasea-
Jacquinot Bay-Rabaul, returning via
same ports (Feb. 20, Mar. 6, 20, etc.).

NEW BRITAIN-BOUGAINVILLE
(Catalina)
Alt. Wed. (Feb. 19, etc.), Rabaul, Buka,
Teopasino, Kieta, Buin. Returning
same day.

LAKE-MADANG-WEWAK-MANUS-
KAVIENG-RABAU SERVICE
(DCS)
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., Kavieng,
Manus, Wewak, Madang, arr. 2.15 p.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 (DCS)
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, call-
ing at any of Nadzab, Kalapit, Gusap,
Aiyura, Finintegu, Rintebé, Bena Bena,
Kainantu, Goroka, Arona. Arrival back
at Lae depends on stops made.

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

LAKE-BULOLO-WAU-PT. MORESBY (DCS)
Dep. Lae Wed. and Sat. 8.30 a.m. via
Bulolo, Wau to Pt. Moresby, returning
via same route.

MADANG-GOROKA (DCS)
Wed.: Depart Madang 7.45 a.m., arrive
Goroka 8.20 a.m., returning same day;
depart Goroka 8.50 a.m., arr. Madang
9.25 a.m.

NEW GUINEA-NEW BRITAIN-
BOUGAINVILLE (DCS)
Fridays: Depart Lae 1.30 p.m., Finsch-

is for Timbrock

... the inexpensive, versatile hardboard. Grainless,
it won't split or splinter. Easy to saw, easy to paint.
It's flexible enough to bend around curves. Termite
proofed.

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TIMBROCK for scores of interior home building
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WORLD'S MOST EXPERIENCED AIRLINE

afen 2.20 p.m., arrive Rabaul 4.30 a.m.
 Days: Depart Rabaul 5.45 a.m., direct
 Lae, arr. 8.25 a.m.
 Days: Depart Lae 12 noon, Finschhafen
 p.m., Rabaul 3.10 p.m.
 Days: Depart Rabaul 5.45 a.m., Finsch-
 hafen 8.10 a.m., arrive Lae 8.45 a.m.
 s.: Dep. Lae 11 a.m., Finschhafen,
 Rabaul, arr. 2.15 p.m.
 Dep. Rabaul 7 a.m., Madang, Lae,
 r. 11.35 a.m.

SERVICES BY MANDATED AIRLINES

Scheduled flights with DC3 Aircraft

Dep. 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,
 Lae, Goroka, Lae.

Dep. Rabaul at 6.30 a.m. for

Madang, Wewak, Madang, Goroka, Lae.

Dep. Lae 7 a.m. for Madang,

Wewak, Momote, Kavieng, Rabaul.

Dep. Lae 7.30 a.m. for Goroka, Wau,

Port Moresby, Wau, Goroka, Lae.

Dep. Rabaul 7 a.m. for Kavieng,

Wewak, Madang, Goroka, Lae.

Dep. Lae at 7 a.m. for Madang,

Wewak, Momote, Kavieng, Rabaul—

remaining overnight. Depart Lae 7.30

a.m. for Goroka, Wau, Port Moresby,

Lae, Goroka, Lae.

Dep. Rabaul at 7 a.m. for

Kavieng, Momote, Wewak, Madang,

Goroka, Lae.

Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines

(Super Constellation Service)

Weekly service between Sydney and

Madang with a call at Biak (DNG)

Manila (Philippines).

Aircraft link Biak with Hollandia,

Merak, Tenah Merah, Manok-

Niemfoer, Ransiki, Genjem, and

so.

N. Guinea-Solomons

By Qantas with DC3 Aircraft.

Three flights every four weeks)

(Feb. 10, 24, Mar. 3, 10, etc.) Lae

6 a.m.; Finschhafen, Rabaul,

Vella Lavella, Yandina, Honiara

arriving 5.25 p.m.

(Feb. 11, 25, Mar. 4, 11, etc.)

Yandina dep. 7 a.m.; Yandina, Vella

Lavella, Buka, Rabaul, Lae, arriving

5 p.m.

Paris-Saigon-Noumea- Auckland

Transports Aeriens Intercontinentaux

aircraft depart Paris every Monday

Athens, Karachi, Saigon, Darwin,

Perth, Noumea, Auckland. Leaves

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Sydney-Lord Howe Is.

by Ansett Airways Pty., Ltd.,

with Sandringham Flying-boats.

Flight each Tuesday and Thursday.

8. Sydney-Norfolk Is.

(By Qantas, with Skymaster)

Fri. Dep. Sydney midnight, arr.

6.45 a.m. Saturday; dep. NI 5.30

same day for Sydney, arr. 9.30

Alt. weeks makes NI-Auckland-

flight. (See table 12 below).

9. Sydney-Noumea

By Qantas, with Skymasters

(Weekly)

Sydney dep. 11.45 p.m., arriving

Tontouta, 7 a.m. Fridays.

Fri.: 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 Sunday in each

month. Next flights: Feb. 2, Mar. 2, Apr.

6. Dep. Wallis Feb. 4, Mar. 4, Apr. 8.

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.

Daily: Departs Auckland 9.30 a.m., arr.

Sydney 1.00 p.m.

Sat., Sun.: Dep. Auckland 6.15 p.m., arr.

Sydney, 9.45 p.m.

Wed.: Departs Auckland 11.30 a.m., arr.

Sydney 3 p.m.

Daily except Sat.: Dep. Sydney 3.00 p.m.,

arr. Auckland 10.00 p.m.

Tue., Thur., Sat.: Dep. Sydney 11.30 p.m.,

arr. Auckland Wed., Fri. 6.30 a.m.

Sat.: Dep. Sydney 10 a.m., arr. Auckland

5 p.m.

14. Christchurch-Sydney

Tasman Empire Airways, with

DC6 aircraft.

Mon., Tues., Thurs., Fri.: Dep. Christ-

church 5 p.m., arr. Sydney 8.40 p.m.

Mon., Tues., Thurs.: Dep. Sydney 8 a.m.,

arr. Christchurch 3.10 p.m.

Sat.: Dep. Sydney 3.00 p.m., arr. Christ-

church 10.10 p.m.

15A. Christchurch-Melbourne

Tasman Empire Airways, with

DC6 aircraft.

Sun.: Dep. Christchurch 11.30 a.m., arr.

Melbourne 4.00 p.m.

Fri.: Dep. Melbourne 7.30 a.m., arr.

Christchurch 3.00 p.m.

15B. Auckland-Melbourne

Tasman Empire Airways, with

DC6 Aircraft.

Thurs.: Dep. Auckland 11.30 a.m., arr.

Melbourne 4.15 p.m.

Mon.: Dep. Melbourne 7.30 a.m., arr.

Auckland 3.45 p.m.

16. New Zealand-Fiji

Tasman Empire Airways, with

DC6 aircraft.

Tues., Fri.: Dep. Auckland 4 p.m., arr.

Nadi 9.20 a.m.

Wed., Sat.: Dep. Nadi 10.30 a.m., arr.

Auckland 3.30 p.m.

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

17. Fiji-Tahiti

Tasman Empire Airways, with

Solent aircraft.

Service normally fortnightly, with extra

flights as required.

Departs Suva Thurs. 9 a.m. crosses Date-

Line, arrives Satapuala (W. Samoa)

Wed. 1.55 p.m., departs Thurs. 2 a.m.,

arrives Aitutaki 7.30 a.m., departs 9.30

a.m., arrives Papeete (Tahiti) 2 p.m.

Departs Papeete Sun. 7.30 a.m., arrives

Aitutaki 11 a.m., departs 12.30 p.m.,

arrives Satapuala 5 p.m., departs Mon.

8 a.m., crosses Date-Line arrives Suva

Tues. 10.55 a.m.

Leaves Suva Feb. 20, Mar. 6, 20, Apr. 3,

17, etc. Leaves Papeete Feb. 23, Mar.

9, 23, Apr. 6, 20, etc.

18. Fiji-Samoa

Tasman Empire Airways, with

Solent Aircraft.

Dep. Suva 6 a.m., arr. Satapuala 11.5

a.m.

Dep. Satapuala 1.30 p.m., arr. Suva 4.35

p.m.

Next flights from Suva Feb. 18, Mar. 13,

Apr. 14. Crossing International Date-

Line and leaving Satapuala (Feb. 17,

Mar. 12, Apr. 13, etc.).

19. Fiji-American Samoa

Pan American Airways

With DC4 Aircraft

Alt. Fri. dep. Nadi 7 a.m., arr. Tafuna

12.30 p.m. (Thurs.).

Alt. Thurs. dep. Tafuna 2.30 p.m., arr.

Nadi 8.5 p.m. (Friday).

(Note: This service crosses International

Date Line—the two-way flight is actually

made on the one day.)

20. Fiji Internal Airways

Fiji Airways, Ltd., Drovor Aircraft.

Suva-Nadi-Suva: Two flights daily except

Wed., Sun., one flight.

Suva-Nadi: Tues., Wed., Fri. (additional

to the above return flights).

Nadi-Suva: Wed., Thurs., Sat.

Suva-Labasa-Suva: Daily.

Suva-Taveuni-Suva: Fri., Sun.

Suva-Taveuni-Savusavu-Suva: Wed.

Suva-Savusavu-Taveuni-Suva: Thurs.

Suva - Labasa - Savusavu - Labasa - Suva:

Tues., Thurs.

Suva-Labasa-Taveuni-Labasa-Suva: Fri.

Suva-Savusavu-Suva: Mon., Tues.

Suva - Savusavu - Labasa - Savusavu -

Suva: Sat., Sun.

Suva-Taveuni-Labasa-Taveuni-Suva: Mon.

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NOUMEA.—L. & W. Johnston.
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Guinea, R. D. Kennedy.
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—MADANG—KAVIENG—RABUL.
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Pacific Commerce and Produce

The Oil Search Announcement

Vacuum Oil Co. Pty. Ltd., a major partner of Oil Search Ltd., has told Oil Search that it is not prepared to contribute towards an extra £800,000 now required over and above the drilling budget agreed in June, 1957.

The £800,000 is needed to complete the present drilling programme in Papua, involving four wells—Bari-kewa, Puri, Komewu No. 2 and Kuru No. 3.

Oil Search holds slightly more than a 10 p.c. interest in APC and IEC, which is carrying out the field operations in Papua.

Exactly what the new decision means was not clear at the beginning of February, when the decision was made, but the apparent loss of confidence in the search for oil by Vacuum quickly sent the Oil Search shares on the Sydney Exchange down to 3/6, and they were 3/5 on February 11.

Oil Search directors made it clear in a statement that the decision did not mean that the possibility of commercial oil in Papua had been eliminated, and that "other arrangements" might be made to continue the search for oil. They said attention would also be turned to the commercial possibilities of gas already discovered in the drilling.

Presumably this meant that another partner might be found to help carry the burden. The other major partner, British Petroleum, will see the present programme through to the end.

And, of course, there was always the chance that something might be discovered by the drills before the end of 1958.

Other Commercial news, including the latest APC report:—

AUSTRALASIAN PETROLEUM CO.: Substantial flows of gas were obtainable from the company's Barikewa well in Papua in mid-January without exciting the stockmarket interest that would have resulted a few years ago. Depth of the well at that stage was 8,025 ft. and the frozen drill pipe that had given trouble the previous month had been freed and removed. Drilling had stopped pending testing of porous zones from which gas was escaping.

BULOLO GOLD DREDGING, LTD.: Production report for the quarter ending November 30, 1957, showed yardage dredged to be 1,793,400 yards for a recovery of 9,192 oz fine gold. This gave a value per yard of 17.94 US cents—compared with 23.41 cents per yard obtained in the same period last year. However, in 1956 period two dredges were working; only one dredge was working in the period under review.

BURNS PHILP AND CO., LTD.: Feature Sydney stock exchange trading on January was the rise of 3/- per Burns Philp taking the price to 70/—the highest 1952. BP shares reached an all-time high in the boom year of 1951 when they were £5/18/-. A year ago they were down to 45/.

BURNS PHILP TRUST CO., LTD.: This company will pay a dividend of 6 per cent. (in previous year) for the 12 months till December 31, 1957.

Net income was £8,376—a small increase over 1956 but gross income rose by £2,741,222.

The company was formed as a Burns and Co. subsidiary in 1938 but did not have a dividend until 1956.

ENTERPRISE OF NEW GUINEA GOLD PETROLEUM DEV.: The mine manager reported January 9, that 20 oz of retorted gold had been yielded by 26 tons of development ore treated during December.

LOLORUA ESTATES: Fall of about 10/- per lb in the price of rubber in the year was the reason given by directors for the cut in the interim dividend from 1 cent. to 7½ per cent. A fall of 6d per lb in Lolorua followed this announcement.

NEW GUINEA GOLDFIELDS, LTD.: Report December discloses that during that month 1 oz of fine gold and 1,097 oz of silver recovered from 3,576 tons of ore and treated at the Golden Ridges Mill; 1 fine gold were recovered from Golden alluvials; 33 oz fine gold from Kalluvials; 72 oz fine gold from tributary addition 175,544 super ft. of timber produced.

PAPUAN APINAIFI PETROLEUM CO.: This company announced in early January it had suspended drilling of its Kaufana well at 3,380 ft. The action has been pending appraisal of electric logs and of palaeontological examination. The well was spudded in only in December. Associated Italian Oilfields NL and Associate French Fields NL hold a substantial interest in Apinaifi.

PAPUAN RUBBER: Steamships Trading acting as agents reported the December puts of the following rubber plantations: Kerema Rubber Estate, 30,200 lb; Mariboi Rubber Estate, 70,063 lb; Rubberlands, 30,246 lb; Lolorua Rubber Estate, 36,000 lb. Kerema and Mariboi both showed substantial falls. Heavy rain on the estate was responsible for the fall in Kerema production.

SANDY CREEK GOLD SLUICING, LTD.: That during the month of December approximately 46½ oz of gold were recovered from 1,500 cubic yards of material treated at the company's NG leases.

SYDNEY STOCK EXCHANGE February 3

	Buyer	
Burns Philp	65/9	6
Burns Philp (SS)	42/9	4
CSR	£42½	1
Dylop Plantations	11/9	1
Hackshalls	38/-	3
Kauri Timber	19/9	2
Kerema Rubber	10/9	1
Koitaki	n.q.	1
Lolorua Rubber Estates	—	—

Boi Rubber	5/-	6/-
Is. Whaling	4/4	4/4
Island Insurance ..	66/-	70/-
Island Insurance (new)	—	—
Islands	5/2	5/4
Pacific Insurance ..	54/-	—
Pac. Insurance (new)	54/-	—
Ships Trading	47/3	47/6
Oil	4/5	4/7
Carpenter	—	—
Carpenter H'd. ..	12/3	12/6

OIL AND MINING SHARES

FIJI

	Aug., '39	June, '57	Feb. 3, '58
or	b/9/11	b10/3	b5/6
a	s25/6	b27/-	b29/-

PAPUA-NEW GUINEA

.. ..	b124/-	b45/-	b37/-
Ltd.	b1/10	b2/2	s2/0/3
Search	b3/11	b14/11	s5/5
of N.G.	—	s2/-	s9d
Oil	b5/-	b6/6	s4/9
Apin.	b4/11	b3/6	b2/-
Dev.	b68/6	b101/6	b82/-
Creek	b1/5	s6d	s4d

* * *

LANDS PRODUCE

ss otherwise stated, quotations are Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. £; 18/- Fiji; 20/- Tonga, Solomons & areas; 168 Pac. Frs.; \$US 2.20-2.30.)

COPRA

British Ministry of Food 9-years act, which governed Copra prices Papua and New Guinea, Fiji, Western Solomon Islands, and Gilbert and Colony (and, to some extent, in and Cook Islands) expired on December 31, 1957; since when each Territory has made its own arrangements for production and marketing of copra.

UA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by Government; and the Board distribution and sales, and makes payments to the producers. Production mainly to (a) Unilever (under contract covering 1958), (b) Australia (for consumption) and (c) crushing-mill baul. Prices generally arranged in accordance with ruling rate in Philippines. Unilever price: Manila FM grade with premiums up to £3A per ton hot-air dried.

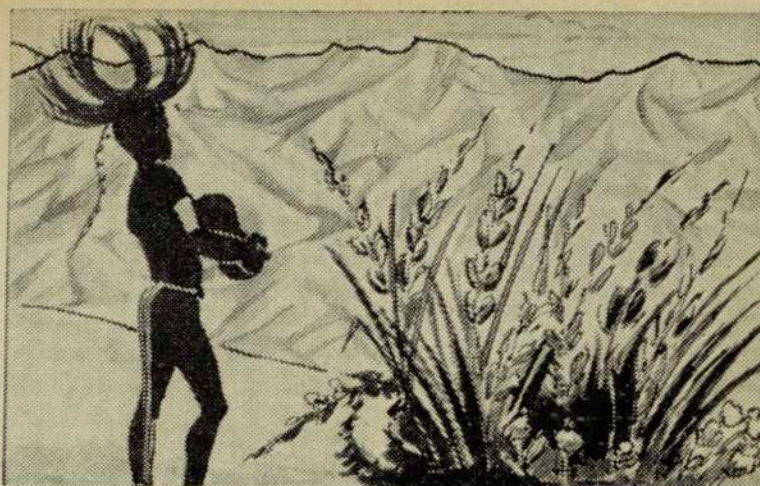
tentative" Price For New Guinea January, P-NG Copra Board announced "Tentative Prices", from January copra delivered at main ports: Hot-dried, £A47 per ton; FM Standard, Smoke-Dried, £45/7/6.

—No Government control—producers where they wish. Bulk of copra goes to crushing-mill in Suva, whose price list, Suva, is announced each week.

TERN SAMOA:—Official Copra receives all production, and sells and makes payments to producers. Proportion goes to Unilever, at prices FM grade rates, plus premium up to £Stg.3 per ton for hot-dried. Prices for first quarter, 1958—hot-dried: £Stg.45/14/-; smoke dried £Stg.43/19/-; No. 2: £Stg.42/19/-.

GA:—Sales are under Government control. Part of production goes to Europe, arrangement with Unilever company Philippines prices, and part open market.

OMONS:—All production marketed through official Copra Board, at prices on Philippines market. February—1st grade, £A51/10/-; 2nd grade, 10/-; 3rd grade, £A45/10/- (Over)



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ALBERT AND ELLICE—Production of copra in Europe through official Copra Board, at prices based on Philippines, less "stabilisation fund" charges.

SAMOA—Producers receive 4 cents lb. 89.6 or £A40 approx. per long ton), plus bonus, if average proceeds exceed buying price and expenses.

NEW HEBRIDES—Feb. 6: 7,650 Pac. (about £A44/14/9) delivered Vila.

COOK ISLANDS—Local price is based on Stg. 54 (£NZ34/4/1) per ton, f.o.b., plus premium of 30/- (NZ) for top grade dried. Shipping, handling, shrinkage and storage charges reduce the outer is price to about £NZ30 per ton, rate.

COCA—Islands prices are based on the for Ghana cocoa which on Feb. 5 £Stg.340 per ton, c.i.f. London.

N.G.—Feb. 5: Good grade, £A390, market likely to fall.

SAMOA—Last season's supplies exhausted. Nominal, unchanged, at 310.

FEES—P.-N.G.: Feb. 6: Top grade, 5/3 per lb. Hard to sell; supply of overseas coffee plentiful since easing of Aust. import restrictions.

NUTS—P.-N.G.: Feb. 6: Kernels Virginia bunch, in shell, large, cleaned, 1/3 per lb. del. Sydney.

BEANS—P.-N.G. price is based on bare rate, which on Feb. 5 was: RSS, spot, 75.71 Straits cents. (d Aust. approx.) per lb.

VILLA BEANS: Victor Karp, Tulk & Sydney, reported on Feb. 6: New c.i.f., Sydney, Tahiti White and label, processed standard packs Green 65/9 per lb.

BEANS (Australian)—Price from May 1. P.-N.G.: Dry brown and dressed, 5 bags, 5 tons and over, £61 per f.o.w.; under 5 tons £61/10/- per Vitamised and enriched white, 112 bags, 5 tons and over, £67/10/- per f.o.w.; under 5 tons, £68 per ton. Pac. Islands: Dry, brown, etc., £70 f.o.w., Sydney or Melbourne.

PEARL SHELL—February 5 quotation dependent pearls: Sound, £A780; £A585; E, £A405; EE, £A230 (ore Sydney). Cook Is.—Manihiki, Feb. port price, £Stg.725 (approx.) f.o.b. Tonga.

COCHUS—Market still weak. Quotes al, NG, £A325; BSI, £A315; New ies, agent reports "No business ag". Prices are less rejects and on Sydney weights.

GREEN SNAIL—Difficult to sell; al price £A280.

London and US Quotations

COCA—London, Feb. 5: Philippines in Feb.-Mar. \$US188.50 (seller). Straits/ o, fair merchantable, del. weight, UK/Nth. European port, Jan.-Feb. 88/5/- (nominal). New York Feb. 5: pines, c.i.f. US Pac. port, per ton 8.50 asked.

February, £1 Australian was equal to 2.25 US Dollars, \$US188.50 ore was equal to £A83/15/6, which 66 more than the amount allowed ionally by the P-NG Copra Board. eductions from that would be freight 10/- per ton), insurance, handling, age, export duty, and stabilisation tax—perhaps £25 per ton.)

COCONUT OIL—London, Feb. 5: Straits, bulk c.i.f. Feb.-Mar. £Stg.98/5/- (nal); Ceylon, in bulk, c.i.f., fair, th. Euro. ports, Feb.-Mar. £Stg.107 on.

BEANS—London, Feb. 4: RSS No. 1, 22½d Stg.; Apr.-June, 23½d Stg.; 1958, 22½d Stg.

EXCHANGE RATES

FIJI—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. Fiji-London, basis £100 London: B. £110/15/-; S. £112. NZ-Fiji, basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: B. £A123/12/6; S. £124/10/9. Samoa-London, basis £100 London: B. £99/7/6; S. £101/10/-. Samoa-NZ, basis £100 NZ: B. £100; S. £100/10/-. Samoa-Fiji, basis £100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), BANK OF NSW (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka; agencies: Wau, Boroko, Kokopo), ANZ BANK (Port Moresby) and NATIONAL BANK OF A/ASIA. (Port Moresby) quote exchange rate Australia-Papua-NG: 10/- per £A100.

NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia - Norfolk Island: 5/- per £A100.

FR. PACIFIC COLONIES.—Pacific francs, most valuable of the three franc groups in French Union, are used in New Caledonia, New Hebrides, and Fr. Polynesia. FRENCH BANK (Comptoir National D'Escompte de Paris) in Sydney quotes: Selling Noumea: 168 Pac. fr. to £ Aust., Papeete: 166.56 Pac. fr.; Noumea-Papeete: S. 208 Pac. fr. to £Stg. Noumea-Papeete: B. 75.82 Pac. fr. to US \$.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

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

FROM SYDNEY (Aust. currency) TO—

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

FROM SYDNEY (Aust. currency) TO—

Honolulu	252 5 0	454 1 0	1	
S. Francisco . .	312 10 0	562 10 0	1	
Vancouver . . .	312 10 0	562 10 0	1	
Apia	109 5 0	197 14 0	1, 17	
Papeete	107 10 0	193 10 0	16, 17	
Aitutaki	146 3 0	264 2 0	1, 17	
Blak	90 0 0	162 0 0	4	

FROM AUCKLAND (NZ currency) TO—

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	

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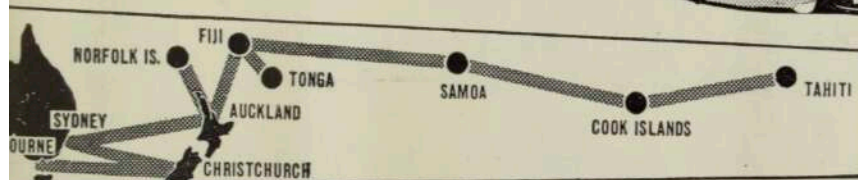


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