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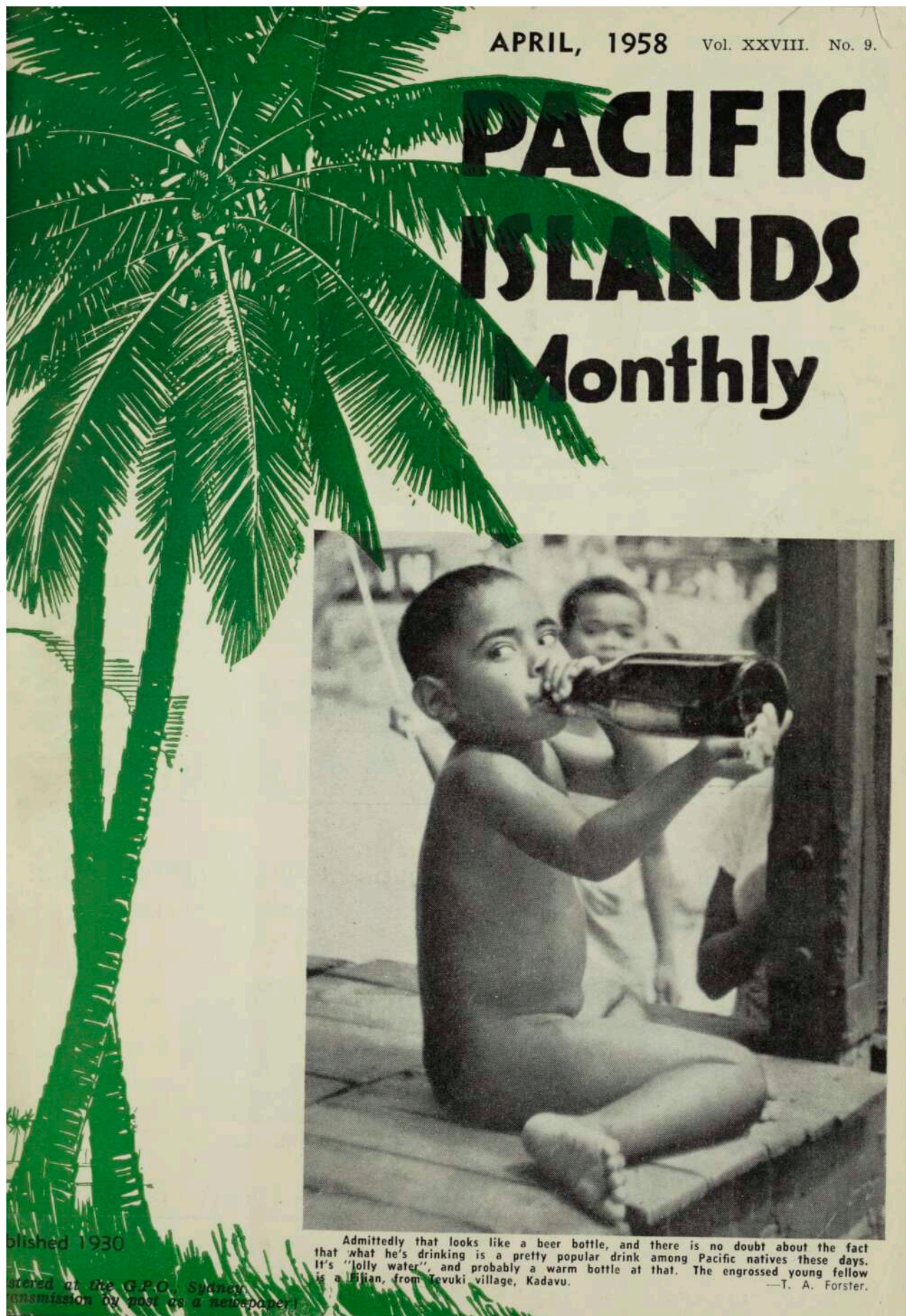
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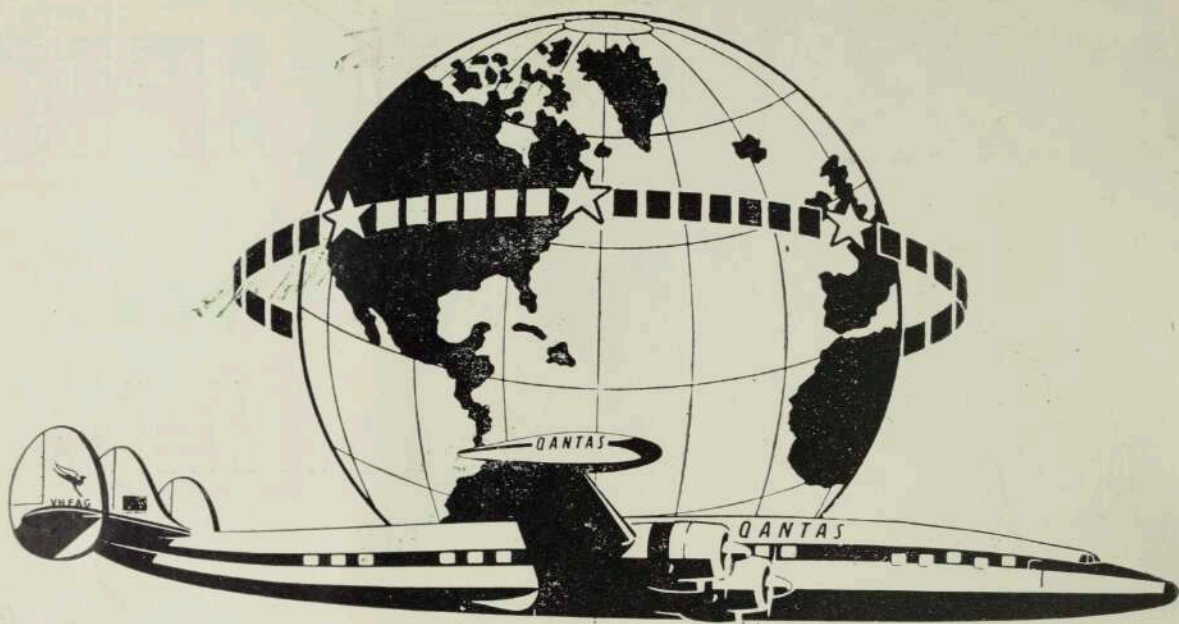
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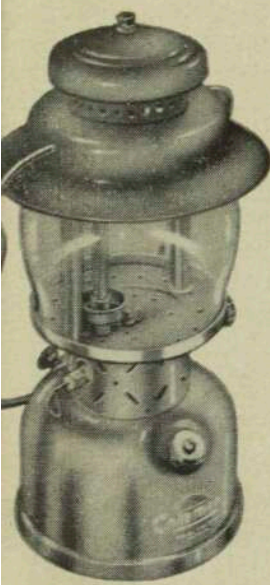
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PACIFIC ISLANDS MONTHLY - APRIL, 1958

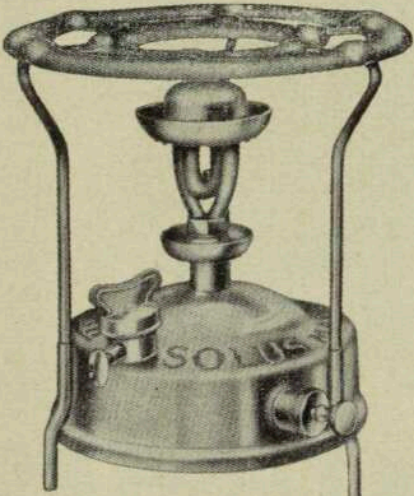
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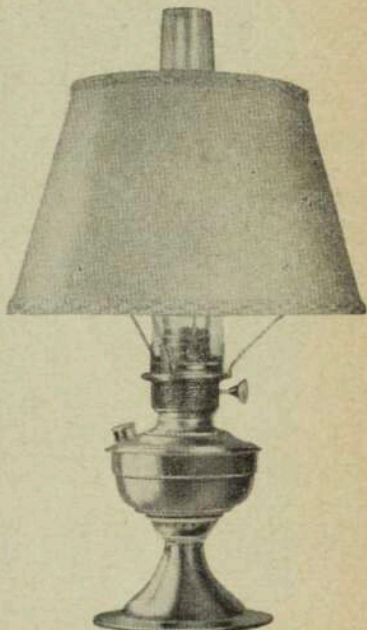
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igned to withstand heavy usage exposure to all weathers these kerosene lanterns have built in automatic jet cleaning needles, air-seals on pumps and heat shock proof globes. They do not spill and burn safely in any position. Two sizes.



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



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

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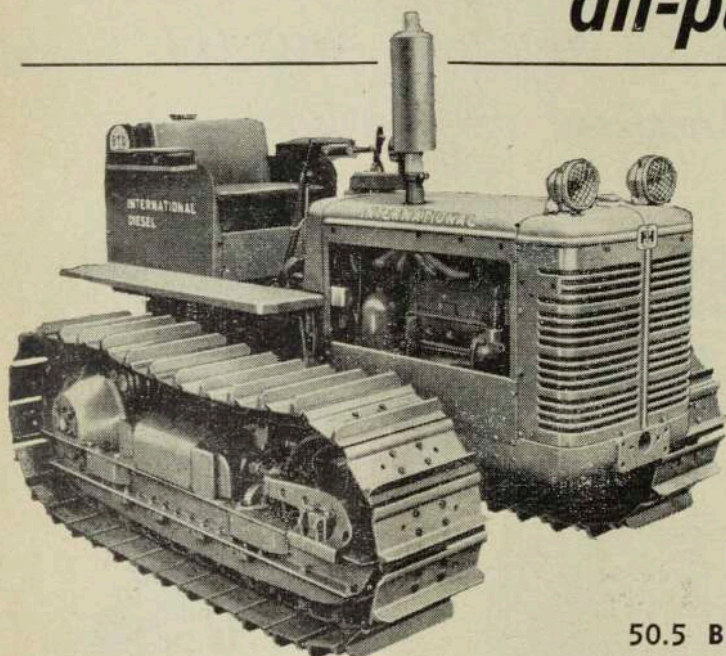
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PACIFIC ISLANDS MONTHLY—APRIL, 1958

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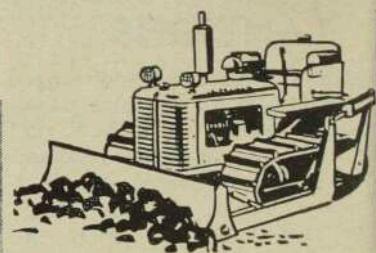
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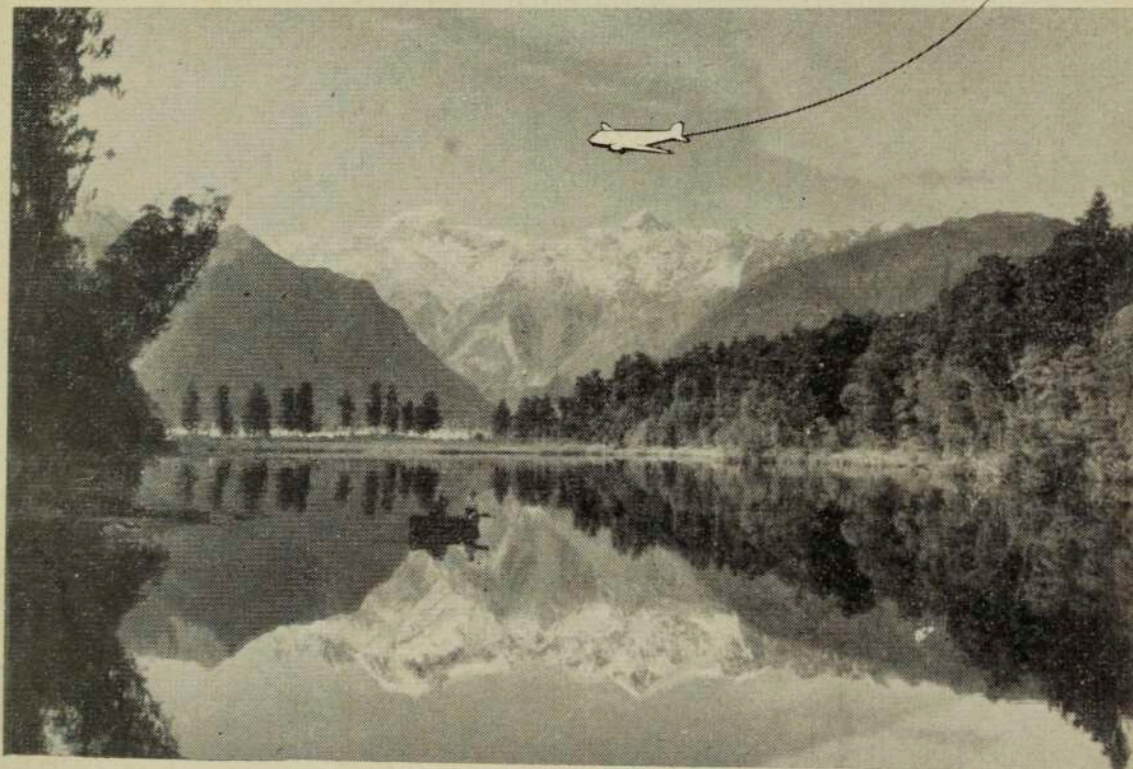


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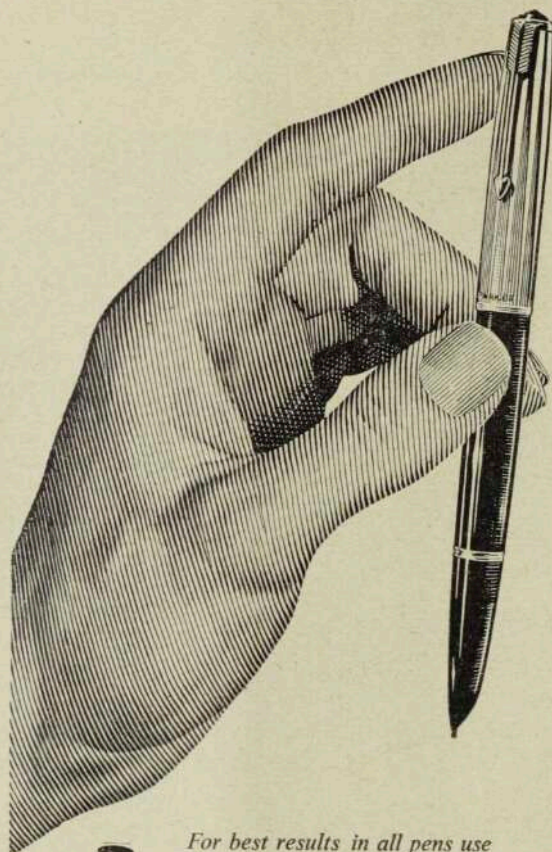
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PACIFIC ISLANDS MONTHLY—APRIL, 1958

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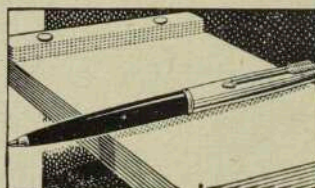


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The '51' Ballpoint, a perfect companion to the
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Parker "51" Rolled Gold cap pen: 177/6d. Pencil: 111/3d. Ballpoint: 102/3d.
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Parker Duofold pens from 48/3d. to 88/6d.
Parker Duofold pencil : 45/-. Ballpoint : 38/9d.

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PEOPLE

Although no official announcement had been made in early April, it seemed likely that P-NG's native-born Pacific Islands Regiment, with a reputation a little bent following the riots last year, was to have a new second-in-command — Major John Barrett, Rabaul planter, ex-RAF, and popular man-about-town. He is experienced and highly competent at handling native troops, and would also act as adviser for the Army and Administration.

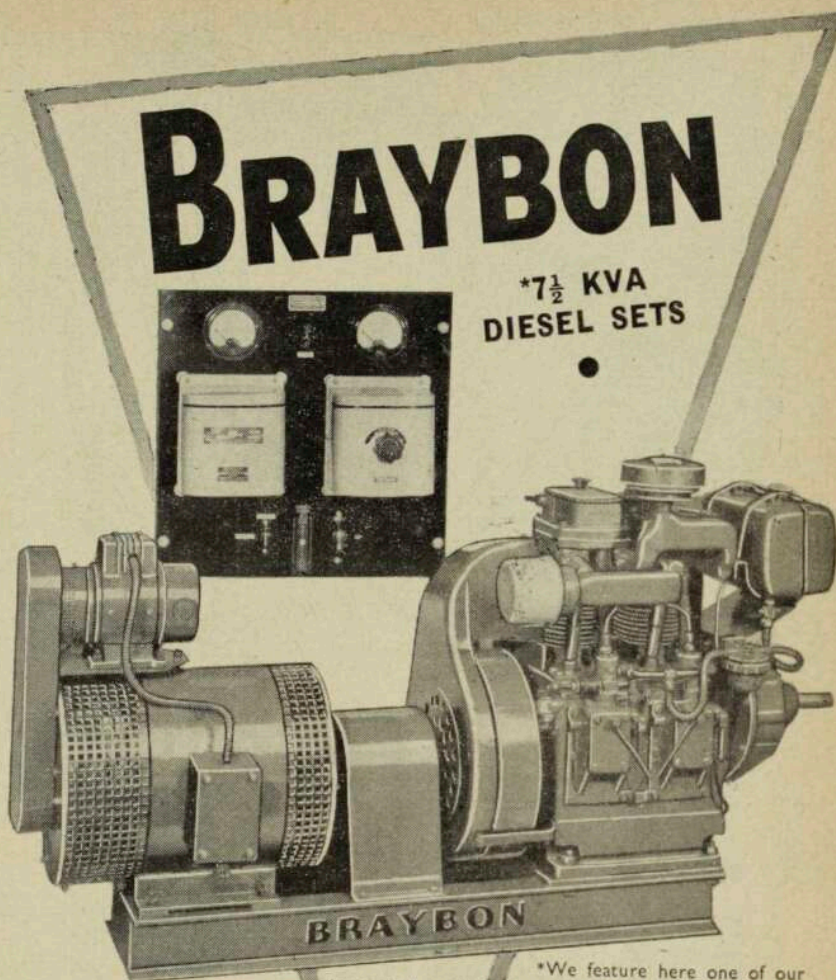
The Contre Admiral J. Evenou is shortly to take over from Admiral Louis Lautrec as commander of the French Naval Forces in the Pacific. Admiral Lautrec, aboard the *Victor Garnier*, made an official visit to New Zealand in March.



Some Dane, Henning Pedersen, assistant with the Commonwealth Department of Works at Lae, N.G., became a naturalised citizen in a ceremony in Lae, on March 7. Late Sir Colman O'Loughlin conducted the ceremony, and Morobe District Commissioner R. Niall welcomed Mr. Pedersen as an Australian citizen. Said Mr. Pedersen, "All the time I have been in these parts, I've been royally".

Gordon Taylor made a radio address about his *Frigate* *III* flying boat cruises while at Lae, N.G., in mid-February. It was used over Rarotonga Radio.

A man with seven children, Mr. Noel Toki, 35, has been appointed head teacher, Mauke, N.G., in succession to the late Mr. Kimiangatau. (Over)



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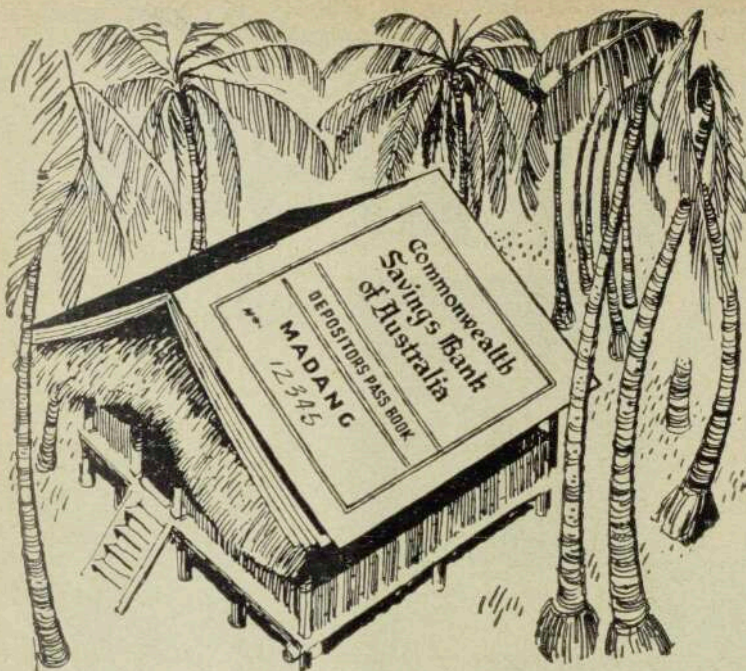
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Mr. Don Graeme Kelley, editor of the American magazine *Pacific Discovery*, and Mr. Harold Coolidge, Director of the Pacific Science Board of the US National Academy of Science, Washington, DC, spent most of March in Australia, and thence went on to New Zealand. Means of giving the magazine a wider appeal to Australasian readers were investigated. Coolidge was for some time a member of the Research Council of the South Pacific Commission, and hopes to attend the Fourth South Pacific Conference at Rabaul in April, 1959.



The Rev. H. W. Figgess, Rector of the Anglican Cathedral, Suva, returned from a mission in New Zealand with Mrs. Figgess and sons John, Paul, Nicholas, and William, leaving per March "Tofua" from Auckland.
—J. P. SHAW

A German journalist-photographer, Mr. Gunther Cotter, will be visiting various Pacific territories in the next few months on a research commission for the West German newspaper, *Westdeutsche Allgemeine Zeitung*, published in Essen. Cotter first went to Australia to cover the Olympic Games, and stayed on. He intends visiting New Hebrides, New Caledonia, Western Samoa, the Cooks and Tahiti.

Mrs. Ray Stuart, of Oro, Papua, and her two children, returned to the Territory on the *Malaita* in March after 12 months leave in Australia. Stuart, who conducts a trade business at Oro Bay, flew back earlier.



After a "refresher" course and three months leave in NZ, Father Espagne, of the Catholic Mission, left Sydney on the March "Tofua" for Honiara. Father Espagne has served in the Islands for 12 years altogether.

Colin Thwaites, of Port Moresby, is on leave in Sydney in March, preparatory to going to Lae, N.G., where he will edit the *New Guinea Courier*, scheduled to begin publication in June. The new paper, like the Port Moresby *South Pacific Post* and the Rabaul *Times*, will be printed at the *Post's* Port Moresby printing office; and flown to Lae.

Two Fiji trades union officials, Nemani Waka, secretary of the Mine Workers' Association, and Mohamed Ramzan, general secretary of the Public Works Department Employees' Union, have been awarded bursaries for a three-months' study of British trade unions. The bursaries were awarded by the British Council.

Cigar smoking is an everyday occupation for Lae (N.G.) Customs Officer, John McKennariety, but when his wife presented him with a daughter on March 27, he began giving them with excitement.

Headed for leave, Territory-born Bill Driver, and family, were aboard *Sinkiang* when it sailed for Sydney from Lae in March. Bill is grandson of the late Mrs. Abeth Mahoney, known during long years in Papua as "The Queen of Sudest".

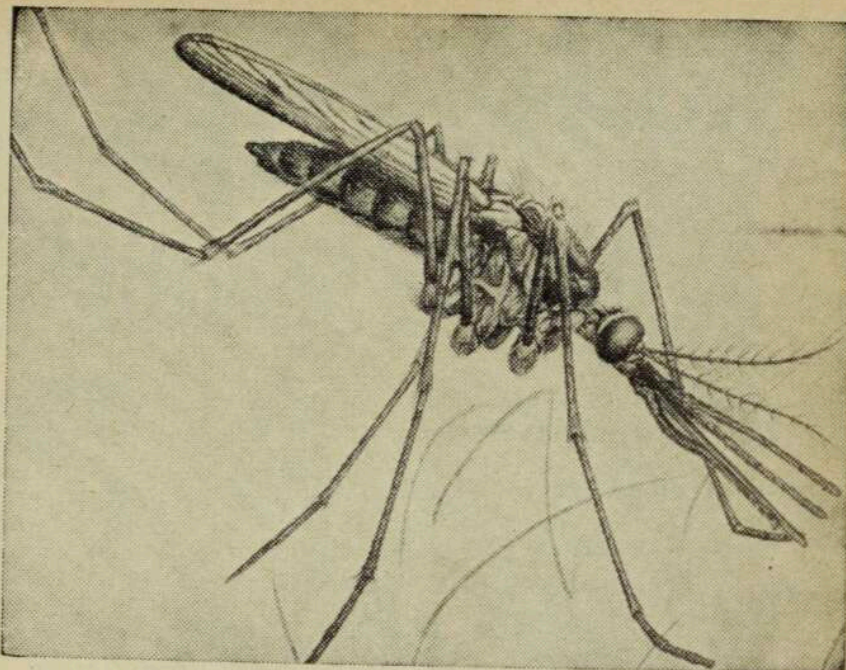


Miss Mata'aho of Tonga and her daughter returned to Nukualofa aboard the *Sinkiang* in March after spending some time in Lae.

—J. P. Shortall.

Wimberley, a principal of a Lae firm of architects, Wimberley and Cooke, has been visiting Sydney in connection with the erection of a new hotel for Spencecliff at a Honolulu hotel and restaurant company directed by millionaire Spencer Weaver. It's reported that Mr. Weaver's company also be interested in buying the Catalina that's been about the Pacific lately (see page 37).

(Over)



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For Children:

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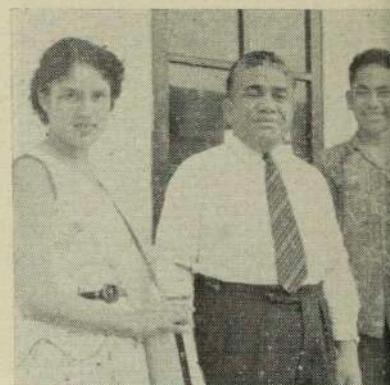
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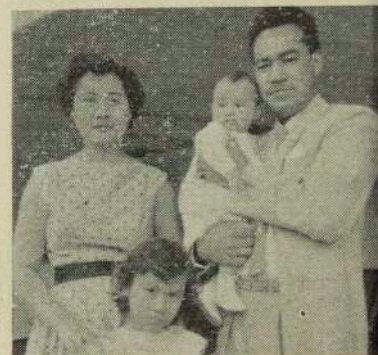
Mrs. Frederic L. Fish, of New Jersey, USA, has been visiting the Pacific. At Nadi, Fiji, she stayed with a sister, Mrs. Bob Paterson, and in Lae, N.G., with her brother and his wife, Mr. and Mrs. Terence Powell, who are old Territorial. The Powell's son, Michael, accompanied his aunt back to Brisbane on the plane, where he is doing second year Medicine. He learned there that he had been granted a Commonwealth scholarship.



Outward bound from Auckland in "Tofua" in March: Nurse M. Singh, of returning home after five years of nursing in New Zealand hospitals; and Mr. T. Heimuli, son, David, returning to Nukualofa, where Mr. Heimuli is Registrar of the Supreme Court of Tonga.

—J. P. Short

In Melbourne for a police conference, P-NG Police Commissioner Mr. C. Normoyle, called in at the Red Cross Headquarters and was photographed holding a NG native doctor with National Red Cross Commissioner Mr. A. G. Brown. Mr. Normoyle is president of the NG branch of the Red Cross.

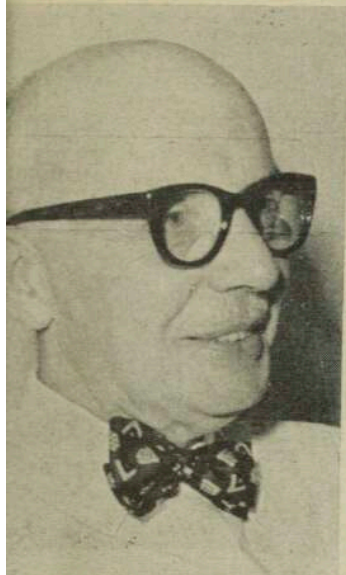


Homeward bound for Apia in the M.S. "Tofua" from Auckland, after vacation in New Zealand, were Mr. and Mrs. Carl Adams, Sally, Terese. Mr. Adams is secretary of J. M. Chong and Co.

—J. P. Short

To succeed M. Jean Francoise Toby who has been Governor of French Polynesia since September 1954, M. Camille Bailly arrived in Papeete by air from France in March.

he New Zealand Government appointed Mr. R. B. Tennent, Director-General of Agriculture, to lead Mr. C. M. Richwhite, as New Zealand member of the British Phosphate Commission, as from 1. He will also be member for Christmas Island Phosphate Commission (Indian Ocean).



Alec Haworth, formerly of Robert Gillespie, Ltd., who left Sydney about a year ago to live in retirement in Tahiti, returned to Sydney on the "Orca" and will be in Mosman. Mr. Haworth had been a few months in Papeete when he developed malaria and on medical advice went just to Suva, where this disease is not fatal. In Suva he did some preliminary work in launching Robert Gillespie (Fiji), Ltd., suffered two heart attacks and had to go to hospital each time. He then decided to go to Sydney, where old friends will be glad to see him again—but will be sorry to learn that his idyllic South Sea islands retirement was dogged by ill luck.

Graham Evans, who was on staff of the Colonial Sugar Refining Co., Ltd., at Labasa and Suva, Fiji, and who left Fiji last year, is now a resident of Sudburg, Ontario, Canada. He is employed by the Canadian Creosote and Timber Company. His father, Mr. W. G. Evans, who also was a CSR man, is connected with the Rural Bank, at Sydney, NSW. (Over)



Mrs. A. Ardilly, left Sydney on the ship for Vila in March where they hope to spend the war.

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PIC-A-LYPTUS . . . a disinfectant and deodorant

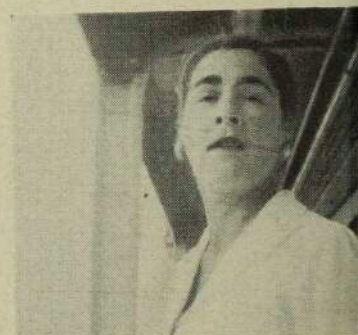
Mrs. Aggie Grey, well-known popular hotel hostess of Auckland, Western Samoa, underwent operation in the Mater Misericordiae Hospital, Auckland, in mid-March. At the end of the month she reported to be making satisfactory progress.

Mr. Charles McPhee, the noted Pacific landscape and portrait painter now resident in Auckland, has been commissioned by Papeete businessman Darryl Shields to paint a series of Polynesian designs for a new series of pareu (sarong) material. The first few of the series have already been used in the manufacture of material in France and are available in Tahiti where Mr. Shields holds the sole rights at present. One of Mr. McPhee's Tahitian paintings was on display at the Auckland Society of Arts exhibition in March-April.



Mr. W. Gillett (left) returned to Moresby on the March "Malaita" after a tour in Queensland and NSW. Mr. A. Fisher, clerk with the Administration, spent his tour mostly in NSW.

Melbourne newspapers in March were fascinated by smiling I. Willy, ship's cook aboard the *Damadora - Del - Mar*, trading between Noumea and Sydney, and the only woman crew member. They called in at Melbourne for a couple of flour, and Lucie happily obtained for a photograph among her friends and pans.



Miss Nanette O'Connor, of Port Moresby, was also on the March "Malaita". Miss O'Connor, who has been working in the Administration for the last six years, spent four months in New Zealand.

Coping with the problem of rearing two small boys at Vasey

orth-west NG, with food flown the
miles from Wewak, nowhere to
and patrol officer husband, John,
quently away on patrol. Judith
skine told a perambulating news-
per reporter from Australia,
people down south fail to realise
it's not a paradise up here".

* * *

Mr. and Mrs. George Pike and
ir four young children got back
Lae, NG, in March, somewhat
nkfully after a vacation in Aus-
lia. They were at Leura, NSW,
en bushfires practically destroyed
town—including their holiday
age.



minent Port Moresby guide worker, Mrs.
a Price, was presented with a Medal of
by the world Chief Guide, Lady Baden-
l, in Port Moresby in March.

—Papuan Prints.

W. L. Conroy, chief of the
nson division of the NG De-
ment of Agriculture, recently
ed the University of New
and, NSW, to see if training
he agricultural faculties there
itable for graduates who intend
ing in P-NG. He reported that
training could be used to ad-
age.



and Mrs. E. J. Reid and Louisa returned
in the "Tofua" in March after holiday-
New Zealand.

—J. P. Shortall.

B. B. Schaffer, director of
ublic Administration course at
University of Queensland, ex-

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pects to visit P-NG in May, to discuss plans for courses best suited for P-NG students, quite a number of whom study with the universities by correspondence.

Passengers travelling to the Cook Islands in the first 1958 voyage of the *Mau Pomare* from Auckland included Mr. Sam Bennett of A. B. Donald & Co., Ltd., Auckland; A. S. Wallace, medical officer of health at Auckland to organise public health service and the establishment of the new leprosy hospital at Aitutaki; and Mr. Alf Bailey, head of Cook Is. Lands & Survey Dept., and Mrs. Bailey, returning from leave.



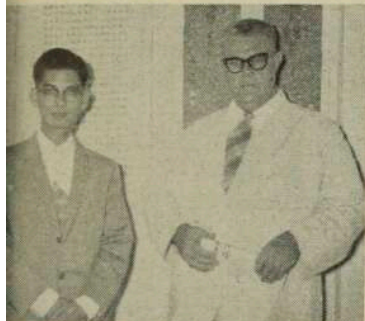
Mr. Bevan Murphy, and his bride, for Mrs. Jill Potter, after their marriage in P-NG, recently.

Mr. K. M. Sleight, who was secretary to Resident Commissioner Judge H. F. Ayson in the Cook Islands from 1923 to 1928, and has been secretary successively to the last four New Zealand Ministers, retired from the Public Service in March.

Representatives of the various Pacific meteorological organisations are meeting at Manila in April for the south-west Pacific regional meeting of the World Meteorological Organisation. Dr. M. A. Barnett is representing the New Zealand Meteorological Service, which controls the area from Cook Islands to the Antarctic and to the Cooks.

Mr. and Mrs. R. G. Willis are leaving Auckland aboard the *March Pomare* bound for Rarotonga where Mr. Willis was taking up his appointment as manager, in the Cook Islands for A. B. Donald.

Ltd. Mr. and Mrs. Wills are known in the Islands. He was formerly with Morris Hedstrom and in Western Samoa, and was manager of Walter Horne and Ltd., at Suva. He succeeds Mr. Wills at Rarotonga.



Chinese calligraphist Wan Wing-Sum, of Suva, with New Britain District Commissioner Foldi, who opened Mr. Wing-Sum's exhibition of Chinese art in Rabaul recently. The paintings were delicately tinted paintings of flowers, plants, butterflies and other insects, finely executed examples of Chinese script. —C. H. Meen.

Mark Johnson, 17-years-old son of Mr. and Mrs. W. G. Johnson of Suva, Fiji, has been awarded a scholarship under the Australian International Scheme and has been offered Melbourne University to study Law. The scholarship carries with it a living allowance of £560 a year, all tuition fees and fares and from Fiji. Mark was a brilliant pupil at Suva Boys' Grammar School where he received his primary and secondary education.



W. H. Briggs was on the "Bulolo" for her in March, to rejoin her husband, manager of the Burns Philp Londip Plantation, recuperating in NSW from a recent illness. Mr. and Mrs. Briggs have been in the Islands since 1925.

old identity of the late twenties and early thirties in the Islands. Capt. Ludwig Klugkist, who was an officer on the Bremerhaven, which traded with outports of the Islands from 1929 and onwards, arrived in Sydney in April as master of the NDL freighter triple-screw "Hamburg". He met several of his old TNG acquaintances, though many others have since died.

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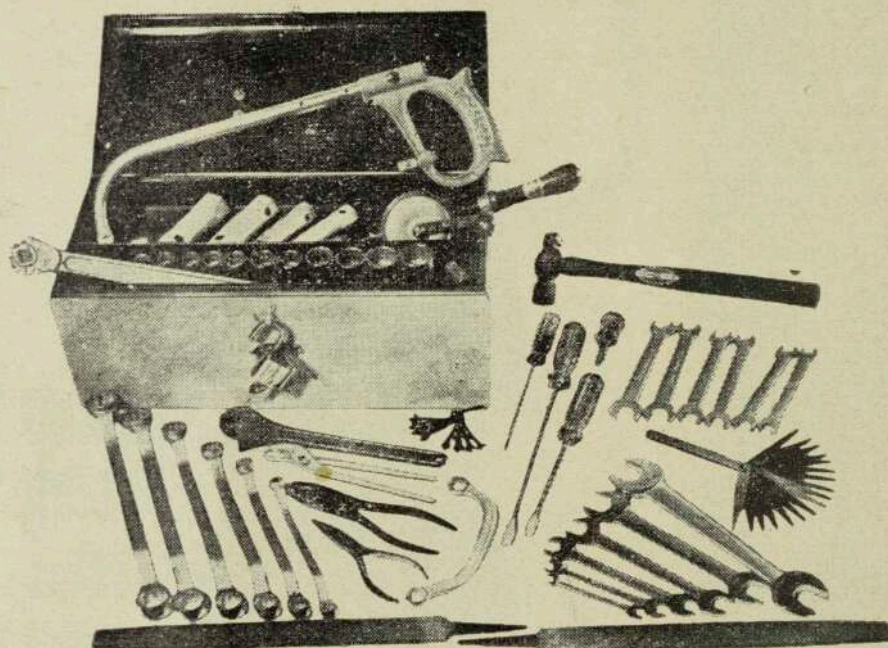
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Orthright Report on Native Drinking

BSI Liquor Committee Recommends Trial For Licensed Liquor Areas

From a Honiara Correspondent

Illicit drinking of liquor in the BSI is "widespread", and the extent to which methylated and rectified spirits and "home brews" are consumed is alarming.

THIS is one of the conclusions reached by the Liquor Policy Committee, which has just made public its report on its investigations into the drinking habits of Solomon Islanders.

The committee's report says that widespread illicit drinking is particularly prevalent in Honiara and other townships, and supplies of beer and spirits are readily obtainable. Drinking in Honiara is "more the rule than the exception".

It criticises those police who consider that it is useless to enforce the present laws and asserts that it is the duty of the police to enforce the law as it stands. At present, control over bottled liquor is so slack as to be ineffective, the report says.

"Wartime Habit"

It adds that the taste for liquor the BSI was probably acquired during the war. Drinking is now inevitable, but it is essential that Islanders should be taught the dangers, and the least harmful ways of consuming it.

The report made these recommendations:

Licensed areas should be declared at Honiara, Auki and Gizo for a 12 months' trial period, and in these areas, Solomon Islanders, Europeans and Indians over the age of 20 should be able to drink beer without restriction on licensed premises.

Reputable Solomon Islanders, Europeans and Indians over 30 should be eligible for permits to buy spirits or wine, and married men should be eligible for permits to take 12 bottles of beer home a month.

Outside the licensed areas, permits could be issued to Solomon Islanders to buy 12 bottles of beer, or one bottle of spirits a month.

There should be increased penalties for liquor offences, particularly for the illegal supply of beer.

There should be no racial discrimination, and Solomon Islanders, Europeans and Indians should be allowed

in public bars, and not have separate ones. But women should not be allowed in bars or to have permits of any kind, and drinking

(Continued on page 150)

CAUGHT WITH THEIR BROLLIES UP



Australian External Affairs Minister, Mr. Casey, is a conservative dresser—which possibly accounts for the look of mild horror he wears as the photographer catches him and Netherlands New Guinea Governor, Dr. van Baal, in the rain at Hollandia's airport, manfully holding aloft a couple of most unconservative, oriental-looking brollies. Dr. van Baal resigned a few days later, although this had nothing to do with Mr. Casey, or the brollies. Stories, pages 19, 142. Photo: W. E. Taubert.

PACIFIC REPORT

Turn to these inside pages for more highlights of the month's news:

Noumea Fights Over Trees, 117; Milking the CI Taxpayer, Shark Kills New Caledonia Fisherman, 119; New Caledonia's Illicit Liquor Problem, 121; Fiji Resident in Shooting Case, UK Consulate in Papeete May Close, 123.

It's Tax Month in P-NG, 126; Some Excitement at Honiara, Madang—Highlands' Gateway, 129; American Gets His Island, 131; Dearer Cigarettes in Fiji, New Caledonia's New Budget, 133; Chief Guide Visits P-NG, Fiji Airways Take-over, 135.

Fiji's Cock-Eyed Weather, New Attempt to Solve Viet Problem, Talk of W. Samoa Trade Recession, 139; Secondary Education for P-NG, Fiji Labour Legislation, Manus as a Naval "Base", 142.

Mormon Church Restricted, P-NG RSL Congress, First Club for P-NG Native Ex-Servicemen, 147; Fiji Passes Tax Bill, Cook Islands Tax Fight, 149; Cattle Vessel for Pacific, 150.

But They'll Still Need More Money

W. Samoa to Get an Extra Grant

The New Zealand Government has decided to make Western Samoa grants totalling £Stg 81,000 for specific purposes during the current financial year—but it only partially gets the Territory out of its financial difficulties.

The Legislative Assembly, in session late March, has been officially informed that the specific purposes are agricultural development including the full cost of the Avele Agricultural College, the cost of scholarships granted to Samoan children now studying in New Zealand, the cost of school journals for use in education in Samoa and half the maintenance cost of Government House up to £5,000.

On March 28 the Financial Secretary, Mr. L. M. Cook, in delivering his budget speech to the House, stressed the fact that even with the retrenchment already effected by the Government, activities can only be continued by deficit budgeting. The need to raise additional revenue and effect further economies therefore still exists.

Total trade of the Territory

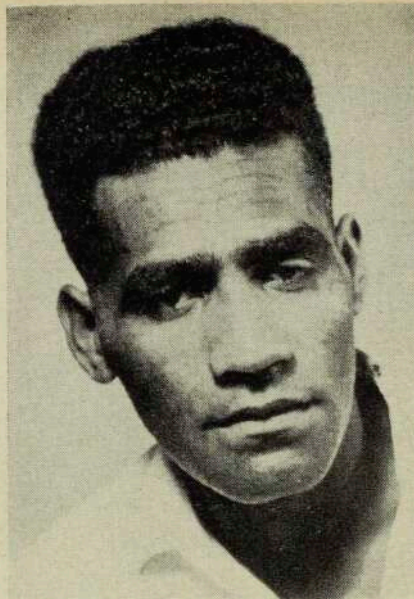
PIR IS BACK TO NORMAL

"The PIR trouble is dead now. The regiment is in very good order." So said a former wartime commander, Col. H. T. Allan, after inspecting the regiment in Port Moresby in March—his first visit in eight years.

"The rioting incidents of late last year need never have happened," he said. "But they did happen, and the following Press publicity, and the attitude of panic by some Port Moresby people, made the situation a lot worse than it need have been. But it's dead now."

"The new scheme for officers, which will keep them with the regiment, and make them learn Pidgin, is a good one."

"Blue" Allan nevertheless did not waste words when he addressed a PIR parade during his visit. He told the men that their fathers and grandfathers were annoyed with them, and the young men had to do nothing to tarnish the name of the old soldiers.



Latest photograph of Mr. Dicky Wakeiwe, Loyalty Islands' school teacher and elected member of New Caledonia's Territorial Assembly. He is one of the delegates who will go to the Communist-controlled sector of Indo-China in an effort to arrange repatriation of the 5,000 Indo-Chinese in New Caledonia. See story, page 139.

—Fred Dunn.

during 1957 showed a slight increase over 1956, but this increase resulted solely from the large quantity of copra carried over from the end of 1956, otherwise total trade would have shown a reduction of £200,000 from the 1956 figures.

The Estimates submitted to the Legislative Assembly provide for ordinary revenue of £947,400 and for expenditure of £1,060,800. The deficit of £113,400 will be met firstly by grants offered by the New Zealand Government amounting to £81,600 and secondly by using £31,800 of the Treasury Cash balances which were available at the beginning of the year.

The estimated receipts show a decrease of £116,000 from the actual revenue collected in 1957 due to lower produce prices for products and the lack of any substantial increase in the volume of exports.

In comparison with the 1957 expenditure of £1,276,500, the estimated expenditure for 1958 has been reduced by nearly £216,000.

Capital development has been severely curtailed and no provision has been made for roading and building projects undertaken by the Public Works Department. Only projects to which the Government has already been committed, and agricultural development subsidised by NZ grants will be completed.

The House was warned that this year's grants will be unlikely to be repeated next year.

In future therefore Samoa will be forced to live strictly within its income.

(See "Trade Recession Talk", p. 139)

BURNS PHILP'S FIRST BONUS ISSUE SINCE 1918

SHAREHOLDERS GET A GIFT OF £3-MILLION

● The announcement, at the beginning of April, that Burns Philp shareholders were to receive a Bonus Issue of one share for every five held created much interest in Pacific Islands. Although the financial strength of the BP group grown very much in the last 39 years, there had been no Bonus Issue since 1918.

Anything that happens in Burns Philp empire is necessarily news in the Pacific. No other single interest has contributed more to BP to pioneer transportation, trading, planting, shipping, and financing of private enterprise in South-west Pacific Islands.

This new Bonus Issue really not expected. There had been persistent hints from interested quarters in recent years; but Chairman James Burns rather scotched the idea a year or two ago when he pointed out that shareholders were served very well indeed by the opportunities given them to buy issues of these high-premium shares at par (ordinary £1 shares usually sell at 55/- to 60/-).

However, sentiments stirred by the Company's 75th anniversary strengthened the hearts of this canny Board; and a gift worth nominally about £1,000,000 (actually anything up to £3 millions) to the 14 shareholders was quietly announced.

There is no doubt that the was made possible by a steady appreciation in most of the Company's assets over the couple of decades; but there is as yet any indication of what group assets is being written up to meet the charge. One newspaper commentator says the said group include:

- The shipping fleet.
- Australian and New Zealand real estate, including the Sydney Imperial Arcade, which it bought during the war for £600,000.
- Investments, including a 14 per cent. interest in G. J. Coles and a large holding in Queensland Insurance.
- About 40 island plantations and 14 Australian country general stores.

Remarkable Service Record

Reviewing their 75 years of successful trading, the Directors mention that the Company had been seen by the following outstanding officers for these periods:

Joseph Mitchell	67 years
James Burns	60
F. E. Loxton	58
E. P. Lee	50
P. T. W. Black	41

All except Mr. Lee (the General Manager)

(Continued on page 152)

Old Hand' Gets Netherlands New Guinea Appointment

From a Correspondent in Hollandia

Dr. P. J. Platteel, a former resident commissioner of the old Dutch East Indies, and war-prisoner of the Japanese, has been appointed Governor of Netherlands New Guinea in succession to Dr. Jan van Baal.

He will take up his new post on May 1, and in the meantime, Netherlands New Guinea has Acting Governor—Mr. J. C. Baarspul, vice-president of the Board of Directors—who was sworn in March 31.

Dr. van Baal resigned his post on the same date, and has returned to Holland. He was appointed Governor in April, 1953, and his term of office was up.

A guard-of-honour farewelled him at Hollandia.

Netherlands New Guinea's new Governor is 47. He gained his Ph.D. from Utrecht University in 1936, on a thesis called "The Basis of the Constitution of the Dutch East Indies". He went to the DEI in 1937, worked as a district officer in several places, and was interned by the Japanese during the war. He was a reserve commissioned officer.

Has Visited Australia

He visited Australia after his return in 1945, and later went back to the East Indies as a civil administrator, until the sovereignty was transferred in 1950 when he returned to Holland.

He has since been working at The Hague on internal and social affairs matters.

Platteel is the third Governor to be appointed to Netherlands New Guinea.

One of the last official functions of Dr. van Baal, before he retired, was to welcome Australian External Affairs Minister Casey, on his brief visit to NNG. Mr. Casey flew from Jakarta to Biak, where he was met by Dr. van Baal, and they went on to Hollandia together for talks on Australian-Dutch co-operation.

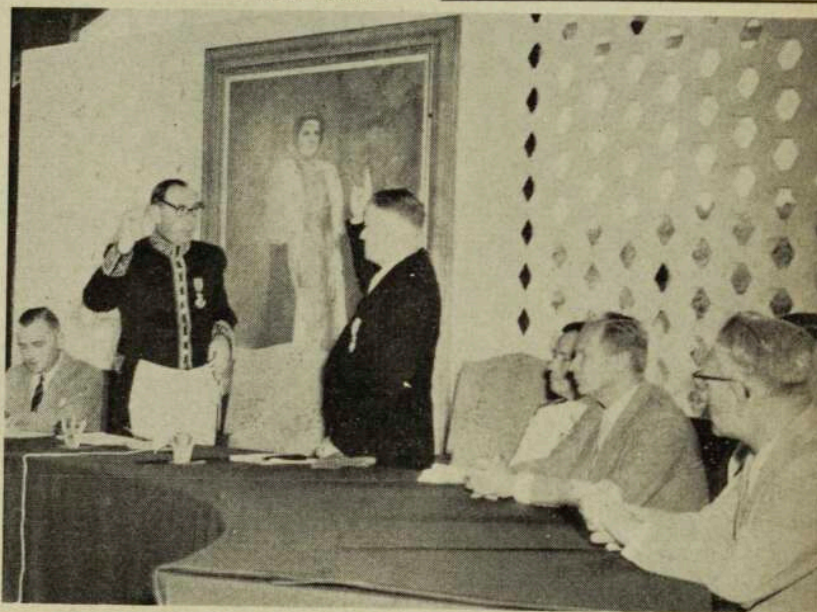
Casey told a press conference in Hollandia that he was "astonished" at the development in NNG and the energy being displayed.

He said in answer to a question about the possibility of the Netherlands joining SEATO had never been discussed, and the organisation was already formed.

Netherlands New Guinea, he said, was a "strategic and important island, but a question made in Canberra recently by Mr. John Kerr, QC, about the Indonesian Federation was "a question for the far future".

Before the Board of Directors in Hollandia, March 31, Dr. Jan van Baal (left) swears in Mr. J. C. Baarspul as Acting Governor of Netherlands NG.

—W. E. Tausent.



FIJI CUTS WHARF PLAN DOWN TO £2 MILLION SIZE

Because of soaring costs Fiji will have to wait considerably longer for its Docks scheme, which in 1952 was estimated to cost £F2 millions, but is now estimated to cost nearer £F10 millions.

THE Fiji Standing Committee on Finance has announced that the Colony will spend on the Suva-Lautoka Dock scheme, £F2,800,000—that is about £F800,000 more than was planned in 1952—and that the rest will have to be left to posterity.

The full plan called for the rebuilding of Suva docks in the Walu Bay area, building a new wharf at Lautoka, construction of a new slipways at Suva and many other improvements which would totally alter the face of Suva waterfront.

Under the revised plan Lautoka will get its new wharf (for which it has waited for years while it has used the totally inadequate CSR Co. wharf); Suva will get its slipways

and a few other improvements—but for the time being the old wharf (which has given a lot of trouble in recent years) will be patched up "to keep it going for a number of years".

The steep rise in estimated cost over a six years period is due largely to inflation, but in part also to additions that have been made to the original plans.

As the Finance Committee quite properly pointed out, the Colony could not afford £F10 millions at present. The pity of it seems to be that Authority hesitated too long about spending £2 millions back in 1952—and it could be that by 1964 a mere £10 millions will look very cheap indeed.

NEW ARCADE FOR MODERN SUVA

SUVA, April 11.

Victoria Arcade, a very modern 2-storey structure running between Victoria Parade and Joske Street, in the centre of modern Suva, was officially opened today by Mr. Maurice Scott, MLC, chairman of Burns Philp (South Seas), Ltd. The new building, which has been under planning and erection for two years, cost £110,000, and is owned jointly by Burns Philp and Queensland Insurance Co.

Fifteen shops on the ground floor, and 12 office suites on the first floor, surround a central court and tropical garden.

Alterations to Nadi

Airport This Year

AIR SERVICES COULD BE DISRUPTED

The lengthening and strengthening of the main runway at Nadi, Fiji, in preparation for jet aircraft, may disrupt international air services towards the end of this year.

The services which will be affected are Pan American Airways, and Qantas Airways, and possibly Canadian Pacific Airlines Ltd. It is expected that TEAL DC6 services from New Zealand will be able to operate in daylight, using the secondary runway.

It has been suggested in New Zealand that work on the main runway will start about August and that for the three or four months it is out of operation, Qantas and Pan American will overfly Nadi and land at Christchurch, New Zealand. Whenuapai, Auckland, is not suitable because of weight considerations for either Super-Constellations or Stratocruisers.

A spokesman for Qantas in Sydney said that the whole matter was being considered but no decisions had been made. Whatever was done would be a matter for the civil aviation authorities. Nadi is under the jurisdiction of New Zealand.

Pan American Airways at present operates a feeder-service between Auckland and Nadi for New Zealand passengers. New Zealand passengers travelling trans-Pacific by Qantas travel between Auckland and Nadi by TEAL.

TEAL Service to Samoa, Cooks May Cease

Although Tasman Empire Airways Ltd. had no comment other than to say that the Coral Route service between Fiji, Western Samoa, Aitutaki, and Tahiti would be discussed with other matters concerning the airline's future in April, the present TEAL schedules indicate that the Solent flying-boat service will end when the single aircraft remaining on the route arrives back at Lauthala Bay, Suva in the first week in August.

Early in April, and prior to the opening of the New Zealand-Australia aviation talks at Wellington, the New Zealand Minister of Civil Aviation, Mr. Mathison, said that TEAL was planning a direct land-plane service between Nadi and Borabora, French Oceania, as an

interim measure following the withdrawal of the Solent flying-boat.

The Minister gave no indication of any possible plan to provide air communications to Samoa and the Cooks in the interim period until airfields were extended and radio facilities replaced. The planned TEAL service would simply keep the Fiji-French Polynesia link open.

Concern is felt in Samoa and the Cooks at the possible loss of their air-service.

A GLAD (CONFUSED) HAND

The visit of world Chief Guide, Lady Baden-Powell to P-NG in March was quite exciting—as this picture, taken in Rabaul, shows. Most excited of all is the young fellow from the right who has given his hand to Chief Guide, and, at the same instant, to be telling his mate all about it. But he given his hand? The scout handshake is lefthanded, so that must be the hand of chap on his right. But look closely—Baden-Powell is holding TWO hands—and isn't a scout handshake. All very confusing but everyone seems to be enjoying the anyhow.

—Photo C. H. A.



WAVE OF VIOLENT DEATHS IN FIJI

From a Suva Correspondent

• A large number of what are officially termed "deaths by violence" in Fiji in the last few months is causing grave concern.

THERE is apparently no cause for this unprecedented outbreak, unless it is that since January 21, 1953, the death sentence has not been carried out in the Colony.

Some of Suva's leading residents are of the opinion that if the death sentence were carried out the incidence of such deaths would drop.

As this story is written, a report has come in from Ba where an Indian, aged 27, father of five children, died from gunshot wounds.

Since January 21, 1953, eight people have been convicted of murder in a total of five cases. Of these eight, the convictions of two were quashed on appeal. The remaining six were reprieved. Three of the remaining six were Fijians who were concerned in the same case, which involved the murder of a teacher in a remote part of the Yasawas by means of *buturaki* (knocking a man down, walking over him, and kicking him).

The number of "deaths by violence" in 1953 up to March was seven—three in Suva and four in the provinces, two at Lautoka, one at Rakiraki, and one at Rakiraki.

If the present rate is maintained, 28 people in Fiji will die by violence this year—a figure out of all proportion to the population.

When a government spokesman was asked: Is it the policy of Government to commute death sentences to life imprisonment or imprisonment for a specified period—the reply was:

"It is a matter of the Government exercising the Royal prerogative. The Governor by law is bound to consult Executive Council. In every case is considered on its merits every relevant factor is taken into consideration, including the fact which may not be relevant in a case such as provocation not sufficient in law to reduce the crime to manslaughter and abnormality of mind not amounting to legal insanity. The spokesman drew a line between "murder" and "death by violence."

He said, "In the first months of this year there have undoubtedly been a larger number than usual of deaths involving violence. It is, of course, much earlier to say how many of these cases amounted to murder."

The Changing Face Islands' Politics

LEFTIST PARTY TAKES OVER IN FRENCH POLYNESIA

There have been some far-reaching political and administrative changes in French Polynesia in recent weeks; but details are difficult to obtain.

It is known, however, that a new Left-of-Centre Assembly has taken charge of the local government, under our old friend M. Pouvanaa a Oopa, and that an increased measure of "home rule" has been introduced.

French Polynesia (headquarters Papeete, in Tahiti) is classified "an Overseas Territory within French Union"; and normally is administered by a Governor appointed by Paris, a Privy Council, and an Assembly of 25 members elected by popular vote every five years.

The five-yearly elections took place last November; and a majority of the seats was won by the party démocratique des Populations Océaniques, (called RDPT for short) led by Pouvanaa a Oopa.

Vigorous Leftist

Pouvanaa a Oopa always has been regarded as a vigorous Leftist, and a political struggle between him and certain conservative elements has been going on for years. At the time, his party came in with an absolute majority; and, late in January, it assumed responsibility for the government, with new ministers, and an extension of the rule. Pouvanaa a Oopa became leader of the Government, and is Minister of the Interior.

Henri Bodin is Minister of Finance; M. Rene Raphael Lagarde is Minister of Health; M. Walter is Minister of Education; Pierre Hunter is Minister of Public Works; and M. Jacques Pouvanaa Minister of Economic Affairs.

One of the first acts of the new government was to introduce income taxation — something that had previously had been contemplated in French Polynesia.

There now is, similarly, a Leftist administration in New Caledonia, under M. Lenormand.

The new government, complete with a Prime Minister, has just taken charge of Western Samoa. The political face of the Islands territories is changing fast.



This is a handsome example of coral-lime construction which is becoming a popular building method in the South Pacific. The building is for the Social Development staff of the Cook Islands' Administration, and has recently been finished at Rarotonga. Photograph below shows experimental bricks manufactured by the Department of Works in Lae, N.G.

—Top photo by W. H. Percival.

LESSON FROM NNG

P-NG Discovers New Building Materials

From PIM's NG Correspondent

Papua-New Guinea has lagged behind most other Pacific territories in employing cement and coral bricks and blocks but there has been a sudden interest in this building medium in recent months.

MAYBE this can be regarded as the first of the benefits of closer co-operation with Netherlands New Guinea where houses, native and European, are built of coral and cement blocks.

The experiments now being carried out, could if successful revolutionise the building trade in the Territory where the traditional materials are timber, fibrolite and native materials.

Mr. Charles Hyland is starting a cement brick factory in Lae shortly, and recently in Rabaul a local firm Vulcan Concrete Products Ltd., went into production with bricks, cement pipes etc.

The P-NG Department of Works has been experimenting with various solid building materials in a number of places in the Territory for some time. As well as brick-making, it has experimented with pise, adobe and stabilised earth.

Different types of soil and gravel have been tried out, and proportions of mixtures tested. At Kavieng, experiments with bricks made of cement and coronous (coral), of which there is a plentiful supply, are well ahead, and an immediate

start is being made on a number of buildings there.

At Rabaul a start has been made with experimental blocks, and these, too, are to be used in constructing buildings.

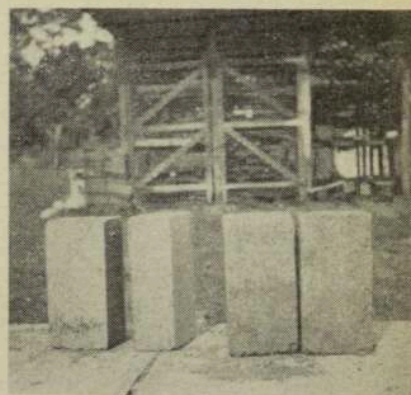
At the Regional Depot of the Works Department at Konedobu, Port Moresby, 10,000 bricks are ready for use in an experimental building which has already been started.

At Lae, experiments in mud and soil combinations have been going on for some time, and an experimental building is to be started shortly. The next step will be to build native quarters and stores, and later go on to a better class of house for Europeans, after officers are satisfied that they have obtained the best possible combination for a lasting and economic brick.

NG Highlands Stages Modern Home Exhibition

From AAP-Reuter Correspondent

In an effort to get the natives to provide themselves with better accommodation in their traditional style, a "model homes exhibition"—



with the houses built native fashion with native materials was recently organised in the Eastern Highlands of New Guinea under Administration guidance.

Better housing is needed now because more and more of the still primitive Highland people are discarding their old method of greasing themselves with pig fat as protection against cold night temperatures.

The exhibition also hopes to counter a current trend in which Highland natives are forsaking their traditional and suitably warm round houses to emulate the square and more draughty houses of the people of the coastal regions.

In the Highlands, although the days are mild, the nights can be very cool.

Round Houses and Square

One of the model houses at the exhibition, which is being held at Goroka, is round—an improved version of the old-style highlands home—and the other is square, like houses on the coast.

The "modern" round house has an entrance 4 ft. 6 in. high instead of the usual 3 ft. high doorway and the walls are high enough to permit the occupants to stand up in the building instead of the traditional low walls which necessitate constant crouching.

Better insulation is provided with a new type of plaited grass wall which ensures that the warmth is kept in at night.

Apart from the warmth of the round house, a factor in its favour is that it does not require much heavy timber in its construction—an important feature because there is not much timber suitable for building in the highlands.

The exhibition is stressing that, with the latest improvements, the round house is the home for the highlands' climate.

But some of the highlanders who have been to the coastal regions to work are more impressed with the square houses which they have seen there and which they consider to be a step up the social scale from their traditional homes.

So the square houses being featured at the exhibition, are shown as being suitable for natives who are moving out of the traditional village standards and who possess and use blankets and warm clothing and understand the need for keeping them clean.

The Goroka exhibition was organised by the Assistant District Officer, Mr. Ian Holmes, who designed the new style houses and model village in connection with the Luluai (Headman) of the Yaviua people of the district.

But It Could Drop Again Later

Indonesian Troubles Cause Rise In World Copra Price

By PIM's Copra Commentator

Copra interests appear to have been surprised by a rise of about £2 per ton in the world copra price, between mid-March and mid-April.

THEY should not have been. Indonesia produces from 25 to 33 per cent. of the world's copra; and it was apparent, from the time that Indonesia seized the Dutch-owned inter-islands transport, and thus shut off a large portion of Indonesian copra from its markets, that there could be a scramble for supplies.

After that shipping dislocation there came further dislocations caused by rebellions in Sumatra and the eastern groups of the Indies. The world is inclined to consume more and more copra, in the regular way; so any reduction of Indonesian supplies naturally set the prices rising.

Fiji growers immediately got better prices from the Carpenter crushing mill in Suva. Papua and New Guinea producers (and most producers in other Territories who market through Government-controlled Boards) continued to receive the rates fixed in January, but with a promise of increased supplementary payments when the copra pools are squared up and final payments adjusted. Rates and prices are quoted elsewhere.

Copra Being Lost

A good deal of the Indonesian copra which has been shut out of the markets is being lost, and further quantities de-graded. But large quantities are stored and, at the first opportunity, they will be thrown on the market. This could have a depressing influence.

But it seems certain that Indonesia's copra supplies will be dislocated while the present politico-economic troubles there continue. The Djakarta Government now is rapidly over-running the areas which went into rebellion in February and March; and State-owned shipping supplied by the Communist countries is now being introduced to the archipelagoes, to provide new transport.

It may be assumed that, as political order and shipping activities are resumed, Indonesian copra supplies will return to the markets, and the markets will react accordingly.

Australian destroyers *Queenborough* and *Quickmatch* made an official visit to Noumea in April and received a warm welcome.

Qantas Managers For Trade Promotion

Australian Official For Fiji

• The Qantas manager in Fiji future will act as an agent of Australian Commonwealth Government—the official title being Trade Correspondent.

Although it is run quite independently of the Government, Qantas Empire Airways is wholly owned completely by Australian Government.

In *Sydney Morning Herald*, March 18, the publisher of *Pacific Islands Monthly*, Mr. R. W. Robb pointed out that, although Australia spent millions across world on Embassies, Legations, Consulates, High Commissions, Trade Agents, etc., Australia had no official representative in Fiji. There were Trade Department officials in many small countries; Australia sold Fiji goods worth over millions per annum; yet Fiji ignored.

"What has Portuguese Timor and Cambodia and Trinidad that Fiji hasn't got?" he asked.

The head of the Methodist Church in Fiji, Rev. S. G. Cowled, OBE, supported Mr. Robb's plea and pointed out the importance of the growing relationship between Australia and the British Colony.

The Minister for Trade, a few days later, announced that, in future, Qantas Empire Airways managers in Fiji, Hawaii, Mauritius would act as Australian Government Trade Correspondents. The system was commenced last year in Kenya and Uruguay, and had given excellent results. He said that the action of Qantas in making their men available in this way was "a public-spirited gesture from which Australian trade would benefit."

Warm Welcome From Lepers

Queen Salote Visits Makogai

Makogai, Fiji — the island home of many lepers from Pacific territories—has had many distinguished visitors, but in late February it played host to its first royal visitor—Queen Salote, of Tonga.

QUEEN SALOTE was on her way home after vacation in New Zealand, and spent two days inspecting the famous leprosy settlement. She spoke to many of her own subjects as well as others. She reached the island in the government ketch *Adi Maopa*, and after being greeted by the Medical Superintendent, Dr. D. W. Beckett, and the Sister-in-Charge, Sister Mary Felicitas, she was given a traditional Fijian ceremony of welcome.

The patients later entertained the royal visitor with a feast, dances and kava.

Queen Salote spent the night at a special guest house built from funds provided by the Lepers' Trust fund, and next day inspected the wards of the hospital and some of the villages before returning to Suva.



With her typical warm smile, Queen Salote, in the top picture, is escorted by Dr. D. W. Beckett, and Sister Mary Felicitas, during her visit to Makogai. Below, the islanders farewell their Royal visitor from the beach as her ketch returns to Suva.

—Fiji PRO.

W. Samoa Gets Its First Mace

The new Legislative Assembly of Western Samoa was officially presented with its Mace in March.

The presentation was made by a special New Zealand Parliamentary delegation headed by Speaker of the House of Representatives, Mr. R. M. MacFarlane. It was the first time that NZ had presented a Mace to another Parliament.

A representative gathering of Europeans, Samoans and local schoolchildren saw the colourful presentation ceremony.

Mr. E. F. Paul, Minister of Economic Development and Leader of Government Business, in moving a motion gratefully acknowledging the gift, said the Assembly recognised its responsibility to see that traditions had to be established that would endure — traditions of wise and honest law making.

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COMMENTARY

Australia and Dutch New Guinea

EVENTS are moving steadily to the point where Dutch New Guinea may be handed over by the Netherlands to Australia, or to the Trusteeship Council of the United Nations, to be administered by Australia in trust, along with the former German New Guinea. A survey of public opinion made in Holland, early in March, indicated that the great majority of the Dutch people were in favour of getting rid of West New Guinea, a political embarrassment and unnecessary expense.

The Dutch cannot see that the large, undeveloped region can be of any use to them. Even if it were developed, and made valuable, it is right in the path of new Asia, thrusting southwards.

The only sections of Dutch who oppose these views are the communists, who wish to attach West New Guinea to Indonesia, and certain commercial interests who hope that, by giving the territory to Indonesia, they may recover some of the huge properties which Indonesia has confiscated from the Dutch.

The Dutch, after what they have suffered, will never give the territory to the Indonesians.

Australia is deeply concerned, but sees its official attitude behind scenes of words. The agreement of last November provided for an exchange of administrative and New Guinea expert personnel between Netherlands and Australia; the nature of the agreement was hidden until early March, when it was disclosed by the Dutch. A month later, Australia's Foreign Minister, Mr. Casey, lifted the veil a little, and showed how and why Australia is moving in.

Australia deeply fears the "Communistisation" of East Indies, which will take place as the political and economic structure of "the Republic of Indonesia" collapses. Australia will not interfere in the present situation; but it is preparing for the worst.

It has been pointed out scores of times since 1945, in this journal, that East Indies provides a handy bridge over which the Asian tide can invade the half-empty peaceful countries of the South Pacific. The safety of Australia, of all the South Pacific countries eastwards, depends on the ability of the government which rules the East Indies and New Guinea.

In a statement made in Canberra, immediately after his return from

the SEATO conference, on March 22, Mr. Casey made it clear that Australia now recognises its responsibility in guarding that gateway, and accepts its obligations.

Developments will be attended by terrific squawking from Soekarno-Cum-Communist sources; but there is little doubt that developments are coming, or about the shape they will take.

Australia thus must guard America's Southwest Pacific flank. Can Australia depend upon American help in resisting any Asian invasion of the Pacific?

Red Vultures Wait In Djakarta

THE indifference of the Western Powers towards the ultimate security of Australia and the South Pacific countries is shown rather strikingly by events in Indonesia.

Soekarno, Jap-made dictator, always has hated the West; and, since the blundering Anglo-Americans (actively aided in the crucial years by Australia's Leftists) allowed him to establish the "Indonesian Republic", he gradually has moved into the Red orbit, especially in the last two years. Today, at Djakarta, the Communists sit around the decaying body of the "Republic", awaiting the feast, like a mob of vultures.

The Sumatra rebellion was a squib, apparently dead before it was born. But, for a few weeks, it seemed seriously to challenge Soekarno's power; and in those weeks, ships and war-machines and technicians poured into Indonesia from Communist countries. They seem to assure (a) the re-establishment of Soekarno's authority and (b) the establishment of the Indonesian Communists as the chief organised party behind Soekarno.

Any experienced observer can see what this means to Australia and the South Pacific.

It was foreseen, months ago. But, although the Reds moved smartly to Soekarno's aid, making it almost certain that a Communist administration will begin to function as the "republic" disintegrates, there has not been one counter-move from United States, or Britain, or any of the other Western interests which have been so systematically defied and humiliated by the Red power in South-East Asia.

It is not difficult to read between

the lines of the recent despatches of Denis Warner and other expert commentators on Far East-Pacific affairs. They do not actually use the words Western Demoralisation, and Abandonment of Australia; but much of what they say adds up in a way that gives the future an ugly look.

Not a Number to Call Their Own

IT is a remarkable thing that in both capitals of the S. Pacific's two largest Territories—Fiji and Papua-New Guinea—there is no street-numbering and, of course, no letter delivery. Yet Suva now is a tidy and compact little city; and Port Moresby is getting close to that category.

Fiji's daily newspaper exposed Suva's shortcoming when it changed to early morning publication in 1956, and the citizens sought the usual amenity—namely, early morning newspaper delivery. The publishers tried hard to comply—but it just could not be done.

Suva has five communities—European, Indian, Fijian, Chinese, and mixed. Necessarily, the names of residents confused the most painstaking paper deliverer. If there were to be prompt and accurate delivery, it had to be by street numbers. And there were no numbers—not a semblance of identification of houses.

The newspaper eventually got over the difficulty, in a sort of way, by persuading subscribers to purchase from its publisher a tin container—the name of each subscriber being painted on his little box and fastened in front of the residences. Up to a point, it works. But it is a lot easier to find a number in a consecutively-numbered street, than to locate John Smith or Ram Lal in a long thoroughfare.

Towns only a quarter of Suva's size have regular letter-deliveries. Suva is a town without this amenity.

Similarly, Port Moresby is without street-numbers, and until quite recently, a number of its built-up streets did not even have names.

They Should Stop Fooling About Manus

IT is about time that Australian politicians came right out and called Manus what it is—a refuelling depot—and stopped fooling the electorate back home by calling it a Naval Base.

No one in New Guinea who has seen Lombrum, or has heard about

it from someone who has, was deceived by Mr. Casey's cluckings when he made a press utterance on his way back from a SEATO meeting in March (see page 142 this issue) though thousands of mainlanders swallowed the line that Manus was still "vital to Australia".

Denuded of political rhetoric, Mr. Casey's statement meant precisely what a *PIM* correspondent said in the March issue—that Lombrum is a convenient place for dispensing fuel oil and hospitality to any US ship that happens to come along.

It is this persistent verbal sleight-of-hand by Australian politicians, who just won't own up, that leads Australians to believe they still have some sort of minor Gibraltar there—a base with offensive as well as defensive power.

Lombrum has neither. A moderate-sized block-buster of London blitz vintage would wipe the whole thing out—and if the enemy called during the few hours that *Bulolo* or *Malaita* are unloading stores, and everyone is on the wharf, a few mills-bombs would do the job.

In view of the development of long-range weapons, there had to be considerable reassessment of bases in the last 10 years. Even if the Americans had not been cast out of Manus by Dr. Evatt, it is problematical whether they would have maintained Lombrum as it was in 1945. Since then they have closed Pago Pago, which was their advanced Pacific base for 50 years.

We have to assume that SEATO and Australian defence chiefs are satisfied with Lombrum as it is at present, and that, if they were not, something would have been done about it. So its role is minor; in its present attenuated state, it could not be "vital to Australia", or anyone else.

It might—as the politicians are fond of telling us—be capable of rapid expansion if necessary; but it looks as if it could, with even less effort, fade away completely.

It has some assets beside its oil tanks: it didn't cost anything; and it's a way out where few people get to see it. But Australia has no "Bastion of the North" that couldn't be taken by a couple of well-armed sub-chasers, and it is time that someone said so.



World Affairs: A Pattern of Oil

THE world, divided into two totally irreconcilable camps—Individualism and Totalitarianism—goes charging ahead into a terrifying future—terrifying because it seems to be so completely unpredictable. There is nothing in history to guide one.

But there is one almost constant factor in these world crises, as they arise. It is oil.

There was the Suez crisis, 18 months ago. It became acute when Nasser seized the Canal and Western Europe's tankers could not get through. The Middle East crisis followed immediately, because a vast disturbance among the Arab States threatened to cut off or destroy the oil installations.

The developing trouble in Indonesia is seen most in Sumatra—and the great oilfields of Sumatra supply much of the Pacific demand.

A president-toppling revolt in Venezuela has thrown that country

definitely out on the end of a line. We then must continue to go to Indonesia, Borneo and the Persian Gulf for our supplies, and the places are far too close to the growing power in Asia.



The Mystery of Nikita Khrushchev

THE emergence of Nikita Khrushchev as unchallenged Dictator of Red Russia, headlined in the usual way by a screaming mongering press, represents nothing new. This extraordinary peasant has been the complete boss of the Soviet Union for at least a couple of years. He is as unpredictable now as he was when he came out in the limelight after Stalin's death.

All that is new is that the danger can be seen more clearly. There is danger to the whole world in the fact that this individual, by a turn of his finger, can prolong the Cold War, or plunge the nation into World War III, or take definite steps towards disarmament and ending of atom-bomb research.

For what they are worth, indications are that he will try to follow the last course. But it is anyone's guess.

All that is certain is that Khrushchev is exceedingly cunning and has had phenomenal success in getting his own way. The man in which all the prominent figures of the post-Stalin set-up—especially Malenkov and Molotov and Zhukov—have been thrust silently into obscurity, is most remarkable. A new departure Bulganin, so long chosen partner of Khrushchev, many a drunken political frolic of the Old Guard, only the Armenian Mikogian, remains.

With most of the famous long national leaders of history—Napoleon, Hitler, Lenin, Mussolini, Peron—there was a personal history, a record of character, from which it was possible to predict certain developments and events. With Khrushchev, there is nothing to guide us. There is a peasant background, an apparently colourless personality, a total absence of evidence of culture, or of statesmanlike thinking. Yet Khrushchev must have *something*, to get where he is.

Khrushchev, in his present position, unquestionably is very dangerous to the West. But, as he is very dangerous to the East, there is much restlessness behind the Iron Curtain, grimly suppressing it out of sight. One lucky pot-shot of the dark, and the Soviet world would be leaderless, and at the mercy of the wolves.

No wonder the Anglo-American air-bomb stations, which ring the Communist Empire, maintain a 24 hours watch!

This Club Says More Than Words

The most significant event of the month in New Guinea was not the statement on oil prospects, or the apprehension expressed over income tax. It was the opening in Rabaul of the first Territory club for native ex-servicemen—of the P-NG Ex-Servicemen's Association, an auxiliary of the RSL.

As Major Don Barrett said at the opening, "here is something tangible," something "not foisted upon the natives by the long-haired dreamers of Canberra," something "not dominated by the Administration".

And here, too, is something which shows the native people, whether entitled to join it or not, that the European is his partner, and that the wartime catch-cry of "Fuzzy Wuzzy Angel" was not a matter of expediency.

If there was ever any doubt that the men behind the RSL in New Guinea are practical people, the existence of this club should dispel it.

out of gear—and it is one of the West's biggest oil producers.

The outburst in Tunisia last month came almost immediately after the first trainload of oil came out of the Sahara Desert for shipment to France—a most important new factor in world oil supply.

To a degree that few people visualise or understand, the world's transport is motivated by mineral oil. Nothing will more quickly paralyse a modern state than cessation of oil supplies.

That is why the situation that has developed in Papua is so upsetting. If an oilfield is brought in, it could be of great tactical as well as economic importance to all South Pacific countries. If boring is now to be abandoned, after 20 years of effort, it not only is a heavy blow to Papua: it also means that the South Pacific's transportation system remains in-

lo Shoulders With hips for Nino

Nino Culotta, alias John ("Tusi-
la") O'Grady, currently of West-
ern Samoa, but author of Australia's
best-seller *They're a Weird Mob*,
reduces letters that are as amusing
as his book.

He modestly attributes the success
of his novel to publicity produced
by the publisher "... and my
son John. The same son, to-
gether with his younger brother,
are issuing exaggerated and
wildly inaccurate statements about
their old man, and no doubt chort-
ing evilly when they think of him
sitting in Samoa fuming. Good
lucks, my sons, but mighty leg-
ions—a characteristic probably
inherited."

For those who have been in-
quiring: Nino is not going to visit
Western Samoa but his creator is
hard at work on another book. It
will be treated with a similar
formula—that is, it will supposedly
be written by a Samoan. As Author
Grady remarks—there have been
more than enough books written
about Samoans by Europeans and
it is time the other side had a go.
We fancy that he is going to have
a harder job with this than with
his—especially as he expresses the
intention of ignoring those local
criticisms who have a chip on their
shoulder. In W. Samoa this might
only restrict the field, but Mr.
Grady says he's having a lot of
fun writing the book as a spare
time job, and in due course we hope
to have a lot of fun reading it.

Defence Of Jehovah's Witnesses

From Mr. D. E. Hild, who de-
scribes himself as "Presiding Min-
ister for Australia and Pacific
Islands":

The first letter in my March copy
of *Pacific Islands Monthly* (page
1) says that "Jehovah's Are In
Suva". As the presiding minister
of Jehovah's Witnesses in Aus-
tralia and the South Pacific Islands,
I would like to send a brief reply.
When the writer of the letter
states that Jehovah's Witnesses used
waylay passing troops and call
them potential murderers and
similar names, he is certainly letting
his imagination run away with it.
He would find it very difficult
to prove such a statement. Enemies
of Jehovah's Witnesses try to accuse
them of doing such things, but the
High Court in 1943 cleared us com-
pletely of all such false charges.

The letter continues: "These
Jehovah's Witnesses are in this
country now and are causing trouble
everywhere." Just what is he talking
about? The officials in Papua are
well aware of the work of Jehovah's

Witnesses in the Territory and have
not accused us of causing any
trouble.

We are not out to cause trouble
in any nation. Jehovah's Witnesses
are solely interested in Bible educa-
tion and they spend their lives
preaching and teaching the doctrines
of the Bible. I suppose the "trouble"
caused by Jehovah's Witnesses in the
mind of this individual is that they
exercise their right to preach and
teach what they believe.

Enclosed is a copy of our publica-
tions *Awake!* and *The Watchtower*.
Our publication, *The Watchtower*, is
entirely religious. *Awake!* serves
another purpose and it is not in-
tended that all of the articles in it

are religious. Jehovah's Witnesses
do not claim that the article
referred to in this individual's letter
is a religious article.

In conclusion, let it be stated
that there is a lot of trouble in
this world and none of it can be
attributed to the uplifting spiritual
work carried on by Jehovah's Wit-
nesses world wide.

Just Another Unnecessary Sect

Upon which the Publisher of
"PIM" makes this comment:

Until recently, we knew little
about "Jehovah's Witnesses"—ex-
cept that it appeared to be another
of many aggressive little sects that
have come out of the world's "ad-
vanced nations" in the last few
decades for the confusion and be-
devilment of primitive peoples.

However, we now have had oc-
casion to examine the activities of
this Sect among the Islands of the
South Pacific, and we are of opinion
that it should be kept under strict
official surveillance and, where cir-
cumstances justify such action, it
should be banished.

There may be particular reasons
for keeping this particular organisa-
tion out of the Islands; and
obviously it is not possible to dis-
cuss them here. But there is a
general reason, also.

The Melanesians of New Guinea
are quite incapable of understand-
ing the differences which divide the
various sects—and a large percent-
age of Europeans probably are in
the same category. Why, therefore,
should we permit all these different
brands of Christianity to be intro-
duced to these natives? Our
generosity in this respect leads
simply to waste, inefficiency and
confusion.

Some form of religious instruc-
tion is desirable; but why should
it not be given by one or two or—
at the most—three kinds of

Christian teachers? What was
wrong with the Sir Hubert Murray
plan of dividing the country into
Mission areas, limiting the number
of acceptable sectarian bodies, and
admitting only one such body to
each area?

That Papuan Cross

A Sydney reader says that the
cross that "Sanasi" wrote about in
March *PIM* (p. 21) is on Mt. Yule.
In clear weather it is frequently
pointed out to passengers travelling
on the regular Qantas service be-
tween Port Moresby and Lae. Why
it is there he does not know, and a
Qantas pilot with whom *PIM*

checked this information does not
know either.

Territorians Gather In Melbourne

Original members of the New
Guinea Volunteer Rifles have been
meeting for an annual reunion in
Melbourne for the past three years
—and other old members visiting
that city are cordially invited to
attend, writes Mr. A. G. Vagg.

The reunion takes the form of a
luncheon a few days before Anzac
Day and then members meet again
on April 25 for the march.

Members of the old NGVR now
in Melbourne are: Mr. W. Edwards,
Mr. R. Barnett, Mr. J. Clark, Mr.
W. Duncan, Mr. J. Glover, Mr. F.
Halford, Mr. K. Baker, Mr. J. Chis-
holm, Mr. J. Murphy, Mr. A. Wood,
Mr. K. Gross, Capt. D. Umphelby,
Mr. A. Vagg.

Mr. Vagg can be contacted at
5 Bluff Ave., Elwood, Victoria.

Ownership of Well- Known Suva Hotel

A Suva professional man writes
testily to point out that Mr.
Vincent Costello is not the "owner"
of the Garrick Hotel in Suva—he
is the lessee and licensee.

The error was in a paragraph on
page 147 of February *PIM*, wherein
it was stated that Mr. Costello
planned extended amenities for the
Garrick, especially on the ground
floor. The sentence was "the large
and well-known Garrick Hotel,
owned and conducted by Mr. Vince
Costello".

Most people in Suva are aware,
of course, that the Garrick Hotel is
part of the Garrick Estate, which
includes several valuable properties
in Fiji.

The Editors' Mailbag

An Old Chart Gave a Lead

French Expedition Recovers New La Perouse Relics

By a Special Correspondent in the New Hebrides

Relics recovered by a French party from the New Hebrides in mid-March confirm Captain Dumont d'Urville's siting of the wreck of La Perouse's vessel, "Astrolabe" on a reef off Vanikoro about 1788. Local legend had it that the site was to the north-east, but this is thought now to be the place where the second of La Perouse's ships ("Boussole") may have foundered.

IN March, the French Resident Commissioner of the Hebrides, Monsieur P. Anthonioz, and a party left Vila in the Condominium ship *Don Quixote* to explore the Vanikoro reefs. In the party were Reece Discombe, a diver of Vila, and M. Charles, an amateur diver of Santo.

In Paris last year while on leave, M. Anthonioz saw the original chart of d'Urville and noted where he had marked, in 1828, the site of the wreck of La Perouse's ship. M. Anthonioz and his party therefore concentrated on this spot and found in the centre of the submerged reef in Wreck Pass, on the SW side of Vanikoro, the anchor shown in the photograph herewith, some lead ballast, some hollow gold buttons, two coils of thin copper wire and some pieces of wood—the whole overgrown with coral. The relics were removed by blasting the coral with dynamite.

Several Anchors

In addition to the anchor shown here—it is about 9 feet long—were several other larger anchors, also buried in the coral, which were not recovered. These extra anchors were something of a mystery—but it is thought that they were the spare anchors that ships of that era carried in the hold for emergency purposes. When the ship was wrecked and over the years disintegrated they piled up one on top of the other on the reef—as they were found.

The anchor that was recovered is in such a precarious state of preservation that it is likely to crumble away into rust and dust unless treated in some way. A couple of feet have already broken off the shank.

The carefully planned expedition of M. Anthonioz and its results are exceedingly interesting but they did not "clear up one of the greatest of sea mysteries—the disappearance of La Perouse" as Australian newspapers had it. That mystery was cleared up about 140 years ago, and at that time it had lasted something like 30 years.

La Perouse was a French nobleman and had left France on his Pacific voyages just before the French Revolution. In 1787 he arrived at Botany Bay close on the

heels of Governor Phillip and the First Fleet carrying with it the first convict settlers of Australia.

Not Capt. Cook

It was not Captain Cook whom La Perouse almost beat to Australia, as so many people think. And the fiction that Australia "could have been French" but for an accident of time, is probably just that. Cook had taken possession of the eastern portion of Australia in August, 1770, when he was far up the north Queensland coast—not in April, 1770, when he was at Botany Bay. When La Perouse arrived 18 years later, right after Phillip, France was occupied with political affairs at home.

When La Perouse sailed from Botany Bay he disappeared, and it was not until 1791, two years after the Revolution, a French expedition under D'entrecasteaux was sent to search for him.

D'entrecasteaux failed to find any trace of the expedition and this was left to a Captain Peter Dillon, of the East India Company, many years later.

Dillon was apparently one of those seafaring adventurers typical of the period. He was for a period engaged in the sandalwood trade for the East India Company around the New Hebrides-Solomons area when he chanced to visit Tikopia, a Solomons outlier, he found one of the natives with an elaborate sword ornamented with the *fleur-de-ly*.

He learned that it had come from Vanikoro where two ships had been wrecked and where two whitemen were reported to be still living.

Went in Search

Dillon was prevented by contrary weather from visiting Vanikoro, but he reported what he had heard when he returned to India and the Company gave him, in 1828, a small ship to go back to Vanikoro in search.

In the meantime the French had heard of Dillon's discoveries and d'Urville arrived at Vanikoro in the same year as Dillon. Both gathered relics from the spot where Anthonioz, in March, 1958, discovered the anchors.

Both Dillon and d'Urville visited Sydney on their way back to France and this was reported in the newspapers of the time—a fact that Sydney newspapers who report the "end of the mystery" recent might note.

For his services, Dillon was granted a French pension for life—the monarchy had been restored in France by then and noblemen were again in popular demand.

Dillon wrote a two-volume work on how he solved the mystery of La Perouse's disappearance. A copy of it is in the Mitchell Library, Sydney.



FROM 170 YEARS IN THE PAST. This is the nine-foot anchor recovered by the recent French expedition off Vanikoro, at the site of the wreck of La Perouse's ships about 1788. It's in a precarious state of preservation.

—Photo by courtesy of Reece Discombe

TERRITORIES TALK-TALK

By Tolala

"Ring Around Rabaul" was the title on a TV programme on one of the Sydney Channels early this month, and I looked forward to seeing some old familiar scenes. But I was doomed to disappointment.

THE story purported to be the encirclement of the Jap main force at their Rabaul base by (mostly Yankee) airmen, but shots of the bombing squadrons dropping their eggs could have been anywhere. Let's hope Posterity may find records of a more local setting some time goes by, preferably by an Aussie camera.

In a half-hour screening one saw the Jap troops leaving Rabaul for their southward thrust; the fighting (which could have been anywhere—but certainly not at Rabaul) and flight after flight of US bombers and fighters. Not a sign of an Aussie—not even a "Fuzzy Wuzzy Angel". No Coast-watchers or AIB. The Macarthurisation of Rabaul was an epic feature of the Pacific War, but not as shown on that TV programme.

For Press

The aristocrats of the Pacific—Tongans, Samoans and Fijians are proud of their sulus, mal and lava. How much more appropriate and dignified do the wearers appear as compared to the "dressed-up" spectacle of the Papuan in his s!

Take a look at the cover photo of the March *PIM*, and the members of the Fiji Military Forces, who would have lost much of their moral dignity if they had been wearing the shorts so much favoured by the P-NG Forces.

Clearly the goal of the western world, disseminating the advances of civilisation, is attained if physical hygiene and mental education is inculcated to the "underdeveloped". Is it so essential that sociological attainments as modern dress should also be forced on them?

In this synthetic age we are too easily impressed by outward appearances and that does not mean putting them into pants and petticoats.

Pacific Spots

See where Publisher Robson got himself into the Letters to the Editor page of the *SMH* on 19/3/58

pushing a worthwhile barrow for Fiji-Australian good relationship. Australia's casualness as regards outside countries who have a natural tendency to trade with her, is widely known.

But now in these days of high-pressure salesmanship other tactics have to be adopted. For many years (and I think it still prevails) the High Commissioner for the Western Pacific has been represented in Sydney by its agents the old firm of BP & Coy in Bridge Street, and this arrangement has worked out well for many a year, despite the fact it is a survival of the wind-jammer days. Now one hears (whether or not prompted by the Robson spur to activity one can only surmise) that Qantas Airways are to become Australian Trade Agents in various hitherto "blind spots," including Fiji.

One wonders who in the P-NG Services acts as guardian for Australian trade interests other than the Customs Tariff. That will be something to watch in the future years unless I am much mistaken.

"The Ships That Linked . . ."

Toagoba's story of the old BP copra catchers and Island liners (*PIM*, March, p. 82) was good to read.

An item which might be of interest concerning the old *Moresby* (the first regular steamer on the NG run) is the fact she was the last BP steamer to call at a German NG port when the Nord Deutscher Lloyd shipping firm received the monopoly for shipping services in the old German colony, and was the first BP steamer to call at Rabaul after the occupation by the Australian troops in the First War. Shipping Justice, I suppose you would call it.

It was the idea of W. H. Lucas, Island Inspector for BP at the time. And that same gent years before had been supercargo on the old *Titus*, a BP trading vessel through the Solomons and the Hebrides. Toagoba might have heard that tale of Mr. Lucas and the *Titus* and a passing skipper of a rival firm.

I should like to hear from Toagoba on his reminiscences of

some of the old skippers who were as picturesque and as interesting as their floating homes. Such men as Mortimer, Voy, McInnes, Donaldson, Williams (Taffy and Cyril), Rothery and many another. All men who did pioneer work, not only for the Old Firm, but for the islanders.

A Bougainville Poet

I always get a kick out of Noelle Mason's verse, and I am not the only one. She has the happy faculty of picturing by words what most of us have (or have had) to put up with amid our tropic surroundings.

A poet, says the dictionary, is "one possessing high powers of imagination, expression etc." and those are the powers with which a discriminating God has endowed her. It would be nice to be able to buy a volume of her verse one of these days. Let's look forward to that day.

Incidentally, Inus must have something that puts its residents in the limelight. (And I'm not thinking of Paul, whose war record is world famous) I am thinking of "Wee Bobbie" Scott who lived there once and was a regular contributor years ago to Sydney's *Bulletin*.

The Dangers of Centralisation

"Something has gone wrong," says Dudley Jones, MLC for NG Islands electorate, according to a report in the *PIM* of March, when he aired a long-standing grievance of huge expenditure of revenue on Port Moresby and Papuan interests in comparison with expenditure to the old Trustee Territory. According to his figures, Papua's European population was only half of NG's and the native population only about one-third; yet finance for building was 52.4 per cent. for Papua and 47.6 for NG, and of a grant of £1.3 million for NG a mere £1,500 had been allocated to Bougainville.

Whacko the UNO critics safeguarding the Trust Territory!

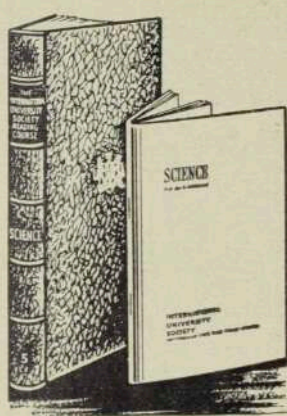
This is the sort of thing that causes civil rebellion—the main source of trouble which has brought about the present "Indonesian" incident where Java, the seat of government, was spending all the monies received from the productive areas of Sumatra and Celebes.

This sort of thing won't work out indefinitely, and Canberra pooh-bahs must realise this, too. Isn't it time the Konedobu shrine was decentralised a bit?

What gives when native independence comes around?

Are They Outworn Customs?

Reading John Gunther's remarks about NG Culture (*PIM*, March, p.



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one is mainly impressed with cynicism about native cultures, arts, crafts and what-have-you. I think the worthy Doctor must have had his tongue in his cheek when dictating that address.

Anyway, it doesn't reflect much credit on him as an Assistant Administrator of a Territory which is supposed to maintain its old traditions *et al* providing they do not conflict with law and order.

John Gunther appears to have any sympathy, since becoming Ack, which he previously maintained with native tradition and of Life. I would hate to think has become just another Yes-man of the deified Department which pushes its pawns about on the P-NG chess board.

And talking of arts and crafts: we hope that the move for the establishment of a Territorial Museum to house arts and crafts of the Life is a success. If Keith McCarthy is given his head he should be able to show results if one can.

We hope he can dig out some of genuine old-time pieces of craftsmanship like the white, bone, mother-of-pearl enlaid walking sticks from Aua, or the old-time Buka money finely-mounted flying-fox teeth; fine King Spears from Buin or some of the phallic symbols of the Tolais around Rabaul.

No doubt German and American Museums are well stocked with these antiquities, but we should have them in the land of their birth. Antique-collecting, like civility, should begin at home.

Wings Sea

With the sinking of coastal vessel *Nuguria* last month off Long Island, her long-remembered name will be struck off the register, but possibly to be entered later with the sinking of yet another *Nuguria*. The original vessel of that name was one of Queen Emma's fleet and named after that plum of her virtues the Feads. Another of her fleet was *Irene*.

She had beautiful lines and were known to Islanders from Vanimo as masts, carrying supplies, pick-up copra and recruiting labour. And sailing craft were a sure to look on in those days of the Speed Age. No mildewed long unfurled because the end was so much easier and better.

Capt. Komine—Rabaul's Japanese consul and the original owner of the *Alai* in Manus—ran the *Alula*, carrying a top-sail and the fastest thing in NG sail. It was remodelled, after his death, and re-named *Asakaze*.

When there was the three-masted *Ala*, belonging to the DHPG,

skipped by the black-bearded Captain Peters, recruiting NG labourers for the company's plantations in Samoa. And many others whose names I have forgotten . . . Come again *Nuguria*, if only to keep old memories alive.

A Ministerial Look-See

Senator Spooner, Minister for National Development, spent a few days in P-NG at the beginning of this month. The projected cessation of oil searching was a suitable excuse, though one wonders what he could do about it exactly. Other matters of a geological nature to occupy his mind were extensive search for nickel deposits and the

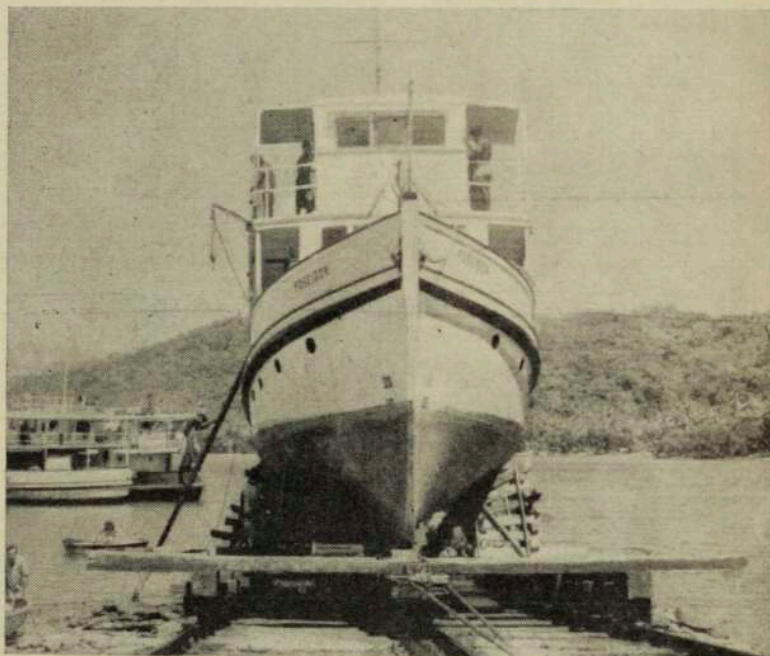
matter of declining phosphate exports from Nauru and Ocean Island.

The closing down of oil prospecting and/or drilling in the Territory will certainly eliminate a few milch cows which have been supplying material benefits for the Administration for a considerable period.

But it is not beyond the powers of possibility that some mug company may come to light with the payable fluid within coo-ee of where old bores have been put down. (As a rough tip I would plug for the Matapau area which I mentioned last month).

Perhaps the worthy Senator on his ten days' tour has been informed of other potential natural mineral resources which, in the

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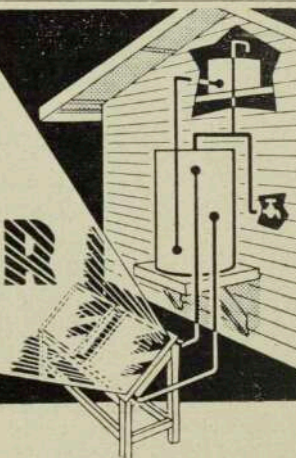
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Iron ore in the Bainings.

Sulphur from Lolabau Island the NB coast.

Brown coal deposits in New and.

Phosphates in the Purdy Island up.

Always providing, presumably, such developments would not adversely affect Australian primary interests. Otherwise: No dice. In the days a country's development is not necessarily depend upon natural resources, but whether the natural resources, if depleted, will affect existing panels, fields and other interests. And it is just where P-NG may find a bit uphill.

Long

Passed away to a well-earned rest Alfred John (Jack) Long, a well-known identity who had a host of friends in TNG dating from the 1920's, and one who made life a lot easier for many a New Hebridean of every colour. For many years Jack had been Medical Assistant with the Administration and was untiring in his good work of healing. He was particularly well known in Rabaul where he had service with the PHD he had service with the Troop on various plantations throughout the Territory. For some years he had been in indifferent health. He died at the Repat. Hospital at Concord, NSW on February 21, aged 65. He left a widow to mourn his loss.

First esman

The current Territory Apprenticeship Scheme has turned out its first fully-trained apprentice, who received his trade certificate from Administrator Cleland last month. It is Boe Arua, a letter-press printer in the Government Print-Office, Moresby. His father (apparently without any organised apprenticeship scheme) had worked for the Government Printery at Moresby for 41 years. The printing trade seems to be a favourite vocation for apprentices. One of the first apprentices turned out by the German Government in NG at Rabaul in 1911 was a Caroline Islander, Eluel, who was still going strong when I visited Rabaul in

worked in both the German

and Australian Government printeries and later with the *Rabaul Times* up to the Jap invasion. Several Matupi natives were also apprenticed to the Rabaul printery in the 1920's. I remember Wesley and Torimu—both later *Luluais* of Matupi and both excellent comps; the latter was also a very fine book-binder.

Other natives apprenticed in those days took up plumbing and tank-making with none other than genial Gilbert ("How're yer Mate") Renton. The apprenticeship business is not such an innovation in NG as some people would have us believe.

Bits and Pieces

Passed on: Desmond Maurice Max O'Connor on March 29, of Kincumber, formerly of Papua. Aged 66 years. . . . Mary Stella Milbourne Marsh on March 13, of Mittagong, mother of David (Port Moresby).

Married: Noreen Waller, of Seaford, to Keith Joseph, of Madang, in Sydney on March 29.

Engaged: Meryl Ann, daughter of Mr. and Mrs. H. C. I. Woolcott, of Wairoonga, to Philip Lloyd Harry, of Belmore. . . . Valmai McConnell to Dennis Anderson of Finschhafen.

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GOROKA HOTEL GOROKA about May 28.



poor, Mixed-Up Kids"

THE DILEMMA OF PORT MORESBY'S NO-BATHING SIGN

(By a Special Writer)

There are a lot of Poor, Mixed-Kids in the Territory of New Guinea at the present time, and they aren't all natives.

The current hullabaloo over Europeans Only in the old swimming hole at Port Moresby is a symptom of the story is that the agitation have the Ela Beach signboard (which indicates the European swimming area) taken down began the visit a year or so back the Methodist evangelist, the

Alan Walker. The sign was, it said, an affront to the natives; as bad as South African apartheid.

The storm blew up again recently though the heart-burning is coming from Europeans on behalf of natives rather than from natives themselves.

No doubt there are some amongst the newly-enlightened native intellectuals who, if the direct question is put, would find the sign an affront, but the ordinary Port Moresby native never gives it a thought and never would unless the atmosphere were not so assiduously prepared for him by well-meaning Europeans.

Port Moresby residents searched their consciences; they might agree that, ethically, that sign should come down. Why stop there? There are a number of things that could move over to make room for this New Philanthropy which the Territory (administration and residents) subscribes to with one hand and takes with the other.

There is this business of female Europeans. All old residents will warn young females:

Never wear shorts—legs excite the men beyond endurance.

Never wear low, revealing tops on our dresses (which seems an prohibition in a community where the native misses—whose dresses are usually far more elegant than the average European housewife's—wear just no tops at

Back to Neck-to-Knee

if they are to do away with segregated bathing in Port Moresby, must suppose that Europeans, in order to have a foot in the camps, must go back to the neck-to-knee blue serge bathing

costumes of our Victorian grandmothers.

Then there is, of course, the business of segregated movies which not only prohibit natives from attending the same movie-theatres as Europeans, but through censorship, commit them to a dull diet of newsreels, Mickey Mouses, and cowboy pictures, while their European counterparts can revel in the lusts of the flesh through the medium of Hollywood celluloid.

Is this fair to the natives? There probably are a lot of people who could prove that it was not.

So, all-in-all, this appears to be the Moment of Great Confusion in P-NG thinking: A time when old *tambus* left over from those dreadful days of Colonialism brush roughly against the New Thought when the indigene is to be elevated to our side—but fast—and all unfortunately complicated by the clumsy paternalism of the P-NG Administration.

This mass muddled thinking is reflected at all levels.

From the Administration in its half-baked new native labour regulations which have not yet got through the Legislative Council.

Down through the European resident who does not know whether his women should clothe themselves wholly against the gaze of the natives or whether he should tear down the Europeans Only signboards.

Tasks Too "Menial"

To the natives themselves: the 10th grade clerks who fancy physical toil degrading; the stiffly starched Girl Guides who won't scrub out their own club house because the task is "menial"; or Rarua Rarua, MLC, who in perfect English can read a speech in favour of the proposed new requirements for native labour quarters ("the natives want so much to have houses like Europeans...").

It is hard to see where P-NG is heading out of this Point of No Return. Maybe one solution would be to take a page out of the French colonial book—make all natives full Australian citizens, remove all restrictions, and let nature take its course.

Many would get hurt—but it would remove forever this terrible will-we-or-won't-we that is now tearing Moresby citizens to pieces—and might even convince the natives that "houses just like Europeans" do not really come from the bloke who is running the local Cargo Cult.

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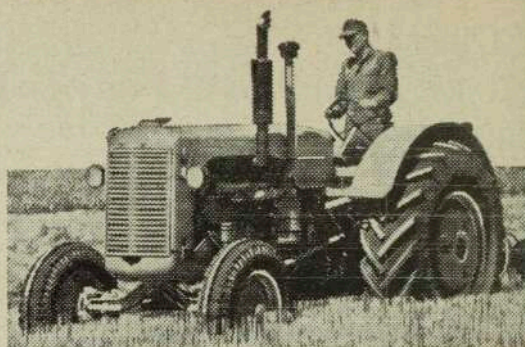
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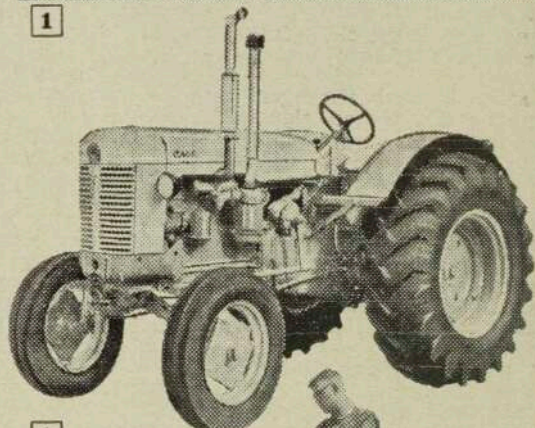
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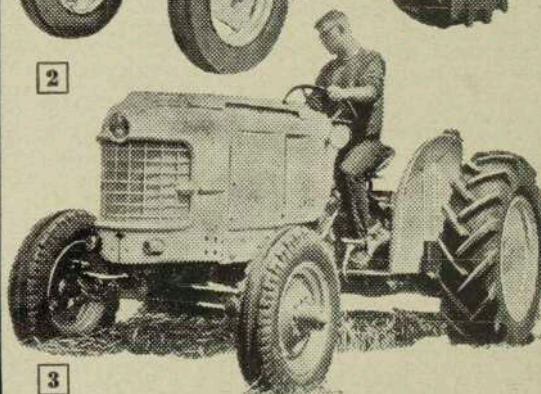
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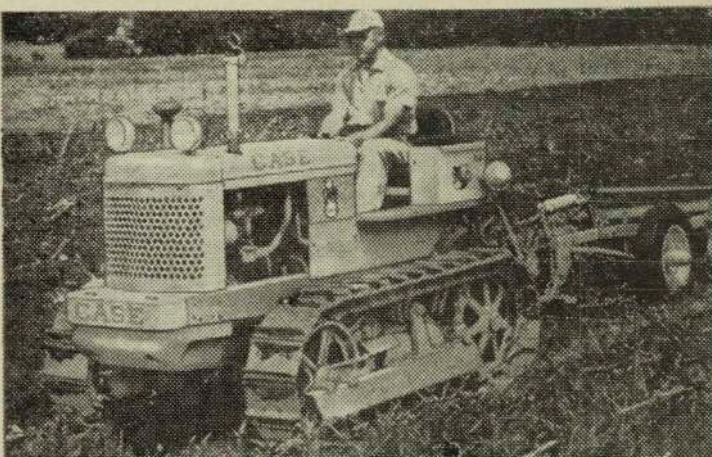


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Fred Ball—one of the last of the older, tougher race of prospectors—has gone.

He was one of the old hands whose pluck and endurance would shame many a young man; one of the old hands prepared to put up with any hardship in the vain hope of one day making a strike beyond the next ridge. He died in Palmerston North, New Zealand — from a stroke suffered in a restaurant.

The history of gold on Guadalcanal would not be complete without some notes on Fred Ball—the "Old Pirate"—as he was affectionately known.

He was so completely sold on the prospects of gold mining on Guadalcanal. His great regret was that his health could not hold up, and many times he said, "If only I had found Guadalcanal 20 years ago!"

He first visited Guadalcanal in 1932. Originally from Cornwall, he already had a lifetime of mining and prospecting experience behind him and was a mining authority in Nigeria, the Gold Coast, and elsewhere in the British Empire.

Enthusiastic

He was very enthusiastic about the gold potential of Guadalcanal, though careful to say little at the

time. Fortunately he suffered a serious illness and it was 1952—years later—before he returned to the scene, with another mining partner, Mr. John Broadhurst, on instructions from the London Tin Corporation.

On arrival they met with a disappointment. Their main objective, the gold-bearing Kovagombi Valley on the Sovohio River, had been taken up by the Clutha Development Company.

Nevertheless, the Old Pirate ventured on a prospecting trip into the well-known Betilonga Basin, where fine gold was found. He had some difficulty with the natives, who were not used to Europeans there.

A geological survey party later discovered substantial lodes there, and the plans for prospecting on Guadalcanal fell through suddenly when the London



ATTRACTIVE NEW ISSUE. Australian stamp designs frequently have many critics, but the new Papua-New Guinea issue, to be on sale on June 2, should cause no complaints. The design of the current issue of 3d, showing a Chimbu with head-dress, will be retained, but the new issue will be in black instead of red. The new 4d issue shows cocoa pods (in vermillion), the 7d shows the Commonwealth New Guinea plywood mill at Bulolo (grey-green), the 1/7 shows a herd of Poll Shorthorn on the Baiyer River livestock station (red-brown), and a 5/- stamp (not reproduced) shows a coffee stalk in bronze-green and brown-red. P-N.G.'s first stamp issue, of 15 denominations, was made in 1952.

Tin Corporation decided not to go ahead.

Another Disappointment

Fred Ball, although again disappointed, was not deterred.

He had set his heart on a small gold-mining lease on the Sovohio River just upstream from the Kovagombi leases. He built a house and named it "Dunroman" as this was to be his last venture.

Although then 57, and not as strong as he used to be, he walked many times the track across the oven-hot several-feet-high grass of the alluvial plains from "Dunroman" to the Nalimbiu River. This was then roadhead; here he had built a Fijian-style thatched house as a depot.

His teething troubles with labour were many, and there were times when he was forced to carry his own pack alone these many miles, and sleep in the swampland where he found himself as night fell.

Just when things began to go well, and his unusual method of mining the gravels had begun, Fred Ball, through showing his boys how to work, did a little too much—and had to leave the Solomons for hospital in New Zealand. "Dunroman" was slowly reclaimed by the jungle.

Yet, in spite of his doctor's orders, it was not long before he

was again on the job, drilling for gold on the Jaba River in Bougainville with engineer Broadhurst, again for the London Tin Corporation.

Near where the river gorge enters the wider valley, earthquakes tumbled the rock walls into the stream and more than once shook the party from their beds. Photographs were received in Honiara of the Old Pirate—looking fit and wearing still his old felt hat, and resplendent with a beard dyed black with potassium permanganate, to hide his years (so he said).

Very little work had been done before once again Fred Ball did too much: while exerting himself and cursing the light drill stuck in the heavy boulder gravels, he suffered a stroke, and was again flown home to New Zealand.

He "Believed"

He recovered from this blow, to everyone's surprise, and also from the added complication of TB. But another stroke killed him.

Fred Ball was probably right in his belief that he could have made something of Guadalcanal if he had found it earlier. But it takes a man with his strength and spirit to appreciate it.

He was perhaps the last of the great tribe of persistent prospectors

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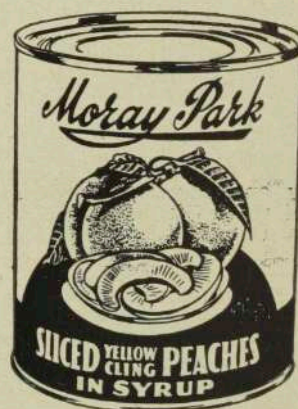
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prepared to suffer hardships as a matter of course.

What young men of today would be prepared to do the same in the ordinary course of events? Too often a government geological survey is asked to serve up a mining proposition complete with all trimmings on a plate: and unless this is done, nothing happens. Fred Ball knew better.

When next I visit the gold-bearing river Sovohio I shall look around the jungle tangle that marks the site of his house "Dunroman", and I will not be surprised if I should hear the familiar voice of my old friend from down below on the river bank, and the sound of gold-bearing gravels being shaken skillfully in an old prospector's pan. For if Fred Ball hears of gold beyond those Pearly Gates of heaven, he will be out again searching for it—and will find it anyone can.—JCG.

The Metcalfes

Veteran Mission Couple Retire From BSI

The Rev. John R. Metcalfe, who for the past seven years has been of the Methodist Mission in British Solomon Islands Province, and Mrs. Metcalfe, left the islands in February to live in Victoria.

Mr. Metcalfe has had 38 years of missionary service in the Solomon Islands. Mrs. Metcalfe, who was Sister Ivy Stanford until marriage in the 1920's, has lived in the Solomons for 42 years. Mr. Metcalfe was appointed to the Solomon Islands in 1920 as soon as he became an ordained Methodist minister in Victoria, where he had already spent some years as a "time missionary". At that time as a missionary was not without danger in the Solomons.

He is the last of the Methodist mission workers originally appointed by the Australian Methodist Mission Board to work in BSI.

In recent years the Methodist mission there has become the responsibility of the Methodist Church of New Zealand, and the mission stations are now staffed by New Zealanders.

Mr. Metcalfe expects to give a sabbatical period as a minister in Victoria before finally accepting superannuation status.

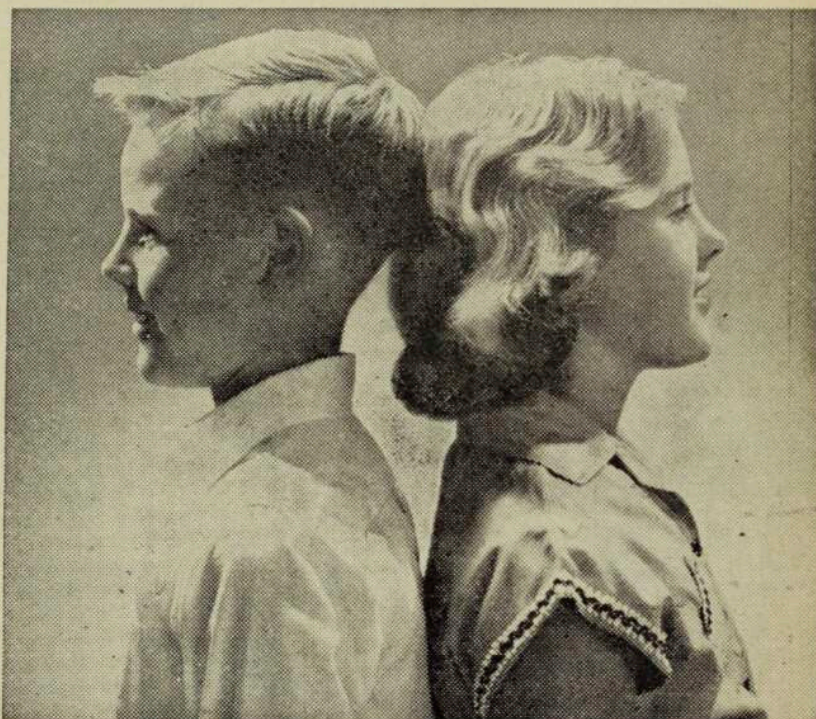
For much of their long missionary life Mr. and Mrs. Metcalfe lived on the island of Choiseul. They were there when the Pacific War broke out, and Mr. Metcalfe remained through part of the Japanese occupation. Eventually he and other missionaries were evacuated by the American forces.

When the Japanese were driven out of BSI, Mr. Metcalfe returned to Choiseul to re-establish the mission. Mr. and Mrs. Metcalfe transferred to Roviana, in New Georgia, in 1951, when Mr. Metcalfe became chairman of the Methodist mission district in succession to the late and famous Rev. John F. Goldie, who had then retired after nearly 50 years of mission service.

At one stage Mr. Metcalfe was stationed at Teop, on the north coast of Bougainville, as the first superintendent of Methodist mission work in Bougainville and Buka. Mr. and Mrs. Metcalfe have often been referred to as model missionaries.

They have been much loved by the people of BSI.

On January 30 hundreds of native women of Roviana gathered to say farewell to "Marama Metcalfe", their "Mother in Lotu" (worship). The service was planned and ably run by a few of the older women, some of whom had been girls under the care of the then Sister Ivy Stanford 41 years before. Each of several women speakers referred with affection to "Marama's" love of the mission people, her care of the sick, her readiness to help wherever needed, her words of encouragement and guidance, and her personal interest in each one of them and their families.



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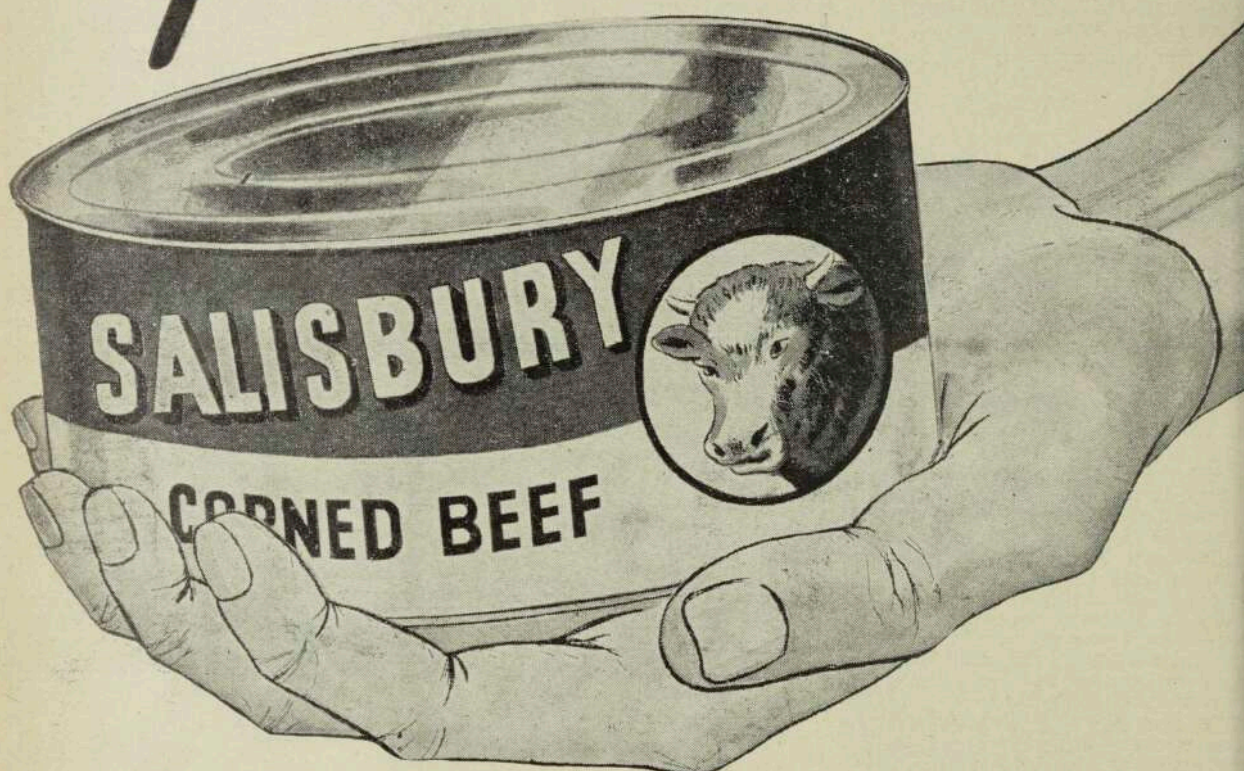
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OH, I LIKE THAT! A typical scene in Suva these days when a tourist ship arrives—and more and more seem to be arriving. An Indian pedlar lays out his wares on a street stall—and the visitors go over them with a sharp eye.

—Fiji PRO.

Apricot-Coloured Porcelain

Heir To A Famous Bath

• Are sea snakes venomous? Mr. G. Hicks, District Commissioner, Milne Bay District, New Guinea, says so, and on board the "Malaita" in February gave an accident-free demonstration of snake-charming (right).

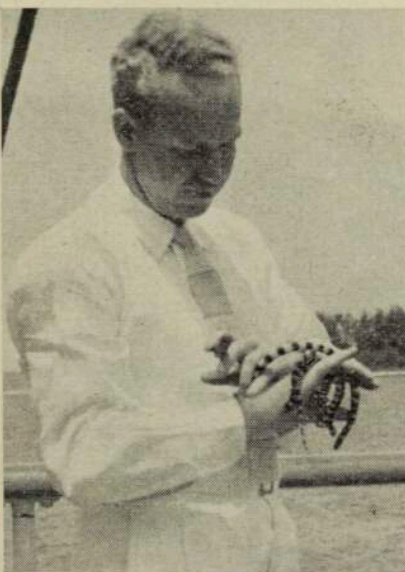
THE snake was one of several collected by the crew of the "Malaita" and destined for the Sydney Park Zoo, Sydney. The crew of this ship give up a lot of time to keeping the zoo supplied with tropical fish, etc. Special heated tanks are installed on the deck.

Mr. Hicks is the present custodian of the famous bath-tub imported during the latter days of the war by an American general for the use of a visiting film star, Carole Landis. The visit was a sensation at the time, and many are the stories told about it—for example, the incident of the spaghetti that during a banquet in her honour fell from the fork and, to the embarrassment of the general, lodged in her ample bosom.

The general's quonset house at Milne Bay has, with a bit of

renovation here and there, now become the District Residency—and there still sits the bath—a huge diagonal tub set in a square of apricot-coloured porcelain, mute memorial to the war, the Yanks, the base they built up and now is no more, and finally to the film queen who had an untimely death some years later.

Mr. Hicks is a bachelor. He is not addicted to apricot-coloured porcelain, and prefers a shower bath.



AMERICANS IN THE NORTH PACIFIC

Undertaking Scientific Research —En Masse

By a Staff Writer

• It was said in World War II, as we watched enormous forces, both human and material, piling into the Pacific, that the Americans never send a boy on a man's errand—they usually send two men.

THIS is true also of the United States' peacetime activities in the Pacific.

We have received from Mr. Harold J. Coolidge, Executive Director of the Pacific Science Board—he has been visiting the South Pacific—a 10-years' review of the Board's field programmes, up to the end of 1956. There is no doubt that the Pacific archipelagoes for which the Americans are responsible—and especially Marshall, Carolines, Marianas, Guam, Ryukyus, Okinawa and East Samoa—have had the full treatment.

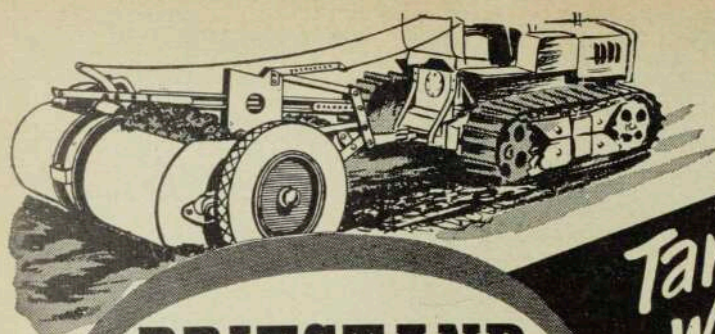
The Board has been responsible for the formation of CIMA, SIM, ICCP and SIRI. For the uninitiated, these represent Co-ordinated Investigation of Micronesian Anthropology, Scientific Investigations in Micronesia, Invertebrate Consultants Committee for the Pacific, and Scientific Investigations in the Ryukyu Islands.

176 Specialists

During the ten years 1947-1956, the Board, through these channels, and directly, initiated, supported and carried out a great deal of basic research. It fully employed no less than 176 specialists, and assisted another 69 scientists in private research.

By South Pacific standards, there are not many people in those North Pacific groups—except perhaps Okinawa; but, in ten years, the scientists have examined and reported copiously on their ethnography, atoll culture, anthropology, social organisation, land tenure, subsistence economy, psychology, native money, political factionalism, vital statistics, problems of resettlement, languages, botany, hydrology, marine zoology, entomology, geology, marine biology, ichthyology, forestry, nutrition.

No one can question the usefulness of the work. But how does America find the huge funds necessary for such projects, while virtually financing the free world in carrying on a global Cold War?



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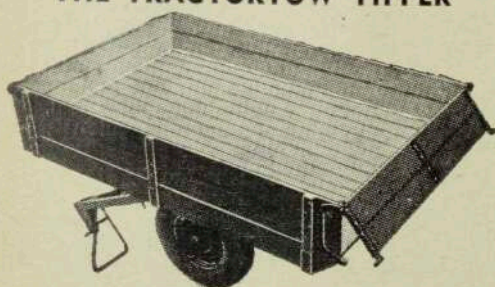
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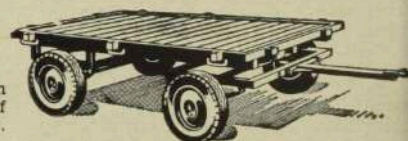
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DUST-UP OVER
NG NATIVE ART

What Does The Future Hold For NG Artifacts?

By a Special Writer

Two visiting collectors of native art had something of a falling out in New Guinea recently, and as a result officialdom has been taking a more than usual interest in the export of artifacts from the Territory.

It is possible there might be an alteration to the regulations controlling art exports.

The recent argument was between two collectors from America—both of whom were on a buying tour of the Territory, collecting objects for sale overseas.

However, when the time came for material to be exported, one collector got a permit for the objects to leave the country (and y left), and the other didn't. The collector who missed out was really annoyed. He flew back to Sydney and indignantly took the matter up with Canberra.

He wanted to know, probably naturally enough, why fish was made of one, and fowl of the other. The irate collector was given a sympathetic hearing, and the matter was eventually adjusted—with collectors ending up with their objects.

Sidelights

But some interesting sidelights came out during the barney. One collector accused the other of getting too much money to the natives for their work, and thus getting the trade for those coming later.

And the other alleged that it was also possible to take advantage of the natives by paying them too little—and that the other collector was doing it.

It was also brought out that apart from these regular visits by overseas collectors, there was a certain amount of trafficking in artifacts by private NG people, who made money as a sideline.

There are regulations in the Territory which enable the Administration to keep any art objects it finds in the country by forcing the exporter to sell it to the Administration.

But apparently these are not thought much into use and some overseas collectors have privately expressed scorn at the arrangement. As one said recently, "Who New Guinea knows the difference

between good art and junk? Who in Australia knows the difference?"

Two Opinions

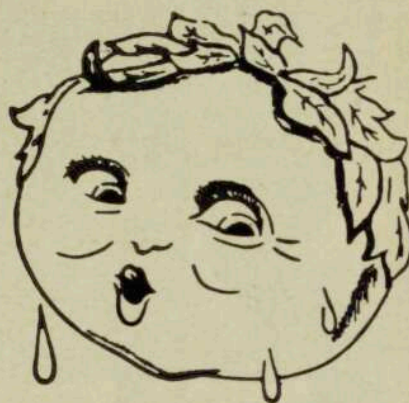
In the Territory itself, there seems to be two schools of thought as to what should be allowed out of the country. One school says that every effort should be made to keep genuine art objects in the country, before the time arrives when there will be nothing worthwhile left.

The other says that the Territory is not equipped to preserve the material even if it were collected, and that it might as well go to overseas museums, where it can be appreciated, as rot at home.

These are things to be said for both these arguments. But there are two facts that appear to be inescapable.

They are that Australian museums are getting precious little of anything worthwhile from P-NG and that many art collectors, who are in fact middlemen, are making money from NG art that perhaps could be made by the Australian Government.

FOOTNOTE: A late report says a P-NG Co-Operative's officer, Mr. C. V. Single, has been appointed purchasing officer for the Territory museum. He will tour the Territory looking for suitable antiques so that they will not be lost to P-NG.



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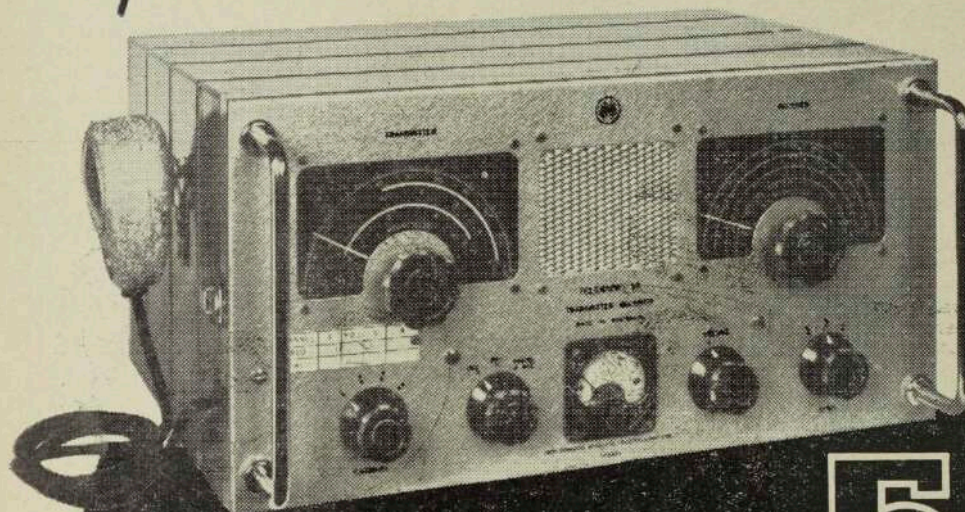
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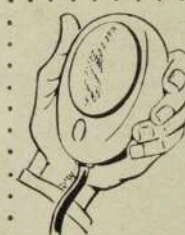
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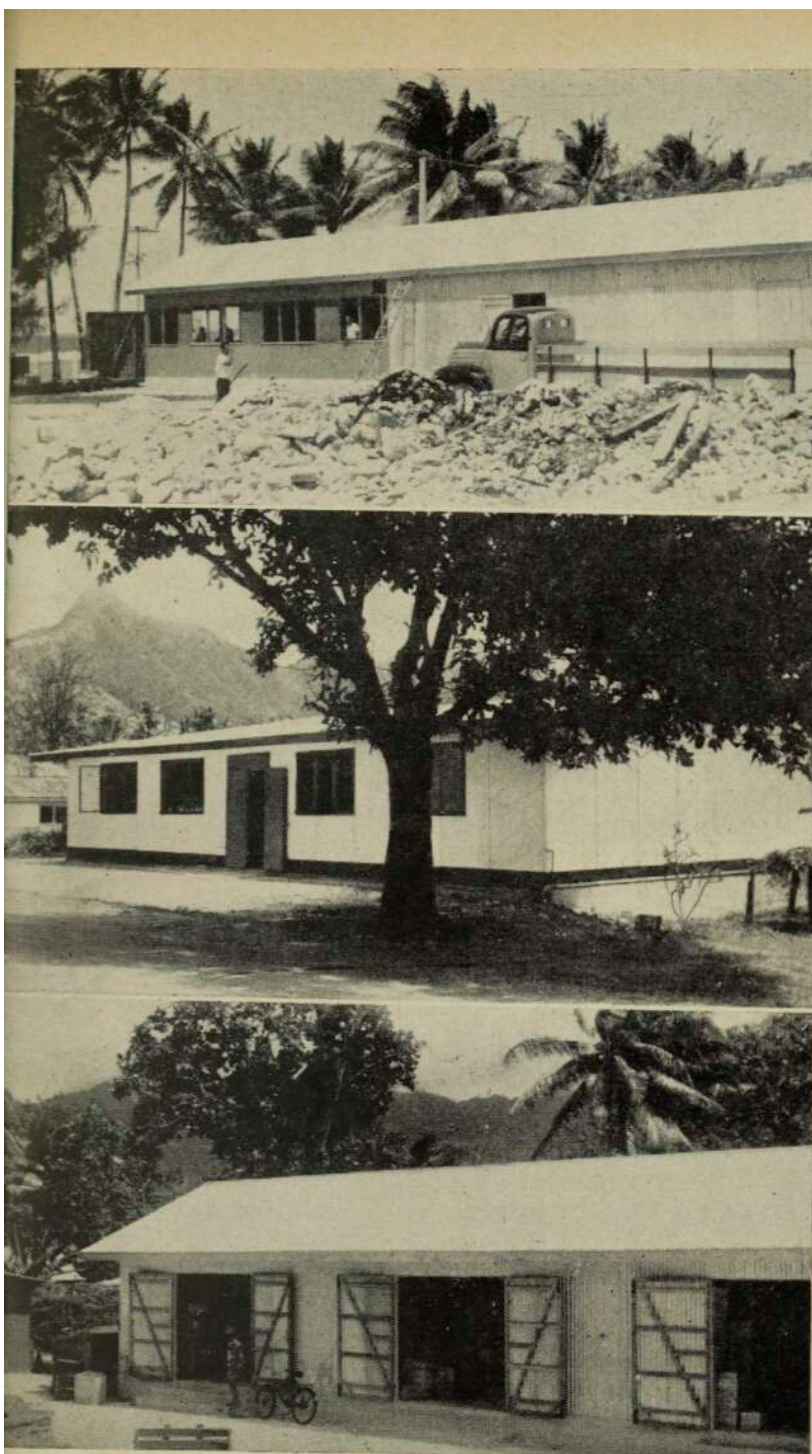
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The Changing Face of Rarotonga

The changing face of Rarotonga, Cook Islands, is shown in these photographs taken for "PIM" by W. H. Percival. TOP shows the new offices and stores block of the United Islands Traders, Ltd., now being built to replace those destroyed by fire last November. The bulk store will be erected on the rubble area, foreground. CENTRE picture is Mr. John Harrington's new store at Avarua, Rarotonga. Mr. Harrington sold out his Aitutaki interests. BELOW is the new U.I.T. trading store, erected in 16 days by Mr. Kati Heather's construction gang, under contract.

PACIFIC ISLANDS MONTHLY—APRIL, 1958

How to Read

An Annual Report

Pitfalls In The Cooks

From a NZ Correspondent

The *Auckland Star*, in its continuing and highly laudable campaign to present Cook Islands affairs to the New Zealand public in a series of temperate and well founded articles, found itself in holts with Island Territories Department in March over an unsigned article and an editorial about leprosy in the Cooks.

The material appeared on March 4, and late in the month it appeared the *Star* had lost the round, although not—Cook Islands residents will hope—the bout.

The *Star's* error was an unfortunate one. Anyone whose business it is to try to interpret government annual reports knows how difficult it can be to sort fact from official cover-up gobbledegook. Added to that is the term "year" used in such reports.

When a New Zealand annual report refers to 1958, for example, this means the fiscal period from April 1, 1958 to March 31, 1959—and anything that happened in the first quarter of 1958 did not happen in 1958 at all—that was 1957.

It was into this pitfall that the *Star* slipped, as well as into another, similarly concealed.

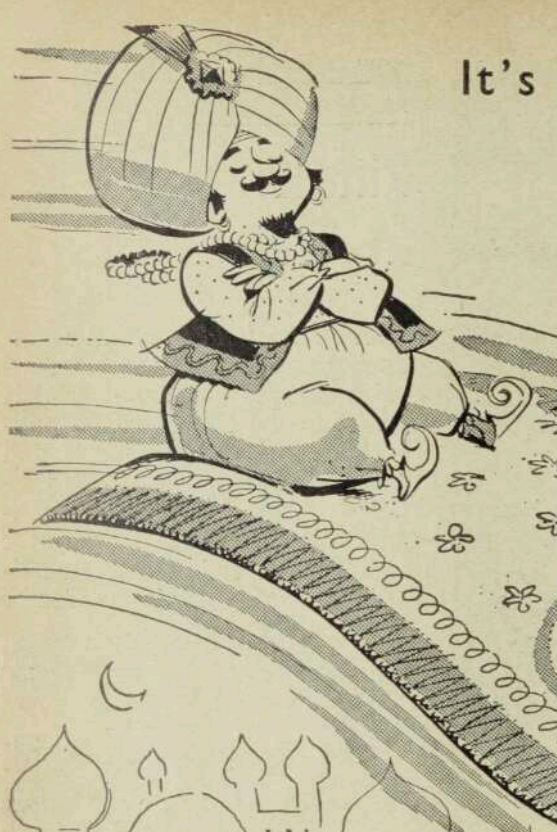
Late in February the new Minister of Island Territories announced that New Zealand was to step up its drive to eliminate leprosy at Aitutaki, and some figures were given which were certainly disturbing.

As a result the *Star*, doing a little research, came across a SPC report published in October, 1954, and compiled by Dr. Norman R. Sloan, a leprologist who had made a survey of the situation as it existed in May-June, 1953. This report was a grim document and it made recommendations for meeting the situation.

No Reference to Visit

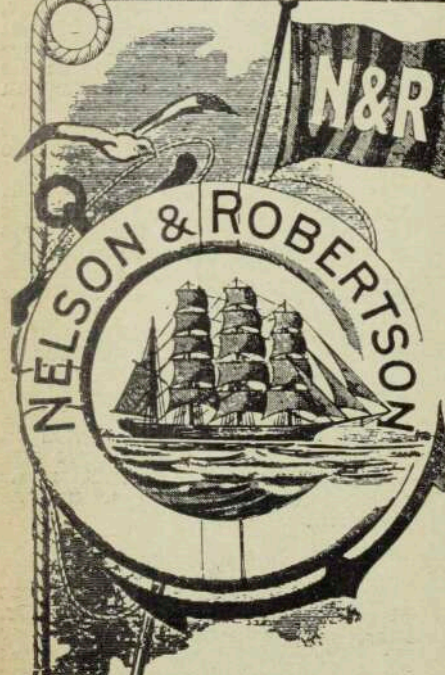
The *Star* found that there was absolutely no reference to Dr. Sloan's visit or to his report or its recommendations in the Cook Islands annual report of the year concerned—or of any later year, for that matter, and that the recommendations had not been implemented.

The *Star*, aware also that other highly critical medical reports on



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Cook Islands health in later years had received negligible if any mention in the Cook Islands reports, assumed that the Sloan report had been deliberately suppressed — and the newspaper pressed strong terms in adopting this assumption.

But due to the difference in fiscal and calendar years the *Star* made an error in its leprosy figures, which only further seemed to confirm the assumption of suppression of facts.

On March 13 the *Star* published a statement from the Minister in which he pointed out this error in figures. He also pointed out that the SPC report could not have been published except with the express authority of Island Territories Department.

This was proof, the Minister said, that there was no suppression of facts.

He also pointed out that there was a reference to Dr. Sloan's visit, not in the report on the Cook Islands but in the Department's annual report—an entirely separate publication which, in large measure, usually summarises in much less complete form, much of the material contained in the reports of the separate Island Territories—the Cooks, Niue, the Tokelau, Western Samoa, etc.

The Minister did not explain why there was no reference to the survey in the report in which everyone would expect to find it—the Cook Islands report. The Minister's correction was polished by the *Star* without comment; but this was apparently enough.

On March 21 the *Star* was made to get right down and apologise. It said, in part, the *Star* . . . "has received a communication claiming that certain statements in the article were defamatory of Mr. J. B. Wright, Secretary of Island Territories, by giving the impression that Mr. Wright was responsible for failure to render correct statements of the position". The *Star* . . . "unreservedly expresses regret . . . has certainly no desire to publish an incorrect statement reflecting upon the integrity of an individual civil servant, and it expressly apologises to Mr. J. B. Wright for any mistaken impression which might have been created".

Nowhere in the *Star's* articles or editorial had the name of any civil servant actually appeared, nor was blame expressly placed on the Secretary.

The incident did emphasise, however, that the Cook Islands annual report doesn't always pass to the public all the available facts or even a reasonable indication of where these available facts may be located. No doubt these subsidiary reports can be located elsewhere—but why are they not included in at least outline in the annual report?

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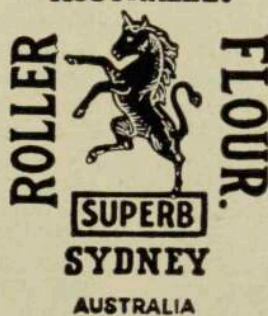
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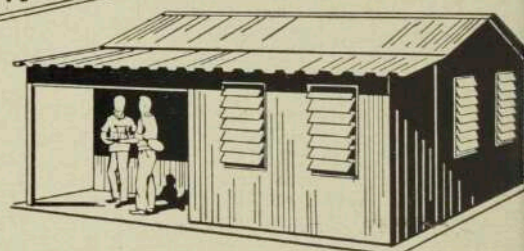
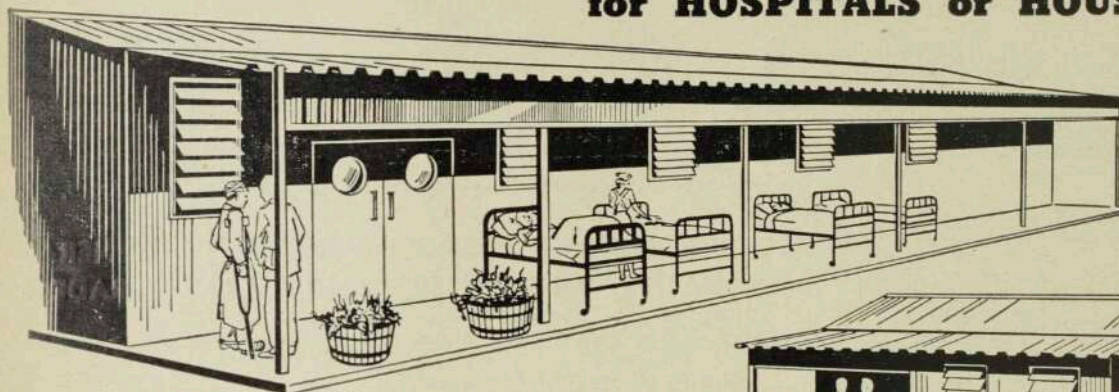
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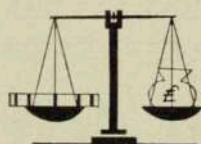


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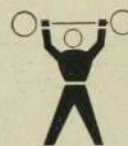
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celebrating Their Golden Jubilee

THE TRIALS AND TRIUMPHS OF THE POLYNESIAN ANGLICANS

● The Anglican diocese of Polynesia, whose headquarters is in Suva, this year celebrates its Golden Jubilee. Official celebrations will taken place between May 28 and June 4.

THE Anglican church was established in Fiji, in 1870, but the position, so far as the creation of a separate diocese was concerned, was regularised only in 1908—and the years immediately after, it passed through many vicissitudes. It is remarkable, that in the 50 years of its existence the diocese had only two Bishops, Bishop C. Twichell, who was consecrated in 1908 and resigned in 1921; and the present Bishop, the Rt. Rev. S. Kempthorne, who has served Polynesia since 1923.

Most of the diocese early troubles were financial and of this the *Issue* of the Church Gazette has this to say:

The appointment of the Rev. C. Twichell, Rector of All Saints, Poplar, as Bishop in 1908 seemed to solve these, but he was not out with totally insufficient support, and after surviving the difficulties caused by the 1914-18 and having used up much of his private capital, he resigned in August, 1921.

After his appointment he was involved in a complex legal action about the Campbell Bequest, an estate which had been bequeathed

The financial troubles of the church in Polynesia have not been missing during Bishop Kempthorne's term of office either—but they have been considerably less acute. In the post-war period there has been erected in Suva the very handsome Cathedral—monument to

the support of local Anglicans and to the energy and enterprise of the Bishop and his clergy.

Polynesia is, of course, a missionary diocese which includes work amongst the Fiji-Indians and the descendants of the Solomon Islanders who were brought in as indentured labour. From Suva also, work in Tonga and Western Samoa is conducted.

But alone amongst missionary dioceses of the Pacific, the Anglican church in Polynesia has managed to bring with it—probably because of the men who belong to it—much of the atmosphere of the English parish, and much less of the proselytising that can be expected from most branches of the Christian church in the Pacific.

Appeal for NG

Rector of St. John's Church England, Forbes, NSW (Rev. C. Crowe) appealed to his congregation in March for money to alleviate "the serious financial difficulties at present setting the Anglican Mission in New Guinea". He said there might be retrenchments among missionaries unless money was immediately forthcoming.

Under the will of the Hon. John Campbell for the establishment of a Bishopric of Fiji of the Church of England. This estate produced an annual income of never more than £230, and it fell as low as £100. He knew little of New Zealand, Australia, and only towards the end of his term as Bishop did he begin to receive support from Australia.

Bishop Kempthorne is a New Zealander but had worked in India and Malaya before being consecrated at Lambeth Palace Chapel as Bishop in Polynesia.

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Papuan Economy Could be Affected

IF NO OIL, PAPUAN BORING CEASES APRIL, 1959

Since Vacuum Oil interests in February (see page 27 of March *PIM*) announced that it had no more funds for further oil-boring in Papua, after June, 1958, the possibility of a major oilfield being found in Papua has become more remote.

UNTIL the end of March, the other two partners in the search for oil (the partners were American Vacuum Oil, 45 per cent.; British Petroleum, 45 per cent.; and Search, mainly Australian, 10 per cent.) had not disclosed their intentions. But a decision had to be made—another £800,000 had to be found, somewhere, if the present boring programme were to continue. The Australian Minister for External Development (Senator Spooner) went to Papua at the end of March, engaged in some conferences, and then announced: The operating companies (Australian Petroleum Co. Pty. Ltd., and Island Exploration Co. Pty. Ltd.), owned by the three interests mentioned above, wished to retain their search area in Papua for about 18 months.

It was proposed to complete three bores (Komewu, Barikewa and Kuru), and put down another one, Kuru.

Vacuum Co. would contribute more money after the completion of the three current borings.

Negotiations were proceeding under which the Australian Commonwealth Government might provide a subsidy of £250,000, to allow remaining partners in APC to complete the fourth hole (Kuru).

The three current bores would be completed about August and (if present plans were gone on with) the fourth hole in April, 1959.

The companies did not wish to render the area in which they struck a good gas flow (Barikewa).

There was no indication of any continuance of the boring (which had continued for over 20 years, at a cost of £30 millions) after April, 1959, but the whole situation could change overnight, if an oil flow were discovered in any of the four holes named.

Experienced observers will watch the new Kuru bore closely. That area is regarded as having the best indications of oil in the Papua field ever examined.

Meanwhile, owners of Oil Search shares are still hoping.

Papua's Economic Outlook

Cessation of oil-search activities would cut severely into the economy of Papua, which in recent years has based itself on an annual APC

expenditure of at least £A2 millions.

There is possible compensation, however, in the plans of the British Aluminium interests to develop, with Purari River hydro-electric power, (or, alternatively, with gas

from that Barikewa bore) a huge industry on the South Coast of Papua for the refining of bauxite ore brought from new bauxite fields in Cape York Peninsula and Arnhem Land.

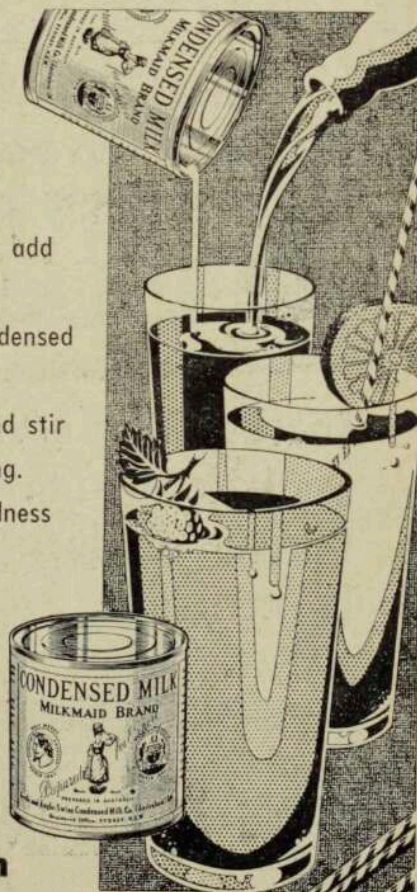
The Australian Minister, also, while in Moresby in early April, talked of the possibility of exploiting valuable deposits of nickel in the Territory. But that, as yet, has not got far beyond the stage of wishful thinking.

We should not lose hope while a single drill is exploring the petroleum possibilities of Papua; but present indications are that Papua should get ready to take up a couple of notches in its economic belt.

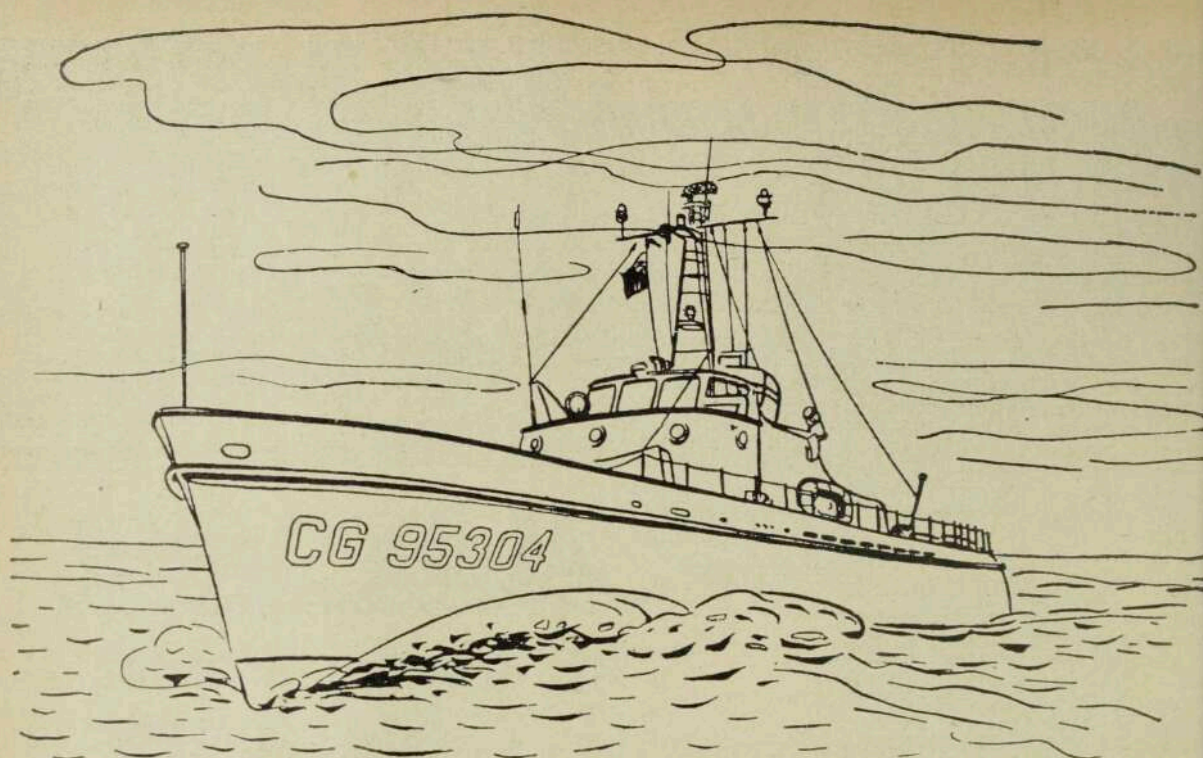
(See Finance Editor's Comment, page 164)

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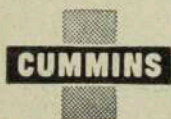
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These photographs, taken at Mr. N. C. Osborn's Tamiloa Plantation, about 10 miles from Lae, New Guinea, show cacao pods being taken from the fermenters, and the wooden fermenters in operation. Banana leaves are placed on top of the fermenters, and bags on top of those.

ONLY MONEY MAKES MONEY FOR THE COCOA PLANTER

By Pat Robertson, in New Guinea.

Wouldn't it be nice to slip down to Australia every now and again in the role of "Planter" from New Guinea? To enjoy the round-eyed wonder of the females as they listen to the fairylike tales of life in the tropics, wallowing in luxury and surrounded by servants?

WOULDN'T it be nice to lavish champagne on your friends; to sit into that poker game where sky's the limit, to be the idol of the envy of the males in the Guinea bar? Wouldn't it be to have acres of cocoa producing their lush pods at £480 a ton? Who wants to be a millionaire? Tell if you are prepared to recognize and contend with "mealie bugs", "moth", "panthorytes", "caterpillars", "capsids", and "amblya"; if you are prepared to sweat and work in sweltering jungle; to build your house, and to exist for 29 months before you see a cacao pod, when you are on the way to your first million.

Trek into the Forest

With axe over shoulder, or with natives with axes, you trek into the rain forest. This is the land you have leased for your plantation which costs approximately £100 an acre to clear.

You are anxious to get those beans in and see those trees growing. But believe it or not, you won't plant a cacao bean for six months. You plant lines of shade trees (*Lucaena glauca*) 13 ft apart to maintain them for six months before planting.

In the meantime you are still clearing, building your house, digging any rosewood there is around because these roots carry fungi to cacao, feeding and housing your labour line, and managing to get yourself. This is costing you

about £40 an acre for the first nine months—and no returns.

At the end of the first year—you've planted the beans (you should have 222 cacao trees to the acre, or unit, each one of which has cost you 12/6).

Rising two years the trees have cost another 5/- each, and from there on good maintenance is going to cost about £55 an acre a year. This includes native labour, supervision, housing and insurance.

You are starting to gloat now—29 months from germination the tree is supposed to bear—you've possibly seen the first tiny blossoms covering the wood, and had a celebration when the first pods were picked. But don't be too jubilant, you're a long way from that first million.

The third and fourth years, when the fruit is coming, is very important and a strict watch on hygiene is a full-time job. Carelessness with refuse can spread disease and fungus through the whole plantation of young plants and bearing trees. The crop, although not rotated, when fully planted finishes up with perhaps some areas 12 months behind the others.

In areas where there are "wet" and "dry" seasons, shade trees are cut out at the beginning of the wet to allow the foliage to grow again for the dry. And, of course,



At the breaking up, cacao pods, looking here like watermelons, are smashed with knives or mallets, after which the beans will be put in the fermenters.

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the constant watch for pests is maintained.

Never Ending

The process of clearing, planting shade trees and maintaining them to the stage where the new cacao can be planted continues all the time.

In some countries the cacao is planted out from nurseries, but most New Guinea growers prefer to put the beans (two or three in holes 15 cm apart) into the prepared ground. The best specimen—chosen for its shape and roots—is later left, and the others destroyed.

Nature usually endows young cacao trees with an intuition and means to control their bearing. This enables them to throw off the surplus pods and keep enough to flourish. But some take no notice, stay haywire and overbear. These overeducated ones have to be watched and relieved of their burdens and the breaks sealed off.

The older trees, too, have to be watched for the growth of chupons, suckers, which grow from the base and branches of the tree. These chupons have to be cut off carefully and the scar sealed with wax to prevent fungi entering the break.

You've been working hard all this time; you've managed to eat, to build some sort of a house, and to feed and clothe the children. That small friend of the cacao grower—the small fly called "Forcipymia" has done his work and pollinated the flowers; the pods are growing fat and it's time to get the fermenters ready.

There are big wooden boxes. Even wooden dowels are used instead of nails as the metal would cause oxidation and blacken the bean. The boxes are lined with banana leaves and are known as banana leaf fermenters.

Your First Cheque

After picking, the pods are carted to the fermenters, where they are broken up. The beans are put in the fermenters for six to seven days, turned and aerated at 24-hour intervals. Then they are taken out and spread on galvanised iron, where they are turned and moved every three to four days to dry. Drying and marketing follows—and you've got your first cheque. You need it, too, because by this time you are nearly broke, or badly bent, and you may have to form a company, and others will help you reap the ultimate harvest.

But if you can hang on for another three years, working, clearing, planting and supervising; if you can keep the place free of pests; if the bottom does not drop out of the market, and if you are still alive, you can sit back and watch the money roll in—although not exactly million.

NG CLUB BURSARIES TRANSFERRED TO MELBOURNE

By "Sanasi"

WHEN Australians were evacuated from NG in World War II, many evacuees settled in Brisbane, where they formed a group called the Queensland New Guinea Association.

They became an active body, and perhaps their best activity was to provide bursaries for children of women whose husbands were killed in the Islands.

Naturally, since the peace, the number of members has dwindled, yet the association is still active and

at the last annual meeting held in Brisbane on March 8, the retiring president, Mrs. Gladys Forsyth (Rabaul) announced that the credit balance of the bursary fund had been transferred to the Melbourne NG association.

Among those present were Mesdames Mona Bruckshaw (Rabaul/Madang), Doris Kendall, Maude McPherson, Norma Thornthwaite (all Rabaul), Nora Sinclair (Wau, who is the new president), Kitty Slee (Rabaul/Kokopo, re-elected secretary, her address being 11 Gorban St., Holland Park, Brisbane), Min. Battis (Madang/Rabaul/Namatanai), and Messrs. Reg Beasley (Sepik), Ernie Slee, and Syd. H. Chance (Manus, for *Pacific Islands Monthly*).

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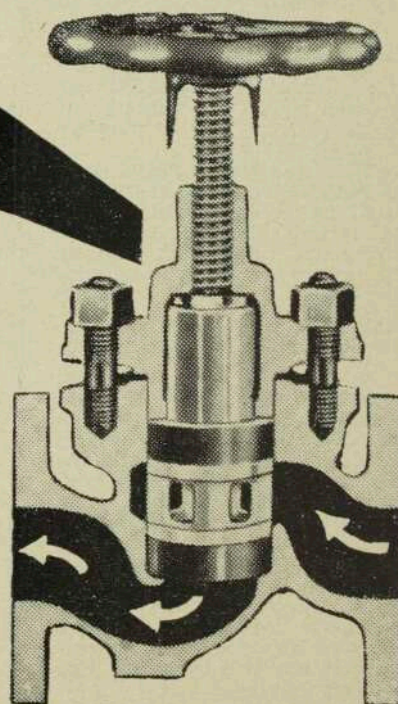
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Sir Harry Luke, KCMG

Useful Honour, When
ur Bags Are Lost

Harry Luke Takes a st Look at the Pacific

Until I saw Sir Harry Luke, former Governor of Fiji, recovering lost luggage, within minutes of sailing of the liner for London March 18, and getting it put aboard as the gangways came down, I always had regarded a KCMG as more ornament than practical

Now I should like one of my own, for the emergencies of travel. Sir Harry arrived in Sydney by liner on March 15, from Polynesia. He left his main baggage with air-traffic officials, to be placed in his cabin on the ship at Pyrmont, and set off for a weekend with old friends in the country. When he went aboard on the 18th, within sixty minutes of sailing-time, his luggage was missing. Urgent inquiries availed nothing. No one connected with the liner had seen the bags. No one seemed to care much—they said it was too late to do anything. Sir Harry's friends were furiously angry. They traced the baggage finally into a Qantas truck and no one knew where the truck

Sir Harry sat forlornly on a bench in the wharf shed. He thought he would stay on in Sydney, see his bags, and try to connect with the liner in Melbourne. At the last moment, the Qantas liner appeared, and a very hot and tired man brought the bags to Sir Harry.

But the liner's baggage-master was all gloom and pessimism. It was too late, he said. Customs (or someone) would hang, draw and quarter him if he put the bags aboard without official sanction.

One of the passenger's friends took the matter up with vigour. "Look", he said. "This is Sir Harry Luke, KCMG. He was met at Mascot by an official from the Premier's Department, and that official made the arrangements with Qantas about the luggage. Why should Sir Harry be penalised because someone did not carry out the arrangements?"

The KCMG did it. The baggage-master perceptibly wilted. "All right, we'll put your bags aboard,

sir", he said. "But Gawd knows what those Customs blokes will do about it."

A brawny crew-man shouldered the bags, and headed for the gangway. A greatly relieved Sir Harry fell in behind him.

Farewells were hurriedly said. "Sorry to leave so abruptly", said the former Governor. "But I'm not going to let that lad out of my sight."

Sir Harry Luke now is 76, and does not expect to return to the South Pacific. He carried away with him a portfolio of notes, for the book on the South Pacific Territories which he is to write for Oxford University Press.—RWR.

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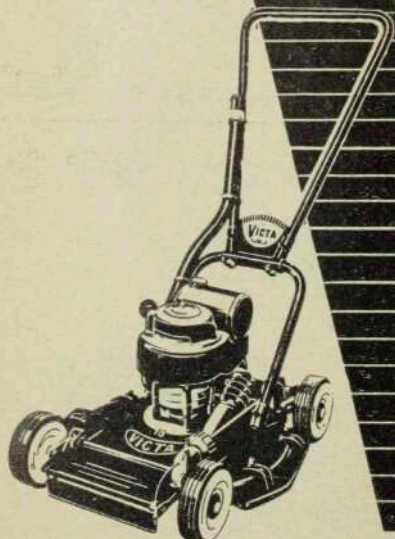


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TRY THE LONG WAY HOME JUST ONCE

From JUDY TUDOR, in New Guinea

In spite of the march of time, New Guinea travel still has many traps for the unwary. In a general way it is still far easier to get yourself into a place than out of it. This was my undoing.

mid-February, between two chores, I embarked on a leisurely nine-days' journey by ship, Laedang - Lombrum - Lorengau - Ziang - Rabaul. I was decanted Rabaul on a Thursday, which gave me just the two days required for my business there. Then by Qantas on Saturday morning direct, to Lae to pick up Skymaster for Moresby, in plenty of time for the opening of Legislative Council on Monday, March 3.

That's what I thought. But when I bounced into Qantas on that Thursday morning, I announced that I "had asked for booking" on Saturday's plane, I was informed sweetly but firmly I was, of course, only fifth on the waiting list.

I shall draw a veil over the subsequent proceedings—except that the next 20 minutes they conceded me to my entire satisfaction. I hadn't a hope-in-hell of getting out of Rabaul that side of Tuesday. But they did admit, tentatively, towards the end of the resting conversation, that they had a vague idea there was another plane in the Territory, called Mated Airlines, and that—yes, I did think the latter had a shot out of Rabaul on Saturdays.

All Full Up

Unfortunately MAL found itself in the same happy position as Qantas—full up, with waiting list. I returned to the pub to lick my wounds.

I had either to reconcile myself to missing the Legco meeting (which was one reason why I had gone to PNG in the first place) or it

now was time "to know a man that knew a man". To cut the story short—this man knew things to such good effect that I found myself booked out of Rabaul at dawn Saturday, by MAL, for Lae—the long way round.

This meant that for twice the normal Rabaul-Lae fare, I was going to see from the air, in 10 hours, all the places I had just spent nine days viewing leisurely from the sea. In addition, there would be two more touch-down points—Wewak, on the mainland

Wewak's modern new international airport building. But just where it's international to, nobody knows.

coast, and Goroka, in the Highlands.

At least I was manoeuvring myself into a position where, if the milk-run plane were not held up anywhere, I could make Port Moresby during Sunday. The journey itself seemed dreary in the extreme.

But I was wrong about that. It wasn't the most entertaining day I have spent in New Guinea—but it certainly was one of the most interesting.

These long-way-round planes are primarily for carrying native labour to their new jobs or returning time-expired labour home. Therefore, European passengers are in the minority and the plane is of the freighter type, with canvas or metal seats along the side of the unlined fuselage; and any freight offering is stowed under nets in the middle of the floor. (Over)

THEY'RE HAVING A WONDERFUL IGY

Nature could hardly have been more co-operative during the present 18-months IGY period which commenced last July.

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- There have been vigorous hurricanes, some following unusual tracks, in season and out of season. One, in the Marshall Islands area, sent huge, damaging ocean swells to points as far away as the Cook Islands and Tahiti.

- Conveniently accessible volcanoes have obligingly erupted so that they might be studied; and severe earthquakes have occurred in several parts of the world.

- Oceanographic research vessels, groping in the oceans' greatest depths, have brought up all sorts of interesting specimens—like the enormous sharks' teeth brought up by *Witjaz* in Micronesian waters.

- H-bombs, unwittingly, have contributed to the knowledge of Pacific ocean currents. Even artificial satellites, sometimes reluctantly, have taken to outer space.

All that's wanted now is co-operation in the form of fine weather and clear skies for a few minutes next October for the observation of the total eclipse of the sun in Polynesia.

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One of these seats was mine. It was infinitely more comfortable than the seats outside—but there were certain drawbacks. In that position, the engines seem not more than two inches from your reverberating ear-drums; and there is no way to look out except by craning up, so close behind the seats that you are breathing down the back of their necks.

here and there along the way. The day wore on, we would pick Europeans and drop them again and again. Some would come to me my cupboard—but rarely for more than one hop.

It was too noisy—you couldn't see
—it was too sick-making—it was
hot.

was all these things; but by time I was so completely saturated by the place nothing but a bomb would have disgusted me. You can travel the air lanes of the world, sail the Carports and champagne cocktails—but how often do you get to the spot with the pilots, through the abracadabra of seven take-offs and landings?

are—I've travelled in De Havillands and Drovers, where a single man pumps handles and pushes the planes in full public view. But I've always had the notion that, for these bigger jobs when the crew appeared behind that door, they probably guided the plane with a hand while they played gin-rummy and maybe cooked themselves a meal.

ot so. On the ground the pilots act like aerial super-cargoes, lating natives in and checking ves out; dredging up a bottle range cordial from somewhere in ot, tiny airstrip building and ing a European child a drink; ing cargo and scribbling madly sheaves of paper. In the air different, and two pilots of Queen's flight could not give e attention to full routine.

here is the black-magic of take-off and landing, when they touch a confounded thing in the cockpit, muttering some incantation which sounds like "Automatic pilot, tanks . . ." Then, with two sets of hands on the dual controls, they are off into the business of flying—always, foolproof flight.

here was only one rift in this
of my happiness. Something

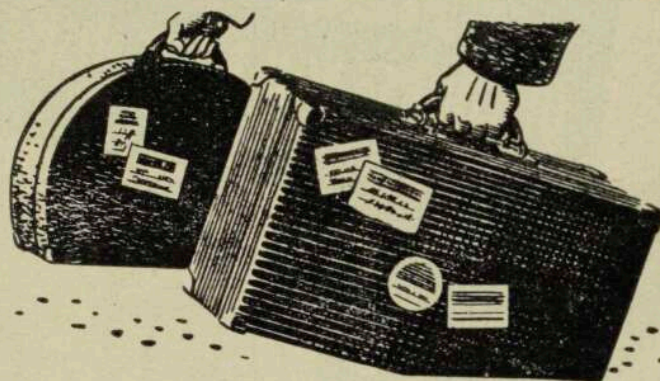
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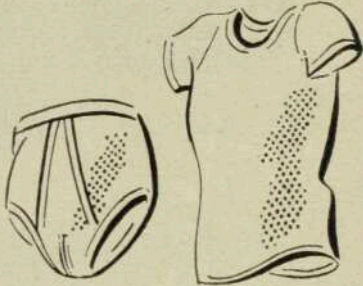
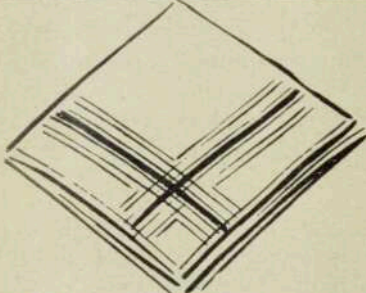
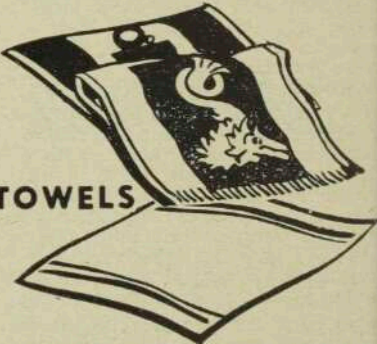
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APRIL, 1958 — PACIFIC ISLANDS MONTH

id happens to my metabolism the air, and although normally worry little about food, once aloft develop such hunger I soon could te pieces out of fellow passengers.

Pangs of Hunger

Somewhere between Kavieng and omote, then, I began to regret acerely the spurned tea and toast dawn, and think sadly of the urs ahead before Lae at five the evening. It was clear, from e contents of that cupboard I habited that not so much as a ermos of coffee would be forth-ning from that plane.

But when I went into the onset-hut terminal at Momote— ere, sitting alone and unattended, s a huge plate of pikelets, flanked a teapot and cups.

Everyone else in the place was hing around with pieces of paper madly figuring, and ignoring this inty. I did my best to prove, whoever provided it, that it was unappreciated.

When I was wandering around h my fourth pikelet and second e of tea the Chief Pilot, arently having observed this, ne up and said pointedly that would get something to eat Madang. Would I like a salad? When do we get to Madang?" asked.

about two, I was told. It was then a.m. I rushed off and got ther pikelet and came back and d a salad would do fine, thank very much.

There is nothing much to anguish one of these New Guinea trips from another—except that a round trip like this you are to get seven different varieties weather in the same day. But mote will for ever be associated my mind with pikelets; and dang with the best salad and ee ever—although eaten in a m marked Crew, hot as a furnace thick with the fumes of a osene stove.

o—these outport NG airports y only in the size of the tin-shed ting-room—all except Wewak. some reason, I had never been k to Wewak since I left it per-ently just before the war. But new Wewak was no relation that. Gone was old Boram atation where we used to occupy grace-and-favour, leaf-thatched se on the Point, when waiting the *Macdhui*. Instead, there is airport, with the best terminal dings in the Territory.

International, No Less

hen some more swamp is filled and the run-way enlarged, it will an International Airport, I was ut International to where? No can say.

is international now in a minor —the last stage out of New nea to Hollandia, NNG, and the one coming back. But that

doesn't warrant the present set-up. Maybe someone has plans—plans for a new Australian route to the Far East.

Somewhere after five, we bumped down out of Goroka's rain into Lae's hazy sunshine, journey completed. I thanked the pilots for an interesting day and they looked at me as though they thought I was crazy—as well they might. They had done the same trip in the reverse direction the day before, and were basking in the knowledge that they would not be flying again until late in the following week.

But even after the noise of those engines had faded from my head, I

still thought the long way round an experience everyone should try at least once. Take the short way home always, and you miss an interesting facet of New Guinea life.

And where else in the world do you get such pikelets as those at Momote?

TESTING GROUND "FORBIDDEN AREA"

A 39,000-square-mile area surrounding the US nuclear testing ground in the north-western Marshall Is. has been declared a forbidden area from April 5 until conclusion of intended tests, probably some time in August.

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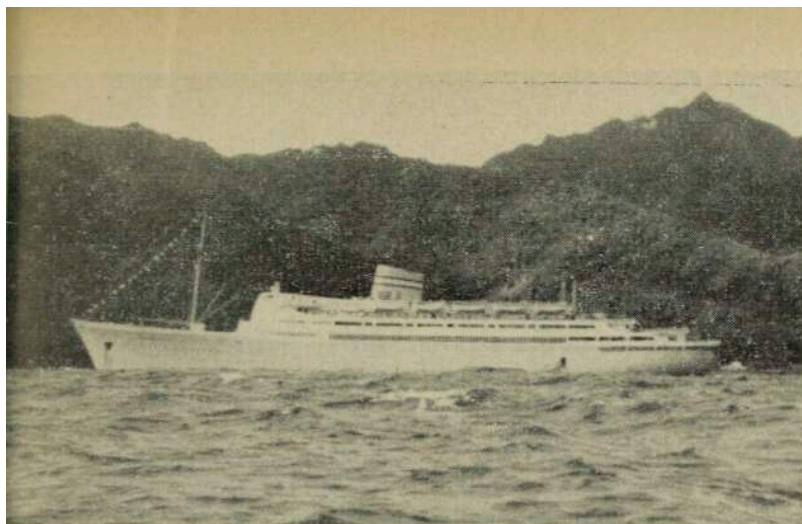
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The "Bergensfjord" anchored in the rough Rarotonga roadstead. —Stuart Kingon.

The Biggest Cruise Ship for 25 years

REAL HULA WELCOME FROM RAROTONGA

From Gordon Russell

For two weeks or more drums and throbbed in the villages at night as teams of dancers polished their items for the big day—the day the Norwegian cruise ship *Bergensfjord* arrived.

It was the first substantial cruise ship to visit here for some 25 years.

Local Islanders excel at putting on a show, and they were now ripe to present the big entertainment programme planned with the local Chamber of Commerce.

Among the first to board the aptly-named *Bergensfjord* was a welcoming party of teacher-trainees under the leadership of Raitia Muretu. His traditional challenge, their song and dance, went on well as an after-breakfast entertainer.

Rarotonga roadstead can be an wholesome spot and for days past local officials had been quietly waiting for a break. The night before had been boisterous but broke with promise.

By 9 a.m. about 340 tourists, of whom was most of them, plus the crew, had been brought ashore in the ship's launches.

Numerous "covered waggon" trucks with palm leaf canopies each with a teacher-trainee guide, were lined up to take the tourists to the dancing arena at the beach.

Dancing of the hula variety is common to central Polynesia, Samoa and Hawaii, and is now much debased in form as a result of European influence, lecherous and otherwise. But it can still be seen to great effect on rare occasions, and it is likely that Rarotonga offers the best chance of glimpses of something like the real thing.

Certainly the technique of the accompanying drummers is as virile as anywhere, comparing favourably with any recordings available from more sophisticated centres.

Hosts for the day were the Takitumu tribe, and on this, their territory, five Rarotongan district teams competed for acclaim, by ballot, as the winners of the contest.

The items that followed were an eye-opener even to blase local residents, satiated with hula. In contrast to the usual hula skirt of dress or shorts, headdresses and costumes were in most cases ingeniously contrived from local materials.

As for the tourists, they were a seasoned group (average age 65 years), rather blase perhaps, but the dancing brought a genuine response and pleasure at the sight of so much unsophisticated charm.

Only one thing rocked them: the prices asked by some curio dealers sustained by fantastic dreams of falling beneath a shower of American dollars.

Rugged Colonials

Perhaps the most notable feature of this visit was the demeanour and bearing of the Norwegian crew, in such contrast to that of the rag, tag and bobtail that seem to blot the logbooks of most cruise ships seen in Pacific waters these days.

Commodore Olaf Bjornstad, the rotund and cheerful master of the *Bergensfjord*, was very proud of them. It was not uncommon to see blonde young Norwegians bowing from the waist before rugged colonials, whose great grandfathers had run away from such old world lavender and lace.

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APRIL, 1958 — PACIFIC ISLANDS MONTHLY

That Incident
at Bena Bena

NOT THE SLIGHTEST INTENTION" OF RESCUING SURVIVORS

PIM's review of the latest Australian war history, *The Japanese Thrust* (January, p. 65) created wide interest. The interest was double in regard to the Bena Bena incident, which was reported in the review.

THE historian recorded that one party of weary Australian survivors from Rabaul had reached Bena Bena, in the Highlands, where they had been told they would be evacuated. But at Bena Bena they learned that only the American crew of a crashed bomber would be flown out, and the Australians had to keep walking. Eventually, according to the historian, four aircraft—two Boston 24's, a DH-86, and a Spartan—were lost attempting to rescue the Americans.

In February, PIM published a letter from a NG man who said he was in charge of the walking party. He said there was no DH-86 but three B-24's, and gave some other facts which he asked PIM to pass to the historian.

Since then, another letter has been received from Lt.-Col. B. G. Dawson, now Australian Trade Commissioner in Auckland. As he mentioned a well-known ex-territorian, G. W. L. Townsend, we sent a copy of his letter to Mr. Townsend and asked if he wished to make any comment. The two letters are published here.

In view of the previous letter, it could be a little confusing, but the answer probably is that there were more than one walking party at the time and that all our respondents have not been referring to the same incident the historian had in mind. But if anybody else wants to join in, they are welcome.

-COL. DAWSON'S LETTER:

I noted with interest on page 65 of your January issue, a paragraph describing how one weary party of Australian survivors, who had escaped from Rabaul, were informed at Bena Bena that they must walk to Moresby, while American aircraft were flown out.

I was the leader of that group of very sick Australians, and I did the work. It may interest you to know that the aircraft was an Australian Dragon Rapide flown by an Australian New Guinea pilot, Jerry Pentland.

We were informed that the instruction to deny to us Australians these Australian facilities, while granting them to the Americans, who were in good health, came from an Administration Officer named "Cassa" Townsend.

I have never met this gentleman, but have often wanted to.

No doubt this is another example of the Chief of Staff's policy, as related by the History, that the Rabaul forces was "expendable". It is clear that the Australian Service Chiefs did not have the slightest intention of rescuing any survivors of the invasion.

A few of us survived, in spite of them.

B. G. Dawson, Lt.-Col. (R. of O.)

MR. TOWNSEND'S COMMENT:

I remember this incident; also of a crash of Americans at Aiyura.

However, the only aircraft I had any control of in those early days (loading only) was the Ford which did several trips to Bulolo. I did insist there, on the aircraft tools and other special tools being loaded (this on instruction from Moresby) and I did deny loading of a packet of gold which a Mr. Simpson wished to get out. Simpson had boxes and boxes which we had no room for (did all contain gold?) and I believe he finally buried them.

I had no control over any aircraft, neither American nor Australian. Any instructions Pentland got must have come from Moresby.

G. W. L. Townsend.

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TEACHER OFFERS PRAISE AND CRITICISM:

Three R's Important, But Tonga Needs More Technical, Agricultural Education

In Tonga, one can't help being impressed with the feeling of educational awakening in the air, as if Tonga is emerging from its winter of neglect and obscurity into a spring of enlightenment and achievement.

It is true that the buds are opening slowly, ever so slowly, and that the standards achieved in the village schools are often depressingly low, but this is due not to any lack of goodwill and encouragement from the present government, but to the legacy of inadequate and poorly equipped schools, and the hard core of untrained teachers, left behind by the neglect and disinterestedness of former times.

But signs that point to a brighter educational future are:

- The steady building of new schools to replace old ones and to cope with the ever-increasing school population.

- The development of teacher-training that was commenced only 2 years ago.

- Improvement of teachers' salaries that will raise the dignity of the teaching profession and attract better recruits to it.

- The raising of the standards in the post-primary schools by the lifting of the requirements for the Lower and Higher Leaving Certificates.

- Development of Tonga High school which aims to bring selected students up to the level of the New Zealand School Certificate.

- Selection of students for higher education in New Zealand training colleges, universities, and technical schools.

- The desire to seek the help and guidance of more trained European educational personnel.

Most of these improvements have the worthy aim of producing better citizens for the cultural advance of Tonga. But when one considers the steps that are being taken to improve the educational, technical and cultural advance of the great mass of the present youth of Tonga, it is more difficult to see encouraging signs.

"More Craftsmanship"

No attempt has been made to have an integrated, comprehensive scheme of education covering all aspects of development. As a result, the whole educational system is lop-sided with far too much emphasis on its academic side and far too little emphasis on its technical and agricultural side.

While one cannot decry the value of a good, comprehensive, academic

education as the means of forming an enlightened citizenship, it is true that one of the most urgent immediate needs of the Tongan people is to improve their skill in craftsmanship so that they can build and repair dwellings and increase their techniques with tools and machines, thereby increasing their usefulness as villagers, farmers, tradesmen, and transport drivers on land and sea.

But no training in the use of tools is given in the primary

By E. A. Crane, MA

Mr. Crane last year completed a three-year term as principal of the Teachers' Training College, Nuku'alofa, Tonga. During that time he travelled throughout the Kingdom, assisted in the inspection of Government and Mission schools, and gained an insight into the Tongan educational system, which he discusses in this article. Mr. Crane is at present teaching in New Zealand.

schools, only very few secondary schools have woodwork or engineering facilities, and there are no wholly technical or manual training schools at all.

Moreover, the academic training of the primary schools is itself done only half-heartedly because of a reticence on the part of the teachers to make any serious attempt to teach English.

The Education Department, because it believes that English is the key that will open the doors to the wider realms of cultural, literary, and scientific advance, and because it has neither the staff nor the means to produce school textbooks in Tongan, officially encourages the teaching of English.

But, despite the fact that its syllabus of instruction printed 18 years ago lays it down that teachers in the top classes of the primary schools must teach wholly in English, I met only one teacher who had sufficient confidence to do so.

One of the really frustrating things about Tongan education is that there are so few opportunities for boys and girls to carry on their education after they leave school.

The usual channels of education available to adults in modern society are the Press, the radio, and the cinema. But in Tonga the paucity of any kind of literature printed in the vernacular, apart from a few church publications, almost nullifies the value of learning to read Tongan; and at present the great mass of the people have not attained sufficient competence in English to make use of English books and magazines.

Need for a Paper

What a great influence a Tongan weekly or fortnightly magazine could have as a means of enlightenment and further education!

The schools try to stimulate a child's interest in the outside world by teaching geography and history, but this interest soon flags without any radio giving local and world news, talks, or entertainment in Tongan.

The radio, too, could perform an important educational function through broadcasting model lessons to schools. The cinema is taking up an increasingly important amount of the Tongans' leisure time and is probably the sole opportunity most of the people have of utilising the meagre amount of English they have picked up from the schools.

It was really pathetic at times to watch the young men of Nuku'alofa, with no cultural outlets such as youth clubs, community centres, or libraries, sinking into an apathy of disillusionment relieved only by the wild-west picture shows or the clink of balls in the billiard saloons.

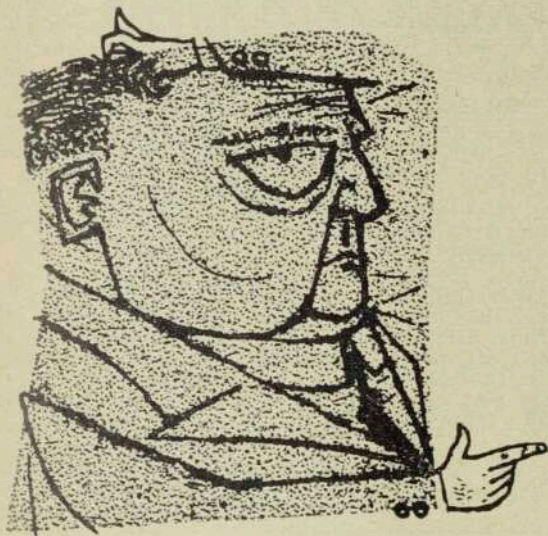
I shall never forget the feeling of futility that oppressed my spirits when, after inspecting schools on the lonely out-lying island of Mo'ungaone in the Ha'apai Group, I sailed away knowing that I was leaving the inhabitants to a mental isolation that no Tongan newspapers or Tongan radio could penetrate.

It is really surprising in a country proud of its Christian traditions to find so little appreciation on the part of the Government of the work that the churches are doing for education.

Just a half of the primary school population of Tonga attends schools staffed and supported by the various churches, with the Methodists predominating, while three-quarters of the secondary scholars attend Mission colleges. Yet the Government gives no subsidies on the building of church schools and no grants to mission teachers.

In face of rising costs the Missions are finding the burden of supporting their schools increasingly hard

"It partly depends upon Al_2O_3 "



"Sounds like the call of a radio station?"

"No—it's the chemical formula for aluminium oxide, one of the basic components of bauxite."

"Is that my worry?"

"If you were a user of aluminium it would be, but what is more important is the production of hydro-electric power. Do you know that a smelting plant employing fewer than 350 men and producing 30,000 tons of aluminium a year needs 100,000 h.p. of electric power?"

"Go on."

"Whereas a utensil and holloware plant employing 425 people and using 2,000 tons of aluminium a year would use only one-hundredth of the electricity."

"What does that mean to Australia?"

"It means that more people can be employed per unit of current and per ton of aluminium if the power is used for producing finished products rather than for smelting."

"And who is going to do the smelting?"

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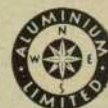
"The smelting plants of the Aluminum Company of Canada, Ltd., principal fully owned subsidiary of Aluminium Limited, are sited near vast hydro-electric generators. To the huge plant at Arvida and in the Saguenay area and at Kitimat, ocean freighters bring cargoes of bauxite and other raw materials needed for aluminium production. From these centres the world is supplied with ingots of purity as high as 99.99%."

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to bear, and a more generous financial co-operation between Government and Church would make for happier relations and increased educational efficiency.

Eight Suggestions

To sum up, these are my suggestions for the improvement of Tongan education:

- (1) Provision of better school buildings with separate rooms for each class, and desks for each pupil.
- (2) An increase in the number of teacher-trainees to overtake the bag of uncertificated teachers still remaining in the schools.
- (3) Provision of better facilities for the training of skills and crafts in the schools, and the building of a technical school in Nuku'alofa with advanced trade training.
- (4) Printing of more and better textbooks in Tongan for the use of the primary schools.
- (5) Granting of building subsidies and staffing grants to Mission schools.
- (6) Publication of a magazine or newspaper in Tongan for the dissemination of local and world news and the improvement of culture.
- (7) The setting up of a Tongan broadcasting station to abolish the isolation of the scattered villagers and to inaugurate broadcasts to schools. [A station is expected to be established in 1959, according to a recent report].
- (8) Promotion of adult education through youth clubs, community centres, and circulating libraries.

More Money Needed

Of course, if the arrows of these reforms are not to fall short of their targets, they will need a greater financial impetus than is even to education at present. It seems to me that there are two possible ways of doing this:

- Increase the proportion of general revenue that is spent on education. In 1953, only 7.9 per cent of government expenditure was devoted to education, a proportion that is lower than in most modern countries.
 - Depart from the traditional policy of free education, either by asking parents to pay a small fee of about £1 a year for their school-going children, or by instituting a small education tax of, say, 10/- a year which the whole adult community should pay.
- Tonga is a young country desperately striving to fill an increasingly worthy place in the family of world peoples. But unless it makes greater financial sacrifices to provide a better educational environment for all sections of its people the spring of its developing enlightenment will drag so slowly towards the summer of its cultural maturity.

New Guinea Film Is Worth It

By a Staff Writer

• A series of colour films made by the Commonwealth Film Unit in Papua-New Guinea last year are now beginning to reach Australian picture theatres.

The first of them, called simply "Papua and New Guinea" gives an outline of what the Administration is doing for the natives in the way of health, education and what-not—and producer Maslyn Williams gets a bouquet for some pretty good film-making.

Some of the colour shots of local scenery are breathtaking, especially the mountain scenery.

There are plenty of Pacific islanders with balmier palm trees and better beaches, but for what the travel agents would call "rugged grandeur", you have to go to the New Guinea highlands, or the inland mountain areas of Papua—and this film will prove it to a lot of people.

The film has one weakness. It lays on the Administration propaganda too thickly. A film as good as this one is its own propaganda. It doesn't need heavyhanded help from a script writer.

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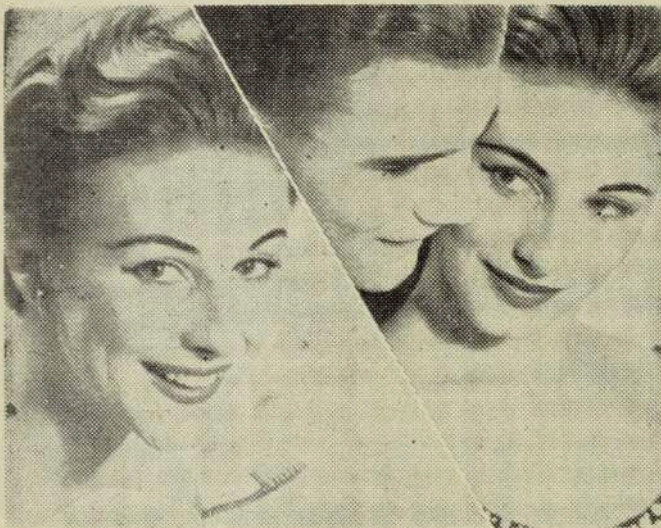
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WHAT WITH BRITISH, AMERICANS AND JAPANESE

Scientific Influx Brings Problems To the N. Cooks

From a Special Correspondent

The march of science is now very popular in the Northern Cooks at the moment, and the unpopularity has quite an international flavour.

There are complaints from Penrhyn landowners that the Cook Islands' Administration has served them a raw deal in stationing troops on the atoll during the Christmas Island nuclear bomb tests last year.

And there has been comment on the fact that diving for shell at Suvarrow will have to be suspended later this year while a Japanese scientific team observes the total eclipse of the sun on October 12.

About the nuclear complaint, the Penrhyn version of the story is that landowners were offered payment for the use of land on which the American and British military installations were to be set up. The Penrhyn people however decided to forego payment in favour of a deal whereby they would become the owners of all buildings, equipment and supplies which might be left behind when the troops withdrew.

Buildings Seized

The troops eventually withdrew leaving certain buildings and a large quantity of petroleum products in drums.

According to the Penrhyn report the buildings were promptly seized by the Administration and disposed of to selected people. The petroleum products were seized and sold to ship-owners and other consumers. The Penrhyn Island Council has had the matter under discussion in Rarotonga.

The Japanese astronomers were originally supposed to have planned to make their eclipse observation from Pukapuka or Nassau, in the Northern Cooks, together with American astronomers, but it has now been announced officially that the site will be Suvarrow atoll.

Japs Well Equipped

Permission has already been received by the New Zealand Government.

The Japanese unit will be very well equipped for a wide variety of

scientific observations and will arrive at Suwarrow aboard the 616-ton fishery training vessel *Oshoro Maru* of Hokkaido University in mid-September to set up equipment.

Additional to the crew of the vessel there will be 17 men in the scientific party, representing four different Japanese scientific bodies. The largest group will be a seven-man team of the Tokyo Astronomical Observatory and Department of Astronomy, University of Tokyo, headed by Dr. Z. Suemoto. A considerable amount of equipment will be involved. The duration of the trip at Suwarrow will occupy 2 minutes 44 seconds in all, with about 16 seconds of totality. The length of totality will extend only in a narrow strip across the Pacific from Peru to 158 degrees east longitude. Most, but not all, of the observations, will call for a clear sky.

Given Licence

Much of the scientific work will be duplicated from the various observation sites—Suwarrow, Pukaaka, Atafu, and Mopelia—in an endeavour to insure that results will be obtained from a location clear of cloud cover at the critical time.

Meanwhile, Mr. D. C. Brown, of Rotonga, has been given a licence again to conduct shelling operations at Suwarrow, because of the sing of Manihiki lagoon.

The atoll has been uninhabited—except for visits by passing yachtsmen—since Mr. Brown withdrew a shelling team in November, 1956, after six months work there, during which about 14 tons of shell was collected.

However, the present permit to resume operations contains a proviso that the atoll must be evacuated while the Japanese astronomical team is stationed there.

Mr. Brown said in Auckland in February that he had no idea why he was considered necessary for him to withdraw his team during the Japanese visit, as there should be no danger for all.

Dangerous Conditions

The divers were to be taken to Suwarrow by ketch *Taveuni* as soon as that vessel returns to the Cooks after refit in Auckland, where she arrived in mid-February.

Suwarrow is not popular with the divers who say that all the good diving appears to be in water below 10 fathoms. The lagoon contains much weed, and visibility below is rather poor, making for rather dangerous diving conditions, but the quantity of shell obtained in 1956 is reported to be generally good.

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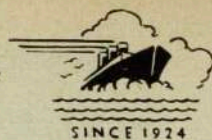
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A GLOOMY PREDICTION: EASTERN PAPUA "HAS NO FUTURE"

From a Special Correspondent in Milne Bay

This country of Papua—and more particularly this eastern end of it—has no future.

Copra now is the only product that keeps it going, and that is not good. A price of over £50 per ton is needed to make it payable.

I have just heard that there is to be a quarterly adjustment, and at the first one will give the copra producer another £8 per ton. Very nice, if correct.

The trochus shell industry took hammering when the price was high, and there is not such a great deal around now. Labour is so expensive and so inefficient, and so very irresponsible, that every operation has to be supervised.

The days when one could send a cutter for shell, in charge of a native, with several months' rations, and get the boat back with a load of shell, are gone forever.

Nowadays, if one sends a boat out that the skipper either sells rations for betel-nut and men, and spends his time answered until the rations are used, or sells some of the shell on the home; or else just sails around. Whatever he does, one can guarantee a good story will be told at the end and that no action can be taken against the native. Or, if action is taken, it is too expensive to any good. The native will be in some PO who has qualified away from the School of Pacific Administration to help him, while the plaintiff will have no one.

The PO's Rooster

A rather amusing case was one in which a friend of mine had lost two natives, who had stolen and eaten two of his fowls. They talked two small kids into going into the fowl-yard and catching the fowls, and had then killed and eaten them on the spot—all at night.

My friend had was circumstantial evidence, and the PO appearing for the natives almost had believing he had never owned fowls.

When the kids confessed.

They also told how they had been carrying a big black rooster to the PO's place, a week or so before—and this put the PO on my friend's side. Apparently the two had been making a practice of catching fowls and lifting the PO's roalorp rooster, which he had bought at much cost. The boys got months each.

The Co-Ops in this area have been hammering, with the long run of dry years. Not much was done in the good years to increase

the planting of nuts, although some coffee and rice was planted. The rice is negligible; the coffee may come to something.

One thing obvious is that the present conditions lend themselves towards breeding discontent among the natives, particularly among those who have been educated under the new scheme. There is no outlet for them to use their education. While things were booming there were many positions for them. They are ripe for some form of "communism". I hope some means of using them will be found but, with the present set-up, anything could happen.

Maybe I am unduly pessimistic but I have only seen this end of the country of late years.

BRITISH ALUMINIUM

STILL INVESTIGATING

USE OF PAPUA'S RIVERS

• A recent news report to the effect that the British Aluminium Company and associated interests might not proceed with the plan to refine bauxite ore by hydro-electric power from Central Papuan rivers, is not based on fact.

THE original plan—hydro-electric power developed on the Purari River, and carried overland to refining works, to be built on a new port in the sheltered water between Yule Island and the Papuan coast—is still under investigation and survey.

There appears to be no alternative to this method of providing power for the final processing of bauxite from the huge deposits in Cape York Peninsula and Cape Arnhem Land.

There has been a suggestion that the development of power from nuclear fission, within the borders of Australia, could provide the massive power needed for the final process in the production of aluminium. This, of course, would avoid the need for carrying the ore across Torres Strait for treatment in Papua.

Expert opinion, however, is that many decades will elapse before nuclear power will displace hydro-electric power, for a purpose such as aluminium processing.

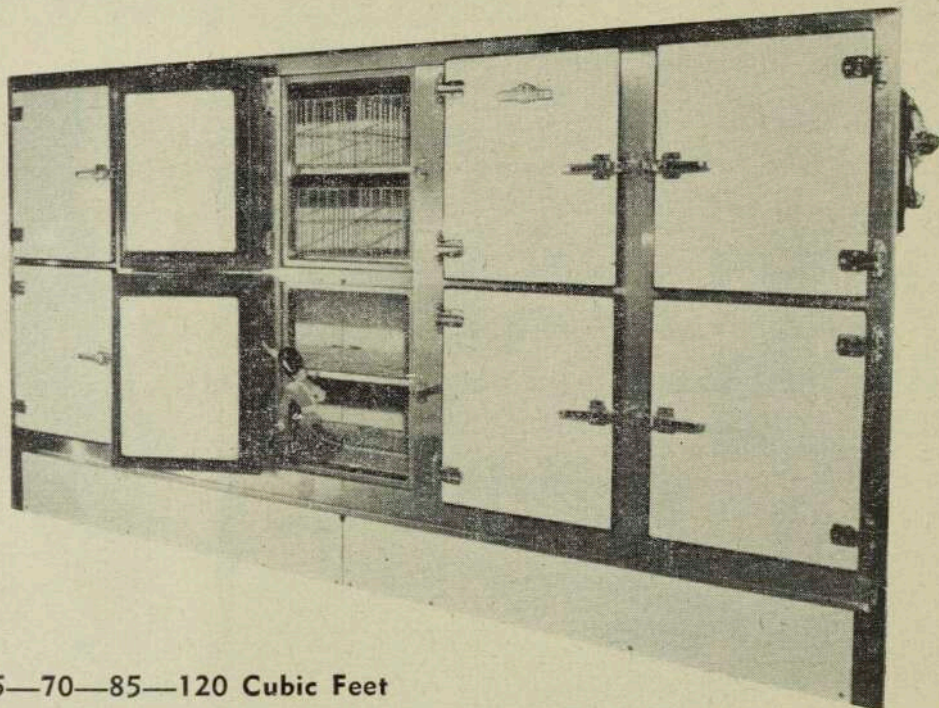
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LAST CRUISE OF
THE "WANDERER"

OLD LETTERS FOUND
IN A COPY OF JOHN
WEBSTER'S BOOK

• "PIM" in May, 1957, published an article by A. J. Sheat telling of Benjamin Boyd's ill-fated expedition to Guadalcanal in 1851, when he was killed by the natives.

Boyd's ship, the "Wanderer", afterwards headed south and was wrecked at Port Macquarie, on the SW coast.

"PIM" has now received the following letter from Mr. N. K. Wallis, Sydney, supplying additional information of historical interest:

MR. NORMAN WARREN-WATERHOUSE unearthed in the 'thirties two copies of that very rare volume of John Webster: *Last Cruise of the Wanderer* RYS. One of them were three original letters written by Webster (who was Master of the *Wanderer*), Ottiwell (Sailing Master), and Crawford (Mate).

Webster's letter, to a friend, described the attack by the natives on the *Wanderer*, the hand-to-hand fight on board during which Webster himself shot two of the attackers; and the subsequent bombardment and firing of the villages. Ottiwell's letter describes to the agents (Cohen & Co.) the wreck of the *Wanderer* at Port Macquarie and discusses the possibility of salvage.

Crawford's letter, written a little later, to Ottiwell, then in Sydney, counts any further chance of salvage and requests advice as to disposal of the few items saved from the wreck.

One of these was *Wanderer's* bell. Many years it was in the possession of the late Henry Perdriau. At his death, Mr. Edgar Perdriau presented the bell to the Royal New Zealand Yacht Squadron where it hangs today, in the vestibule.

I have in my possession, part of cedar table saved from *Wanderer* presented to me by the late Mr. "Bobby" Mann.

Scaled the Tower

As is well known, Boyd's light-house, at Twofold Bay, never showed a light—that is until 1935, 80 years after its erection. On that occasion the crew of my schooner *Wanderer* (named after Boyd's) and myself scaled the tower, hoisted up a drum of paraffin mixed with saltpetre, iodine

copper-sulphate and magnesium. The resultant multi-coloured flare was designed to draw attention to the rapidly disintegrating ruins of historic Boydtown which, at that time, interested citizens were attempting to move the Government to take over.

However, this move had an unexpected sequel. I was arrested for showing "an unauthorised light", the fate with which Boyd had been threatened, 80 years earlier!

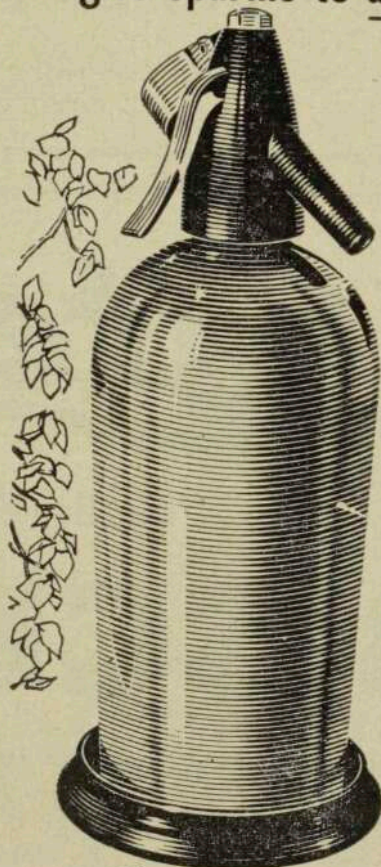
In 1951 I was at Honiara when HMAS *Culgoa* called, "showing the flag". At my suggestion the then Resident Commissioner arranged, with the Captain's co-operation, for

Culgoa to call at Wanderer's Bay (where Boyd was killed) and to hold a small ceremony marking the centenary of Boyd's death. I addressed the ship's company and local residents on the main features of Boyd's life and the tragic encounter at Wanderer's Bay, as recounted by John Webster.

The three letters referred to above I have presented to the Mitchell Library. One volume of *The Last Voyage* I am sending to the Royal Yacht Squadron at Cowes. Boyd was a member of the RYS; *Wanderer* was registered with the Squadron and consequently wore the White Ensign.

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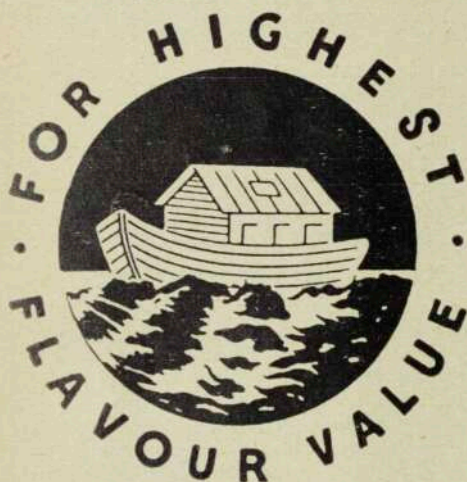
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IN REPLY TO "TOLALA": FIRST
MISSIONARY CONGREGATIONAL

PIONEERING ROLE OF THE PORT MORESBY PROTESTANT CHURCH

In his regular "Territories Talk-Talk" column in February, "Tolala" commented on recent moves affecting some Port Moresby Protestant churches. Now, in the following letter to "PIM", well-known P-NG missionary, Rev. D. E. E., of the London Missionary Society, Port Moresby, replies to "Tolala".

BELIEVING that it is the policy of your House to be factual, may I call your attention to erroneous and misleading statement in the *Pacific Islands Monthly* February, 1958.

I refer to the article on page 31 under the paragraph heading "Christian Unity". It is written by someone who hides behind the name "Tolala". I am sorry about his destiny; for, judging from his article, I am sure that he would not correct the wrong impression he has given to his readers not familiar with the facts.

The first European missionary to settle in the Territory was a Congregational minister, the Rev. Dr. W. G. Lawes. Dr. Lawes, as a missionary of the London Missionary Society, died in Port Moresby in 1874 and fifteen years later commenced work of the Elia Protestant Church, to care for the spiritual needs of the tiny European population of Port Moresby.

That work has been carried on by Congregational ministers from its inception to the present day. I was honorary minister from 1934

onward. The fact that its ministers have been Congregationalists is incidental. They were all missionaries of the London Missionary Society, and it is through this Society that the Congregationalists of the British Commonwealth have carried out their overseas Mission work since 1795.

The Principle

For the information of "Tolala" and other interested readers, I quote the "Fundamental Principle" of that Society:

It is declared to be a fundamental principle of the Missionary Society that its design is not to send Presbyterianism, Independency, Episcopacy, or any other form of Church Order and Government (about which there may be difference of opinion among serious people) but the Glorious Gospel of the Blessed God to the heathen; and it shall be left (as it ought to be left) to the minds of persons whom God may call into the fellowship of His Son among them to assume for themselves such form of Church Government as to them shall appear agreeable to the Word of God.

The needs of the ever-increasing European population of Port Moresby demand the services of a minister who can devote all his time to the United Protestant Church. Appreciating this need, the members of the Elia Protestant Church, who have at times been representatives of at least seven different denominations, sought for association with the United Church Board of Northern Australia. This Board controls the work of the churches in Alice Springs (Flynn Memorial Church) and the United Church in Darwin.

Multiplicity of Sects

I am in entire agreement with "Tolala" concerning the danger of the multiplicity of sects in the Territory. This multiplicity of diverse teaching in that which is so fundamental to human character can only lead to confusion and chaos. The Anglican, Methodists and our own Society have been staunch supporters of the "Spheres of Influence" policy introduced into Papua many decades ago in the days of Sir Hubert Murray.

The present-day trend of many of the long-established Missions is in line with the ecumenical movement of the World Council of Churches. I am convinced that the Fellowship at Port Moresby, under the ministry of the Rev. Paul Parkin, will help the people, European and Native, towards a goal perhaps suggested by "Tolala", but graphically and definitely stated some nineteen hundred years ago: "There shall be one flock and one Shepherd."



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The Value of the Tourist Trade

Port Moresby people, in common with others in the Pacific, have been totting up the proceeds from the visits of American tourist ships.

Some of them have gone to the trouble of working out what was spent by the average passengers from the "Bergen-fjord", which spent four hours in port, and the "Kungsholm", which was in Port Moresby for 12 hours.

Their answer was 10 dollars each—or \$10,000 in 16 hours!

GLAND DISCOVERY RESTORES YOUTH IN 24 HOURS

Sufferers from loss of vigour, nervousness, weak body, impure blood, failing memory, and who are old and worn-out before their time will be delighted to learn of a new gland discovery by an American doctor.

This new discovery makes it possible to quickly and easily restore vigour to your glands and body, to build rich, pure blood, to strengthen your mind and memory and feel like a new man in only 8 days. In fact, this discovery, which is a home medicine in pleasant, easy-to-take tablet form, does away with gland operations and begins to build new vigour and energy in 24 hours, yet it is absolutely harmless in action.

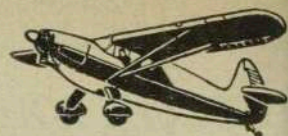
The success of this amazing discovery, called VI-STIM, has been so great that it is now being distributed by all chemists here under a guarantee of complete satisfaction or money back. In other words, VI-STIM must make you feel full of vigour and energy and from 10 to 20 years younger, or return the empty package and get your money back.

VI-STIM costs little, and the guarantee protects you.
Vi-Stim
Restores Manhood and Vitality

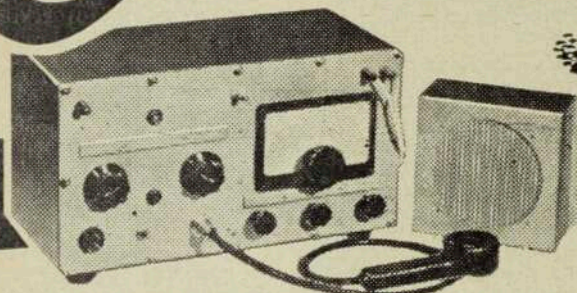
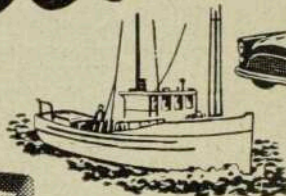


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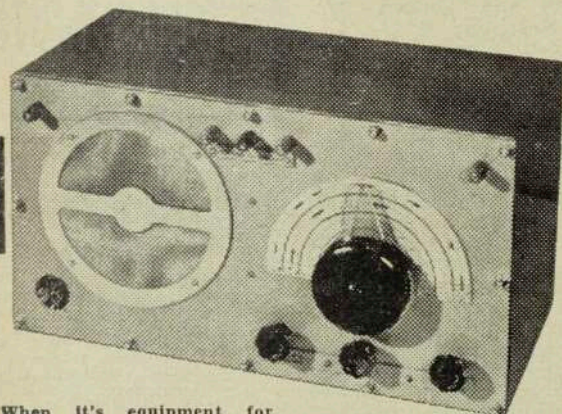


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This transceiver provides amazing results when used on coastal fishing boats and pleasure-craft. Most suited, too, for inter-island communication. It will receive and transmit up to and over 300 miles. Operated on 12 volt D.C.

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Range of more than 500 miles. Most powerful and operates under most hazardous conditions. Twelve volt D.C. Can be supplied with 1 to 4 fixed frequencies for transmitting.



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Range is unlimited with a "Tropic Eagle". Completely tropic proofed—available in 7 valves, 240 volts, 50 cycle A.C.—6 valve Vibrator—6 valve, 1.4 volt with heavy duty batteries. Continuous coverage of short wave lengths 16 to 150 metres, also BROADCAST BAND 540-1,600 Kc's.

CRAMMOND "Karpophone" RADIOTELEPHONE

The ideal unit for all mobile transport. Designed for V.H.F. Systems. Can be used in 6 or 12 volt vehicles (interchangeable) models 70-80 MC/S and 100-108 MC/S bands. Also 156-160 MC/S bands. Range approximately 20 miles. Measurements 10 in. x 10 in. x 5 in. Weight 18 lbs.

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Pacific Islands
Monthly

MAGAZINE SECTION

Tropicalities

BULLY BEEF IF YOU WANT IT, TOO

IN a small hotel in the heart of one of New Guinea's most beautiful valleys, internationally famous dishes from nearly every country are presented on a menu which would whet the appetite of any gourmet.

The hotel is Wau, the hotelier Bob Zeelen, and the recipes include *Vichyssoise* soup from France; *Bami Goreng* from Indonesia; *Hungarian Goulash* from Hungary; *Patchcock* from Europe; and *Chocolate Volcano* from America, which can be topped off with locally grown fruit and coffee, and Danish and Dutch cheeses.

Bob Zeelen, former manager for *Robe Hotels Ltd.*, at Goroka, was for six years in Port Moresby. He catered for the Duke of Edinburgh during the Duke's Territory visit in 1956.

He is not long back from a world tour when he visited the well known hotels of Fiji, Honolulu, America, England and the Continent, and made a study of the preparation and serving of meals in the most famous hotels around the world.

In the near future, Mr. Zeelen plans to build self-contained cottages near the present hotel at Wau, where tourists and visitors can enjoy the mixed pleasures of sight-seeing, swimming, golf, and tennis.

SYDNEY'S FRONT DOOR IS CHANGED

It was Monday, March 24. I stood on top of a building in Macquarie Street, Sydney, and watched the first rush of motor traffic across the eight high roadway, over Circular Quay, after the Premier had officially opened the new thoroughfare. This huge wall of concrete runs along the edge of Circular Quay. There has been much reclamation here, over the last 150 years. Philistine little ships once berthed where now soars the double highways—one for trains and one for cars.

I thought of the thousands of little ships which had gone from Circular Quay, out among the Pacific Islands, in the first century of Sydney's existence. How many

of their companies had ever imagined a thing like this! How many of the wretched convicts who built Circular Quay had even dreamed of electric trains or motor-cars, let alone this huge structure for their accommodation.

And then I thought of Kipling's "Song of the Cities—Sydney":

*Greeting! My birthstain have I
turned to good.
Forcing strong wills perverse to
steadfastness—
The first flush of the tropics in my
blood
And at my feet, Success.*

—R.

JUST A LUMPY OLD ATOLL

BEAUTIFUL, rugged, well-populated Rarotonga, in the Cooks, was taken aback recently when it heard an American news broad-

cast announcing that a commercial airline would make a special call to Rarotonga to pick up some Americans stranded there after their private Catalina broke down (see elsewhere).

They didn't particularly object to the announcer insisting that the commercial flight would be made by the non-existent Tasmanian Empire Airways, but when he referred to Rarotonga as a "tiny remote Pacific atoll" they felt like throwing the fellow off the peak of 2,000 ft. Mt. Te Manga.

COLD SHOULDER FOR THE ANTARCTIC SCIENTISTS

IT'S not often that New Guinea is held up as an example to Antarctica, but Senator George Cole managed to do it in the Australian Senate in March.

He made a plea for the scientists who work under strenuous conditions in the Antarctic for 12 months at a time. He said they were treated harshly in having to pay income tax, and should receive the same consideration as the people of New Guinea, who didn't have to pay tax "because of the conditions under which they live".

DO YOU REMEMBER?

From PIM of
20 Years ago



PIM's issue for April, 1938 had a familiar ring about it—it spoke of banana export problems, Mission difficulties, exploding volcanoes, shipping disasters, the copra market, tourist possibilities—and the comings and goings of Islands people. Here are some highlights:

From New Guinea, a correspondent, Mrs. Helena Rex, was complaining that many of the Missions "don't play fair". She said, "They obtain from the Administration special concessions on the strength of their activities being of a spiritual nature. But that doesn't prevent them entering into the sordid, money-making businesses they affect to so despise".

The NZ Government decided to take over the marketing of Fiji bananas in NZ, because it considered the price was too high.

In Tonga there were rumblings about the active part the Wesleyan Mission was supposed to be playing in local politics, and a report said there was "bitter criticism" over the fact that "no important step is taken by the Government nowadays unless the Methodist missionaries are first consulted".

Manam Island volcano, off the coast of the Madang district in NG, was in violent eruption, and there was concern for the natives, who couldn't get to the mainland because of heavy seas. (It has been in eruption in the last few months, and the natives have been evacuated to the mainland).

Isolated Midway Island, just a cable station, would be converted to a powerful naval base, the US Government announced.

The Finnish barque "Pamir" (which sank in tragic circumstances last year) visited Noumea to load nickel ore for Germany—and caused something of a furore in the process. The Finns' interest in the local ladies upset numerous husbands and lovers. Some crew members also insisted in shouting "Heil Hitler!" around the town. Brawls soon broke out and the crew was confined to the ship at night.

BP's ship, the "Morinda" struck a reef off Malo Island in the New Hebrides. A French sloop took off her passengers, and she was floated off a day or two later with only minor damage.

HMCS "Pioneer", official Government yacht for Fiji for many years, made her last voyage—to the open sea, where she was sunk. "Pioneer" had originally been built by Singer, the sewing machine millionaire, and commandeered by the British Admiralty in World War I.

What the Senator didn't say was that from all accounts P-NG won't be tax free for much longer.

AN OLD LINK JOINED AGAIN

CURIOS collected by Fiji's first doctor, Dr. Richard Birdsall Lyth, are now back in Fiji after an absence of more than 100 years. The collection includes beautifully woven mats (one worn by Taufa'shau later King George Tubou I, first ruler of the kingdom of Tonga) which is woven with 17 strands to the inch, and carved figurines with limbs that move—possibly made as dolls for girls of high rank.

Dr. Lyth was a pioneer missionary of Fiji and Tonga, first arriving in the Pacific in 1836. He spent 15 years in Fiji and took his collection back to England with him in 1854.

Curator of the Suva Museum, Mr. R. A. Derrick, heard of the collection last June through a Suva man, Mr. C. A. Stokes, who is related to the Lyth family—and inquiries in England resulted in the curios coming home, after a

century.

NOW THEY'VE BUILT A CATAPON

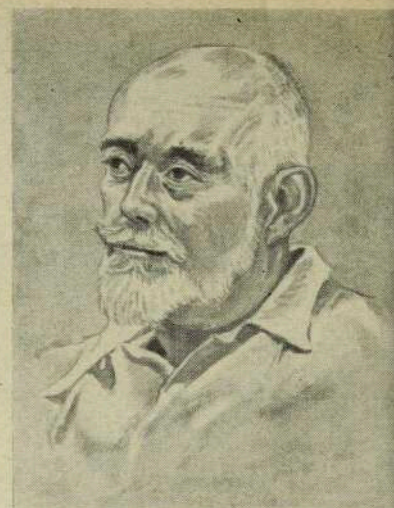
ATHING called a catapon has arrived in Honolulu. It's not an animal but a new type of seacraft, designed by an American Presbyterian minister, who also happens to be a construction engineer.

The catapon looks a bit like a jazzed up outrigger canoe. It consists of two metal tubes acting as pontoons, and slung between them is a platform carrying a steering wheel and an outboard motor. There is room for several people.

The minister, Mr. M. E. Rhodes, says his boat should go well over reefs, and in Honolulu he's looking for somebody to finance him.

POLICE BLOSSOM INTO PRINT

FIJI has a new quarterly, *Fiji Police Magazine*, edited by Assistant Police Superintendent C. Marlow. It contains a lot of material of general interest, and will be on sale to the public.



G.A.V. HAS THE GOOD OIL ON NEW GUINEA

G. A. V. STANLEY, of Port Moresby, is a distinguished geologist as well as a keen worker in other scientific and historical fields in New Guinea. He was born in 1901 and passed through the Sydney Technical High School on his way to the University of Sydney. He graduated B.Sc. and made his first contact with the islands on a visit to the Solomon Islands in 1927, to do field work on Rennell Island. He was next employed by the Commonwealth Government on a survey of Cape Vogel, Papua, for the Anglo-Persian Oil Company. He visited Rabaul, Aitape and Vanimo, before joining the Search, Limited, in 1930.

This began many years of service in the Aitape and Sepik districts, where he was the team which carried out extensive exploration and mapping of the Sepik Valley, much of which was then uncontrolled. He was noted for his ability to make friendly and peaceful contact with new tribes.

"G.A.V." won the confidence of the hill-land natives to a remarkable extent, which was very valuable to him at the time as in the later war years. In 1938 he transferred to APC and carried on his geological work until the advent of the Japanese war. He was then commissioned as a Sub-Lieutenant RANVR for service with the Far Eastern Liaison Office. His previous experience in the Sepik district enabled him to do valuable work in that area during the Jap occupation, for which he was awarded the DSC in 1945.

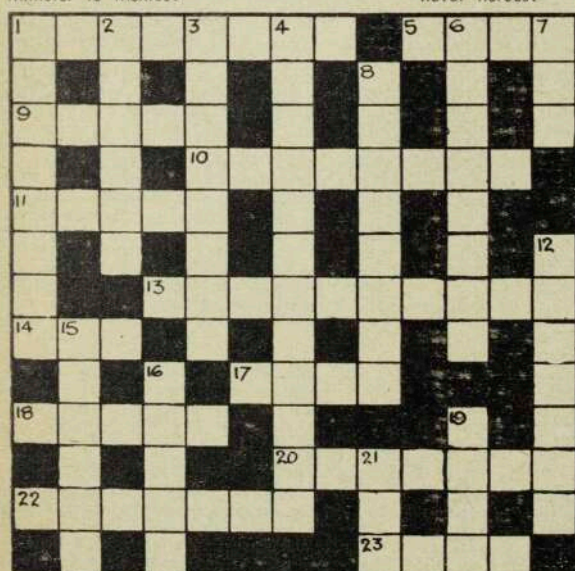
In 1946 "G.A.V." rejoined APC and worked in Papua until his retirement, at the age of 50, in July 1954. While still associated with APC in an advisory capacity, he has time to devote to his other interests. He has collected an extensive library dealing with New Guinea, and has worked on the compilation of a bibliography of New Guinea.

A lot of his abundant interest and energy is at present devoted to the preliminary organisation of a full-scale scientific cruise to New Guinea by the ANZAAS (Australian New Zealand Association for the Advancement of Science). This would involve the chartering of a large liner for over 1,000 members who could make the visit, possibly in 1960, and this will keep "G.A.V." working happily for some time.—BRETT HILDER.

CROSSQUIZ

— ACROSS —

- 1.—Which celebrated portrait is also known as "La Gioconda"?
- 5.—What anagram of cane can also cause worry to young people?
- 9.—What famous thermoplastic was produced by the du Pont laboratories in 1938?
- 10.—What stimulant is found in both tea and coffee?
- 11.—What blue gas is formed when oxygen is subjected to an electrostatic discharge?
- 13.—What Mexican flame-tree, with large scarlet leaves was named after an American Minister to Mexico?



(Solution on page 97)

- 14.—Which English river flows into the North Sea at Whitby?
- 17.—What are common to theatres and mines?
- 18.—What is the East Anglian name for a lake-like expansion of a river?
- 20.—Who was the father of Juliet in "Romeo and Juliet"?
- 22.—What is the term for the offspring of a black and a white?
- 23.—Which is the smallest tide?

— DOWN —

- 1.—Which animal was sacred to the Egyptians for its ability to kill cobras?
- 2.—Who was the greatest of British naval heroes?
- 3.—Which knight became a monk after King Arthur's death?
- 4.—Which American city is proud of its cable trams?
- 6.—What were the men called who served under Wingate in Burma?
- 7.—What is another name for the moose?
- 8.—What is the country residence of English Prime Ministers?
- 12.—What well-known part of early motor cars has been replaced by the induction coil?
- 15.—Who composed the music for "The Chocolate Soldier"?
- 16.—What is the term for a small party united for some secret design?
- 19.—What was Napoleon's first place of exile?
- 21.—Who is the god of flocks and pastures?

The Chiefs Feasted on Boiled Rice and Biscuits

When Britain Was Reluctant About New Guinea

By G. A. KING

It is now more than 73 years since the first definite action by Britain on New Guinea—the proclamation of a protectorate over what became known as British New Guinea, and is now called Papua.

THE ceremony of proclaiming the protectorate was carried out at Port Moresby on November 6, 1884, by Commodore J. E. Erskine, commander of the Imperial naval squadron in Australian waters—in those days Britain provided for our naval defence—and he told the chiefs and natives generally that they would henceforth be placed under the protection of Queen Victoria and Her Majesty's Government.

"Evil-disposed men will not be able to occupy your country to seize your lands, and take you away from your homes", the Commodore said.

He added: "We are amongst you as your friends. Always keep in your minds that the Queen watches over you, looks upon you as her children, and will not allow anyone to harm you."

Quaint happenings occurred on HMS *Nelson* on the day before the proclamation of the protectorate. Mr. John F. Mann, of the Royal Geographical Society of Australasia, guest of Commodore Erskine, has recorded what happened:

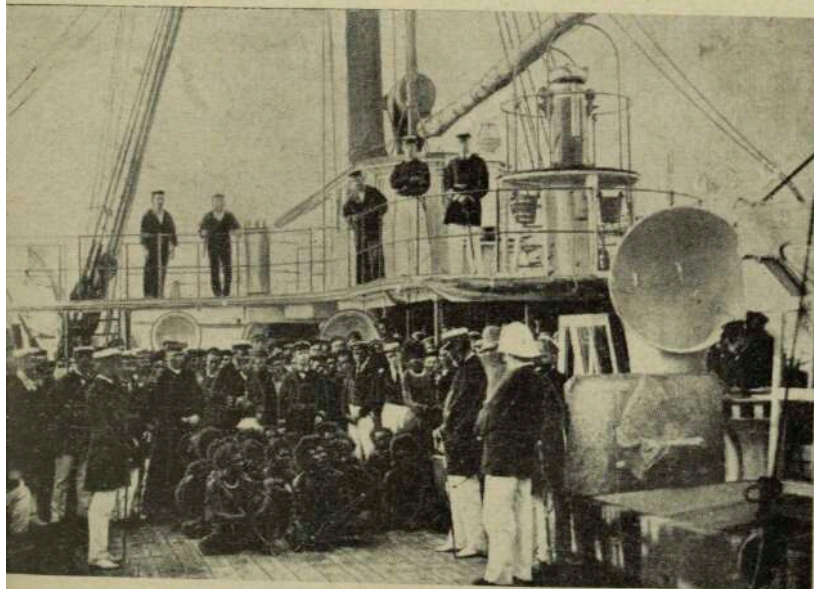
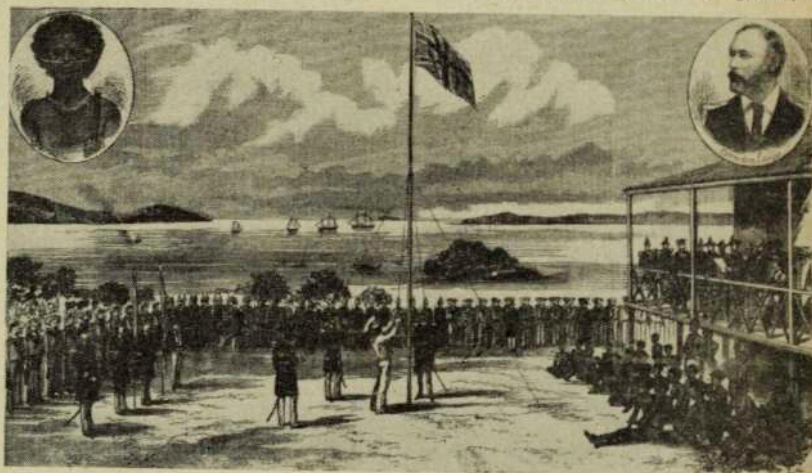
About 4 p.m., the chiefs from various parts of the islands, together with the Rev. W. G. Lawes and the Rev. James Chalmers, both well-known missionaries, were assembled on the deck of the *Nelson*.

"One chief, Boe Vagi, wore a red

'wide-awake' hat and a shirt," Mr Mann wrote. "Another chief came over the side 'dressed' in something supposed to represent a shirt. It was so torn and filthy, however, that a native teacher, after a private and presumably tactful talk, induced him to take it off in order that he might look somewhat respectable. Bo Vagi had already worn his shirt for two years!"

Boiled Rice and Biscuits

"A tub of boiled rice and sugar was then set before the natives and, squatting around, each chief was supplied with a large basin full, and an iron spoon with which to eat. Before beginning the 'feast' the teacher recited grace," but Mr Mann says that "the words were lost upon the natives, their thoughts obviously being on the boiled rice. The basins having been emptied, the



The old drawing at the top, from a sketch made on the spot, shows the hoisting of the British flag at Port Moresby in November, 1884. The scene is not far from where Hanuabada stands now. The photograph above was taken aboard HMS "Nelson" the day before the Protectorate was proclaimed. Native chiefs squat on the deck.

chiefs turned their attention to ship biscuits, two of which had been served out to each man."

Commodore Erskine then told the chiefs that the ceremony to take place next day would include the hoisting of the British flag and the reading of a proclamation by Queen Victoria.

The chiefs then went to the Commodore's cabin, and each received a present of tobacco, a shirt, knife, tomahawk, etc. On returning to the deck, some of the ship's guns were fired for the edification of the natives, but they could not be reconciled to the noise.

In the evening the ship was partly illuminated, rockets were fired, and the searchlight was switched on, the display being brought to a close by sounding the steam fog-horn. This caused great consternation among the natives, some of whom took to the forests and hid. They thought the whistle was a large dog howling for food.

New Guinea, of course, consists of three parts.

Holland has had sovereignty

(Continued on page 96)

But Where Does He Go From There?

Limerick Winner Takes His Island (With 59 Palms)

By a Special Correspondent

Wiser counsel apparently prevailed with Mr. Kent Shelby—the American who won a Fiji island last year by supplying the last line of a limerick.

WHEN he arrived in Suva in *Orcades* at the end of February, he was accompanied not by his wife and 15-months-old daughter, but by his friend Douglas Howard who was better able to stand the rigours of life on a pint-sized islet in the Pacific—equipped with some mud and mangroves, but a fine beach on one side; 59 coconuts; a furnished Fijian bure; and an outboard punt.

Heaven knows what Mr. Shelby intends to do with the island—but there has been a suggestion that he would like to raise fruit and poultry there. What he got for his prize

was a life interest in the island—plus a return trip to Fiji from California and two weeks' holiday in the Colony. What happens next is strictly up to him—and maybe to his friend Douglas Howard, who is a professional photographer.

The pair stayed two days in Suva and two in Lautoka, and then on the afternoon of February 28, started off with a local welcoming party for the island which is two miles off shore near Lautoka.

Mr. Bob Howlett, of the Fiji Visitors' Bureau, who organised the Fiji end of the limerick competition, has written this description of their first reaction to the prize island. Here it is, plugs and all:

"A half-hour run in the launch brought them within close range of the beach and surroundings. Shelby, scanning the scene with binoculars, was delighted with what he saw. 'I had been led to believe it was much smaller and not as pretty as it really is', he said. 'It's terrific!'

Furniture on Loan

"The vessel anchored about one hundred yards from the beach and the boys and their luggage were ferried ashore in a dinghy. Once on the island they made straight for the bure. The interior had been furnished with loan furniture from Northern Hotels Ltd. Tapa or masi cloth covered a corner wardrobe and the front of the small bar. Gay yellow and green painted cane chairs occupied one-half of the bure. Two single beds with green bedspreads balanced the furniture arrangement, and a table, an icebox and a safe lent an utilitarian air. Bamboo vases with green trailing plants hung from the walls and clam shells with creeper plants decorated the table and the bar.

"Shortly after arriving, the boys were welcomed by the turaga-nikoro (headman) and villagers in traditional Fijian dress from the nearby Fijian koro of Vitogo. Yaqona, or kava, was prepared and offered to the new arrivals and they were presented with two lovely salusalus or leis.

"Shelby thanked everyone for their kindness at the conclusion of the presentation, and then set out to explore his own tropical island.



Kent Shelby (left, in the striped blazer) and his friend Douglas Howard, receiving leis from Mrs. Janet Lloyd of the Fiji Visitors' Bureau when they arrived in Suva from California in "*Orcades*" on February 25.

—Fiji PR

Shelby's main interest was in the outboard motor donated by the Pacific Area Travel Association. The motor was attached to a small punt rented for the occasion by the Visitors' Bureau. In a matter of minutes (after looking over the island) Shelby decided to see from the sea and he set off with one of the Fijian lads.

Island Outrigger

"A large outrigger canoe got with the island, but Shelby thought he had better take lessons in how to sail an outrigger before putting out to sea. Other things he and his friend had to learn were the method of lighting a Coleman kerosene double burner stove and a benzil lamp. And how to cook. The first few meals were conventional. Steaks, chops, bacon, eggs and canned vegetables. But Shelby hopes to spear fish or two, catch a crayfish, or unearth a clam colony.

"The escorting party stayed on the island for several hours waiting for Shelby to return from his outboard motor trip. They finally decided to move back to the town. They rounded the island, in the distance, standing in a small dingy was Kent Shelby. He had learnt his first lesson—make sure the clamps of your outboard motor are securely fastened to your vessel.

"The motor was recovered later about seven feet of water."

I BELIEVE!

I know a place where red hibiscus thrives,
And cold-clime foreigners break out in hives;
Bananas grow as big as liver-wurst,
And those who do not buy a few are cursed.
Where ants abound, and Rhino beetles lope,
And most efficient servants steal the soap,
And everyone grows fat, inclined to laze
Beneath the nearest tree in noon-day haze.

Where corn is standing ten to twelve feet high,
And people seldom cheat, or tell a lie,
And luscious maidens sway in hula-skirts,
And women aren't obliged to iron men's shirts,
And there's no need to worry overmuch,
About the sales tax, income tax and such.

I know this place, although I haven't been;
And must believe it, though I haven't seen—
Whenever Islands people roam abroad,
They tell these tales around the table-board.

JOYCE E. ERIKSON,
Newcastle, NSW.

It's Hard Work for
the Japs in Rabaul

10 HOURS A WEEK FOR £10 A MONTH

By a Staff Writer

After all the talk-talk that preceded the arrival of the Japanese salvage teams to Rabaul about a year ago, their presence there has caused not a ripple on the local mill-pond.

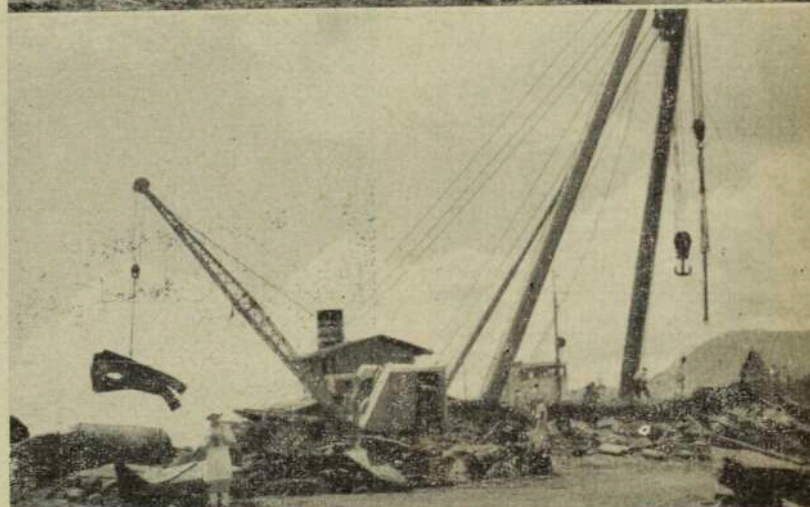
WHEN they pack up and move on—probably in April—business houses who have enjoyed their custom will be sorry about it. Okada Gumi, the outfit which is doing the salvage, might have been in Rabaul longer if there had been no dispute as to who owned some of the sunken vessels in the harbour. L. Chipper and Co. says that it bought them all; the Administration says that it did not. A Supreme Court case is pending to settle the argument.

By that time Okada Gumi will probably have moved off—to Buin—and once gone is unlikely to come back to get what scrap remains, unless there is a sudden revival in the scrap metal market.

The sunken wrecks are blown up, cut up with oxy torches underwater; the pieces are raised by the floating crane (the funnel and backhouse of this tremendous conception can be seen in the background of two of the accompanying pictures; and the arms of the crane itself are shown in one of them) and brought ashore to the salvage camp on the foreshore a few miles out of Rabaul. Here the scrap is cut into more convenient sizes and loaded on Japanese ships.

50 or 60 Japanese

Two photographs show Japanese and cranes working at the camp cutting up and loading the pieces of scrap.



Between 50 and 60 Japanese live in hutments at the camp. They work 10 hours per day, seven days a week. They get paid £10 per month, and have two days off. Which explains why Japan is the only country remaining in the scrap metal market.

The bottom photo shows, right of centre, marked X, anchored offshore and obscured by a barge, all that remained of the *Herstein* (or *Herstine*) in early March.

This is the Norwegian vessel in

which civilians, caught by the Japs in Rabaul in early 1942, hoped to escape. They were refused permission by Canberra, *Herstein* delayed too long expecting to take them on, was bombed by the Japs and sunk in Matupi Bay.

After the war she was pronounced unsalvageable. But last year the Japanese raised her in three weeks. It was hoped that she would be towed away to Japan in one piece. But her hull proved to be too damaged.

She was therefore cut down and shipped as scrap. In early March, only a couple of feet above the keel remained. Maybe they will take that, too.

"Naruta" Sunk Again?

There was a story sailing around in Rabaul in early March that *Naruta*, the Japanese oil tanker that had such an up-and-down existence in Rabaul for 12 years, had again been deliberately sunk—this time in Hongkong. But there was no confirmation forthcoming.

Naruta decorated Rabaul Harbour in all stages of submergence. Sometimes she was fully afloat; sometimes

(Continued on page 99)



Squirts of Coloured Water

Hindus Celebrate Festival of Holi

By S. M. Mudaliar, in Suva

Hindus in Fiji on March 6—as in India and elsewhere—celebrated their national festival of Holi, or the festival of Spring.

THERE are about 70 different Hindu festivals, but Holi has been acclaimed the most popular. It is the festival of the people and there is a holiday atmosphere during the days of the festival.

Nowadays Holi has become more closely associated with the lower classes than the upper, and celebrated with particular gaiety by the countryfolk.

The most interesting feature of this festival is the squirting of coloured water. The usual rules of decorum are relaxed and rejoicing crowds equipped with sprays take over; neither friend nor relative, old nor young, male nor female, is spared the sprays of coloured water.

Children parade the streets with syringes and bottles and threaten to discolour the clothes of passersby, who are, however, allowed to go unmolested on payment of a small sum.

In the evening, families get together and enjoy a variety of special dishes.

Primitive Origins

Holi is originally a festival of fertility, which has its origin in the primitive orgies of the ancient and powerful tribes of India. Even now it retains many of the characteristics of the fertility festivities.

Holi is also appropriately connected with some of the activities of Lord Sri Krishna (an incarnation of God to Hindus).

Effigies of Putana, a female demon whom the child Krishna killed, are made and destroyed on that day.

Southern Indians celebrate this festival by gathering round huge bonfires and singing folk-songs in lamentation of Rati, wife of Kama the love-god, on the destruction of the latter by Lord Shiva whose asceticism Kama disturbed.

Another interesting Holi observance celebrates the death of ogress Holika, sister of a demon king Haranakush, who challenged the child Prahalad (a devotee of the God Vishnu) to a fire bath in order to put him to death, but ogress Holika herself was burnt to ashes.

This tradition is closely followed here in Fiji by many Hindus, and during this festival bonfires may be seen and crowds gathered around them singing in joyful mood.



A Small Corner Of NG That's Forever Fijian

In a quiet corner of the Bita Paka War Cemetery, New Britain, 33 Fijian soldiers lie in well-kept graves under the flowering hibiscus bushes.

THE men were killed or died on active service in the Bougainville campaign during the Pacific war. Photos show one of the graves, and, lower, the Fijian section.

They lie with 1,107 other soldiers, airmen and sailors who are buried there—Australians, Englishmen; men from the Indian Army and the Dutch Navy; native soldiers from Papua and New Guinea and the Solomon Islands. Some of the bronze plaques on the graves have no names but are marked "Known unto God". But all but one of the Fijians is known.

Bitu Paka is the smallest of the

three Papua-New Guinea war cemeteries—but maybe because it is at the end of a long dusty 25 mile drive from Rabaul it seems the prettiest. The road—changed very little since the Australians landed here in 1914 to take New Guinea from the Germans—meanders alongside plantations and native villages and thick jungle growth as then, when the traveller is least expecting it, emerges into a trim park of clipped emerald green lawns, brilliantly flowering trees and shrubs under which lie the rows of graves.

Each of the three P-N-G cemeteries has a different layout and although each is dominated by the soaring stone Cross of Sacrifice common to all Imperial War Graves cemeteries, each has different treatment in the stone entrance gates or memorials.

One thing common to all, however, is that they do not have the feel of a cemetery. They are beautiful gardens in which it is pleasant to sit a while in contemplation, with nothing to disturb the peace but the homely sound of a motor-mower chauffeured by a local native, or the chirping of local birds.

SERIAL CAPERS AT
RAROTONGA

MOVIELAND DROPS IN

By GORDON RUSSELL

Amphibious Catalina aircraft are rather rare birds of passage these days and Rarotonga was intrigued early February when one showed up in one week, both privately owned and officially wanted leave for a "technical stop".

FIRST to appear, February 1, was refuelling overnight from Papeete bound Pago, Canton and Honolulu; a shipshape craft smartly dressed in green tonings.

She was flying for the Friends of Tahiti Club, and out stepped a crew of four and a mixed bag of seven American tourists, young and old, male and female. Among them was Mr. Kimball, of Kimball Airways, Honolulu, owner and operator of this South Seas charter flight.

Early proof that these folk were from Stateside was furnished by an elderly lady who, on learning that America had that day launched a satellite in answer to Sputnik, gave every sign of being rejuvenated.

Mr. Kimball, president of the Friends of Tahiti, was happy to sit Rarotonga on this circuit, and, gathered, was quietly looking around with an eye to potential business.

"And how did you get this far, Kimball?"

From Honolulu to Tahiti via Christmas Island, about three weeks back.

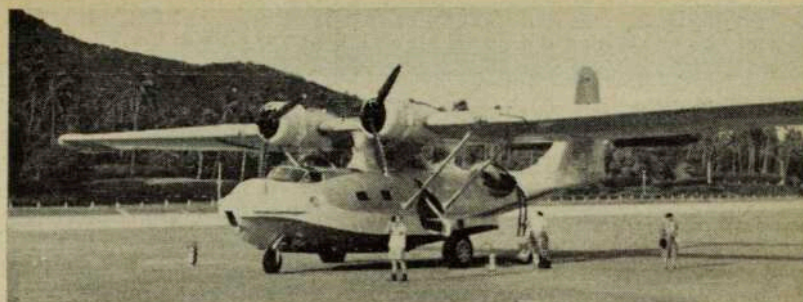
Christmas Island? Odd that a private American aircraft could so unchalantly crash through the al nuclear barrier; but we left at that.

"Tahiti Stinks!"

Next morning they were off, very much with the local scene and an accommodating administration. "Tahiti" said one elderly gentleman, "stinks!"

Next 'cat' on the scene, arrived a few days later, eastbound through Rarotonga for Papeete from Apia. Then aboard, one British, nine American.

With TEAL's Hibiscus service on last marine legs, every aerial motor is now viewed as a possible content of things to come, so was Kimball back again, quietly and swiftly getting a leg in? No. This Catalina, The Spirit of Magellan, is owned by Clyde A. Young, Bellflower, California, and piloted by Captain J. Edwin Jones,



The "Spirit of Magellan" just before its abortive take-off at Rarotonga in February.

of Jones Aviation Service, San Diego, California (and still retains its austerity wartime look internally).

These folk were globe-trotters, and movie-makers to boot. Magellan Productions was the title, said Mr. Stuart Jewell, leader of the party, and the globe was almost circled. Only Tahiti remained, then Honolulu, and home to Long Beach California.

Unpopular

"By way of Christmas Island, Mr. Jewell?"

"No. We looked into that, but it's back on our tracks through Pago and Canton. You see, Mr. Kimball's call at Christmas Island was unpopular, and he was given one hour to get out."

So that was it!

Next morning they were off, too. But not for long. Ten minutes out she reported: "One engine mis-

firing." Soon, trailing an ugly spray of engine oil, she touched down and taxied in.

Inspection revealed the worst. Something inside had come adrift and punched a hole clean through the crankcase.

"Say, how do you get out of here?" . . . "Maybe a month, did you say!"

Soon the morse keys at Rarotonga Radio were crackling out signals to Tahiti, Apia, Fiji, New Zealand: Wanted in a hurry, one DC3 engine, air freight, and, wanted, one vessel, air or waterborne, to uplift marooned Americans.

Content with having set their lines, Magellan Productions relaxed for the balance of the weekend on coral strands.

A Marked Change

But it didn't last long. There was a marked change in the demeanour of some members of the party.

Recriminations now seemed the order of the day, often voiced in a manner embarrassing to local residents. Most, it seemed had separate contracts and every individual move was suspect. The gloss was gone; here was a little bit of Hollywood from the inside looking out.

And these people were not used to easy island ways. "I want a single room with bath" said one gent to our overburdened hotel manageress, wondering who she could double up next.

"It's time we got outa here", said one lady, "get me America on long distance."

Said another, concerned with her desperate plight, "Say, where are the nearest US troops around here? Put me on to them, wilya?"

Now it seems the whole party is to board the *Charlotte Donald* for Aitutaki, there to split and go their various ways.

The engine? Not in sight yet, and presumably this little matter will be handled later, if at all, surface transport preferred.

The "cat" will be tied down in the hurricane pit, Rarotonga airport, until further notice.



The movie party's leader, Mr. Stuart Jewell, on the left.

—Both photos by Ian Forbes.

THE MONTH'S NEW READING

WITH JUDY TUDOR

One of the things we can be pretty sure about with our cruising-yacht friends is that we will hear of them again—when they go back home and write a book about it.

THE Pacific-American west coast voyage of *Moonraker*, which decorated the pages of *PIM* for a couple of years, 1953-55, has now been made into a book by owner, Dr. Peter Pye, as sequel to his first effort *Red Mains'l*, which told of the Atlantic crossing.

This second story is called *The Sea is for Sailing*—which may be regarded as either a nice piece of romantic alliteration, or a dig at many small ship sailors who regard the periods at sea as undiluted hells between the comforts of ports.

Peter Pye and his wife Anne, took 20-years-old Christopher as crew on 23 ft., 60-years-old *Moonraker*. Of *Moonraker*, Pye says she "looked like a box and sailed like a witch". Of Christopher: "... a rather gorgeous young man in an exquisite reefer jacket ... with kit bag, suitcase, bowler hat and gun".

Christopher's background was as decorative as his person. His father was sending him on the trip instead of to university. When the Pyes were rowing him out to *Moonraker*, with all his gear, through pouring English rain, the doctor had a sudden inspiration. "Have you got a dinner jacket in that case?" he asked. "Yes, of course I have", Christopher replied.

For all that, Christopher seems to have acquitted himself well, in his floating university, and at one stage—in spite of the dinner jacket and bowler hat—takes a job as a plumber's mate, at \$70 per week.

Through *Moonraker's* hobnobbing we meet many old sailing friends—the Smeeton of *Tzu Hang*, the Homdahls of *Viking*, *Wanderer III*, the Greggs of *Novia*, and Ernst Lamberty, now settled in the New Hebrides.

Most books about ocean sailing have a certain calm sameness which is probably half their charm. The Pyes sailed through Panama to French Polynesia, thence to Hawaii and from there to Canada and Alaska. From there they returned down the whole length of the west coast of America back through the Panama, West Indies, Florida and home.

One of the most entertaining parts of the story is the six months they spent with the Smeeton at their farm at Musgrave on Vancouver Island—a somewhat spartan existence that must be good training for long ocean voyages.

(THE SEA IS FOR SAILING, published by Rupert Hart-Davis. 20/- Aust.)

Back to the Middle East

AUSTRALIAN writer John Laffin's second literary pilgrimage to old Australian battle-fields (*Middle East Journey*—the first was *Return to Glory* and was about Papua-New Guinea) is designed for Australian consumption. Mr. Laffin thinks that Australians are the best fighters in the world, and sets out to prove it. For anyone outside the clan the result is likely to be as irritating as an inferior American war movie is to a non-American audience.

In the course of collecting material for his book, Laffin visited Egypt, Libya, Greece, Crete, Israel, Lebanon, Malta, Syria, Morocco and Italy; and in writing it he has rehashed quite a lot of war history. For the rest it covers little that a

thousand other books have already covered better.

The Australian soldier who served in any of these areas will no doubt find much to interest him, however—both in descriptions of the places in which he fought, as they are now; and in descriptions of places that gave him recreation.

Mediterranean vice is adequately covered—as it probably had to be in any book dealing with fighting men.

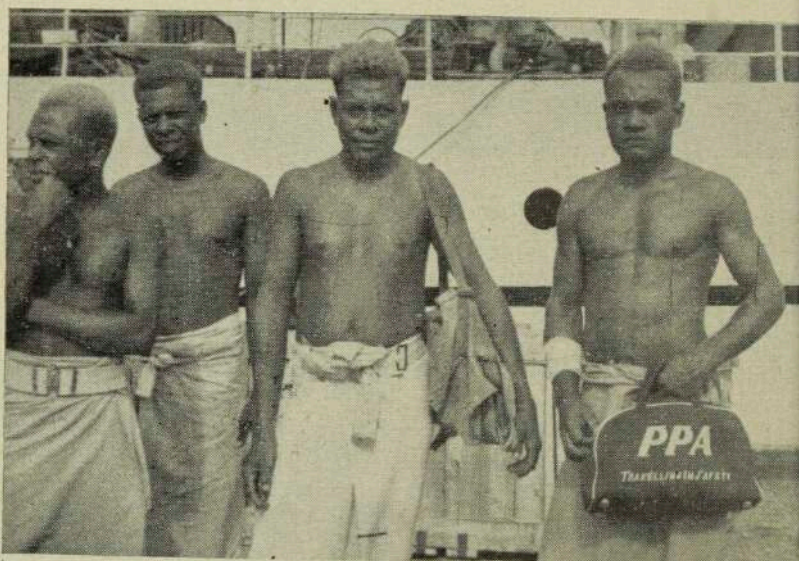
Most interesting parts of the book are those dealing with the cemeteries of North Africa—for ways in which they resemble cemeteries in the tropical Pacific but more particularly for the ways in which they differ.

It is a book that probably will be written sometime—and far as it goes it is adequate.

(MIDDLE EAST JOURNEY, published by A. and Robertson, Ltd. 18/6 Aust.)

Expert Fishing and Dirty Murder

IT does not seem possible that the placid sport of trout-fishing in England should get deeply mixed up with a first-class murder mystery; but this is what happens under the ingenious pen of C. Willock. Mr. Willock is the "Angling correspondent" of the London Daily



ALL THE WAY TO NOWHERE AND BACK

The fashion amongst Australian teenagers of toting their bits and pieces in airline cabin bags (and the more exotic the airlines the better) has spread to New Guinea, where the trade-stores have cashed in on the demand. They come with various letters—all carefully meaning nothing. But at first glance this particular variety looks like the bag of a well-known American airline. This photograph was taken on the wharf in Kavieng—and everyone wanted to be in it. It was too involved to explain that it was the bag I was interested in.—JT.

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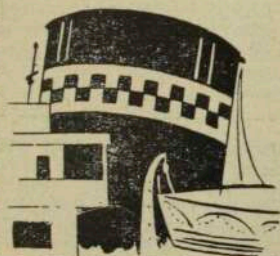
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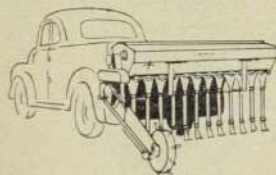
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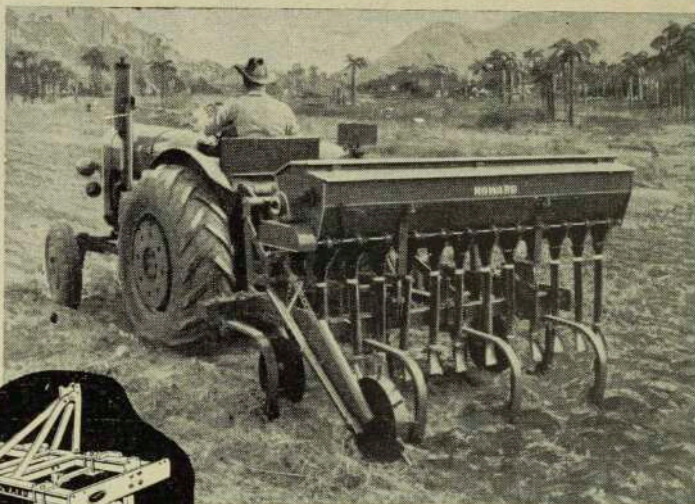
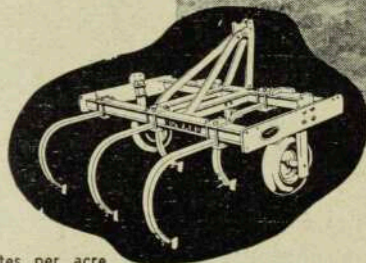
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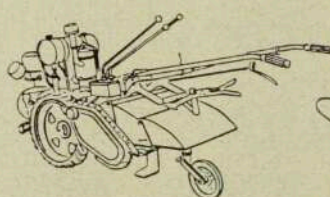
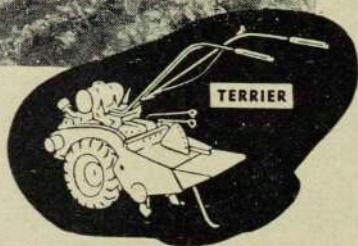
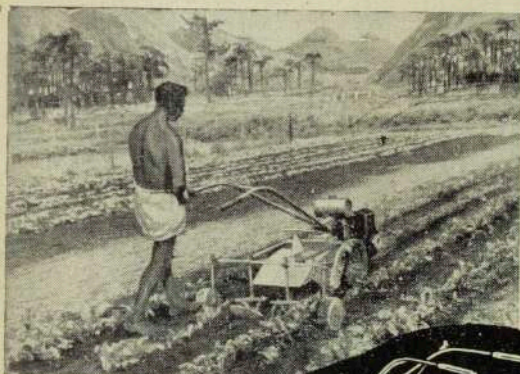
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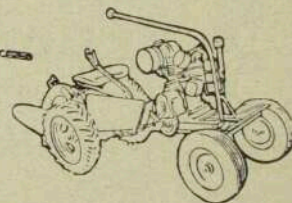
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Herald; and also is ambitious as a writer of thrillers.

What he has written about the catching of trout, carp and salmon is—for the Antipodean reader, at any rate—exceedingly interesting. But the machinery of his Whodunit creaks a little at the joints.

He sends a rather pompous London publisher off on an angling holiday, and there goes with him, as a sort of Man Friday, one of the publisher's junior photographers. The publisher's curvaceous and quick-witted secretary is presently dragged into the picture; and by then the fish-catching story is all mixed up with murder, hidden treasure, and general dirty dogginess among the guests of an anglers' inn. The publisher proceeds to aid the top-ranking detective-inspector named Ford (no one stops to explain why he isn't Ford!) to solve the mysteries. Quick-moving, imaginative and, at times, amazing.

(DEATH AT THE STRIKE, published by William Heinemann, Ltd., Sydney. 17/- Aust.)

Fiction Much Stranger than Truth

MORRIS WEST'S factual account of life in the slums of Naples, which appeared under the title *Children of the Sun* got full marks from the world's book critics.

"Passionately felt", said *The Tablet*. "Passionate and outraged feeling", said the *Times Literary Supplement*. Someone else called it an "impassioned plea for the urthuns of Naples' slums.

Unfortunately impassioned pleas, and so forth, don't usually sell in large numbers, no matter what the reviewers think of them and obviously to cash in on mass appeal, West or his publishers decided to "do" a fictionalised version of the same theme: graft and sin in modern Italy.

This—*The Big Story*—has already been rapped over the knuckles by the same critics who were lavish in their praise of *Children of the Sun*. It has been called a pot-boiler.

Writers, like everyone else, need to keep the pot boiling and if they confined themselves to writing social documents they probably would not eat. There is a great deal of difference in writing fiction—where the critics can crack down on you for lack of literary merit—and writing fact about a well-known social evil which the critics will judge from its message—which they wouldn't care to ignore—and not from its literary qualifications.

Why blame West therefore for reverting to type? He has already written two other novels—*Gallows in the Sand*, which was a highly imaginative story of buried Spanish

treasure; and *Kundu* an even more imaginative piece of writing about love and life in the Highlands of New Guinea.

The Big Story continues the pattern. If no better, it certainly is no worse than tens of thousands of other novels that come hot off the presses of the world each year. It may be far fetched—but so are most of the stories of Continental high-society.

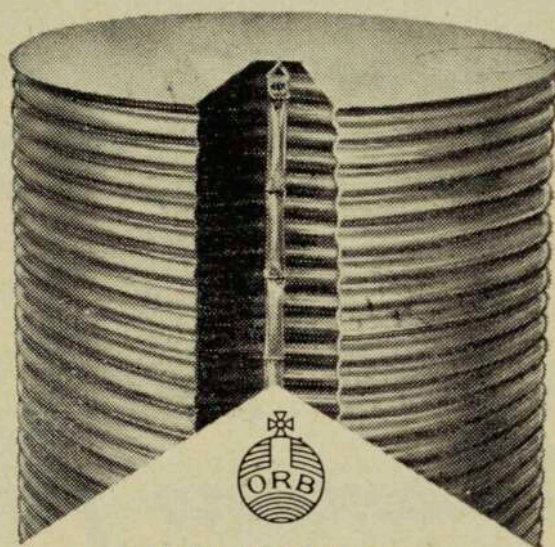
The hero is an American newspaperman, whose beat is the plush hotels and behind-the-scenes politics of Europe. He feels he has reached the pinnacle of his career, his big story, when he has almost

within his grasp the documented history of one of Italy's corrupt but politically important aristocrats.

But at the last moment the big story blows up in his face. It is what went wrong with the story that forms the theme of this novel.

It is the background of novels like Mr. West's that give readers exaggerated ideas of the lushness of life of newspapermen—fabulous hotels; aristocratic estates where legions of retainers will do everything including murder; gorgeous women of little or no virtue.

But this is standard fare in stories of this type, and forgivable. What we can't forgive is the fact that



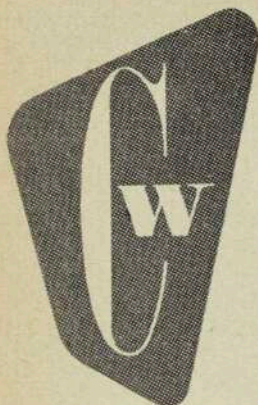
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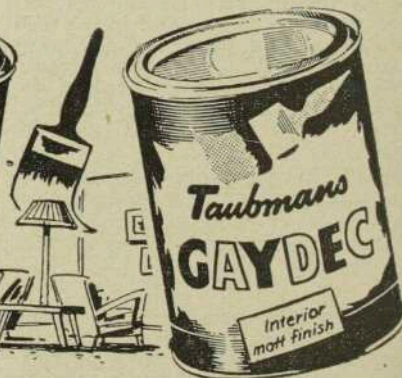
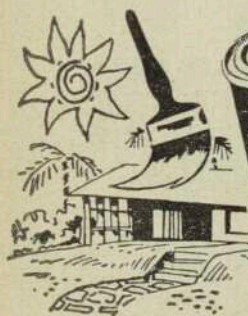
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aving progressed to page 220, with to go, it is all ended in a childish, artistic fashion that would daunt even the most ardent and case-hardened thriller reader.

Either his publishers were pushing him too hard for the manuscript, or Mr. West got fed up with it himself.

(THE BIG STORY, published by Wm. Heinemann, 17/- Aust.)

's In Your Own Hands

OW to read palms and please people is the subject of a small booklet published by World's Work—which usually confines itself to religious works of various dimensions.

The Modern Palmist, is by Dennis Harry Jackson, BA, who has worked and is famous throughout six of those British phenomena, Butlin's Holiday Camps.

Mr. Jackson, BA, is an exuberant trovert who calls himself a "serious palmist" (as distinct from the tea-shop variety that will see work strangers and a journey over the water for 2/6 all in with your a).

Probably because of that BA he attacks palmistry from the psychological and scientific angle. This book will show you how to do likewise—although some of the conclusions you might come to after reading the letterpress and consulting the diagrams are quite terrifying.

According to Mr. Jackson, your palm can show whether you are captured, got eye-strain or sensitive to things—as well as things about your life, your brain power and your psychic personality.

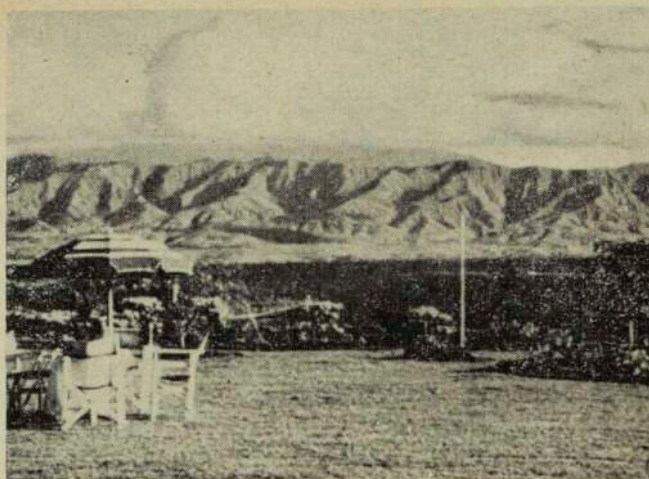
It's all good fun—even though a self-diagnosis might leave you undecided whether you are the sensitive literary type (plus bad dreams); or a potential Rugby International (with a tendency towards miscarriage).

THE MODERN PALMIST, published by World's Work. 3/9 Aust.)

In Brief

RED JADE: By Robert Payne. The theme of this novel is considerably removed from the writer's previous effort—the life of the young sus. This setting is in Peking of 1900, and concerns the events which follow the saving of the Emperor from wild boars by Prince Lien. The Prince is offered two gifts as a reward, and chooses something close to disaster in a handsome young servant named Molo and an Imperial concubine called Red Jade. The story is based partly on history.

(Published by Heinemann. Australian price, 7/6.) (Over)



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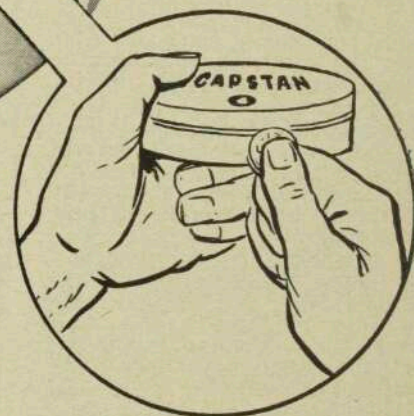
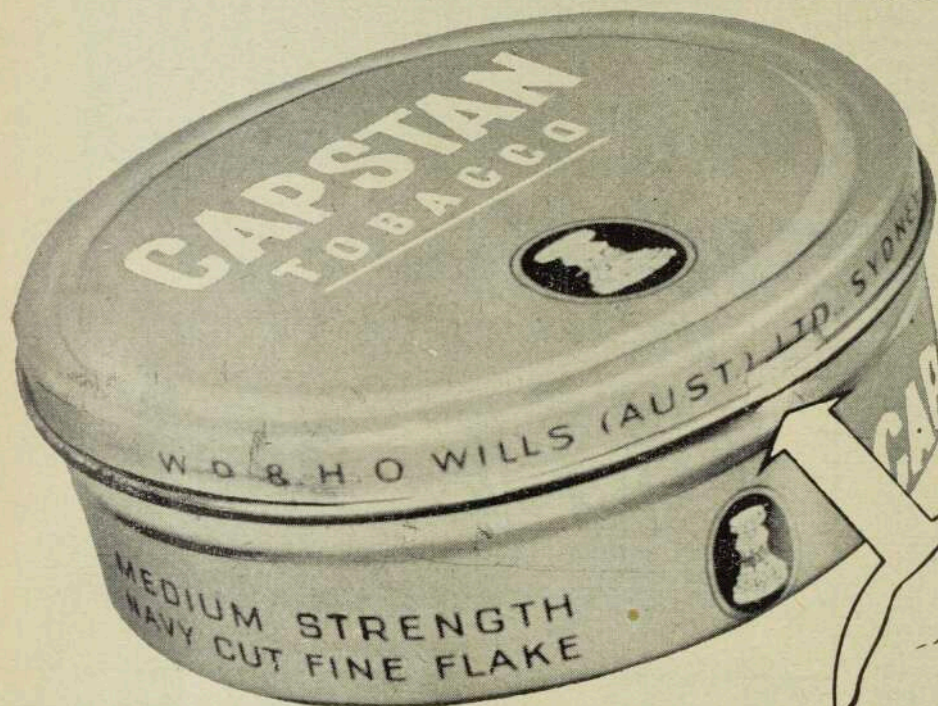
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APRIL, 1958—PACIFIC ISLANDS MONTHLY

What's New in Pocket Books

THESE Fontana and Pan Books should be currently available at your book shop. Our copies are from Wm. Collins (Overseas) Ltd. and the prices in Australian currency are: Pan Giant 5/-; Great Pan 3/6; Pan 3/-; and Fontana, 3/6.

RAINTREE COUNTY: Ross Lockridge Jr.'s best-seller which is supposed to have done for America's Middle West what *Gone With the Wind* did for the Old South. It is the story of one July 4 in Raintree County—but consists also of flash-backs of the principal character, Johnny Shawnessy. The story has been made into a motion picture starring Elizabeth Taylor and Montgomery Clift. (Pan Giant).

A RING AT THE DOOR: Further pages from the case book of surgeon George Sava for those people who like to read about other people's misdeeds and the miracles of modern medicine. (Great Pan).

CARVE HER NAME WITH A RIDE: The now well-known story of R. J. Minney (first published 1956) of Violette Szabo, the London shop assistant who became a British secret agent in Occupied Europe and was shot by the Gestapo, aged 22. This book inspired the J. Arthur Rank film of the same name. Violette left a daughter Tania, now about 15; and her parents Mr. and Mrs. Charles Bushell, who migrated to Australia some years ago. (Great Pan).

Young Tania, now 15, is a pupil at a boarding school in Armidale, NSW. Her grandparents live at Long Point, NSW. It was announced in London at the end of March that a trust-fund will be set up for Tania from the proceeds of the film, which has recently been released in UK, and it is hoped, will be as successful as "Reach for the Sky".

THE ABC MURDERS: Agatha Christie thrillers go round and round and never die out. This perennial first saw the light in 1936—long enough ago to be fresh to new Christie (and Poirot) fans. (Great Pan).

THE RINGER: Edgar Wallace—the father of the modern thriller—died 26 years ago, but his books are still enjoying a new vogue. This particular one was regarded by Wallace fans of the 20's as his best. He had led a fabulous life before writing the literary jackpot with his mysteries—some readers may remember some of earlier stories about Africa—*Sanders of the River*, etc. (Pan).

STILL DIGGING: Sir Mortimer Wheeler, better known in Britain—where he is a TV personality—than here, gives this title to a book about himself and his adventures in archaeology in Britain and the Middle East. The narrative is rather asmodic—he calls it a scrap-book—and there is a great deal more about Sir Mortimer than about

archaeology, but if you are interested in the latter and not the former, with the help of the "Contents" you can find what you want. Sir M. specialises in pre-Roman England. (Great Pan).

MORE FROM THE PRIMEVAL FOREST: Albert Schweitzer, the most publicised missionary since Livingstone tells of his second period in Africa, 1924-27, when he returned from Europe to find that the hospital he had set up had fallen into decay and he had to set about rebuilding it. (Fontana).

THE SAINT STEPS IN: Leslie Charteris has Simon Templar up to his usual Robin Hood tricks. "Gay, debonair, tough", as the book jacket describes it. This time it is in wartime America. There is the usual quota of beautiful females. (Pan).

THE MEGSTONE PLOT: Andrew Garve lives up to the promise of his earlier thriller *Death and the Sky Above*, and in a world of over-worked thriller situations produces something quite new—although something is certainly owing to the Burgess-McLean affair. (Pan).

DR. BELLAMY OF PAPUA

Into PIM's records go a series of articles published recently in *Medical Journal of Australia*, written by Robert H. Black, of Sydney School of Tropical Medicine.

Bellamy arrived in Eastern Papua, in 1903, and worked first in administration with the famous C. A. W. Monckton; and then was 10 years in charge of the anti-venereal hospital in the Trobriands.

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When Britain Was Reluctant

(Continued from page 83)

over the western part of the island of 158,000 square miles since 1848; there is what is now Papua, formerly British New Guinea, the south-eastern part of the island, comprising 90,000 square miles; and the north-eastern portion of the island, formerly German New Guinea, and named by the Germans Kaiser Wilhelm's Land, of about 70,000 square miles.

The surveys and reports of Captain J. Moresby in 1874 brought home to Queensland, and to many

people in other parts of Australia, the dangers to Australia if New Guinea, opposite to Torres Strait, fell into the possession of a foreign power.

"Annexation" Disallowed

Queensland was not impressed by the dilatory attitude of the British Government; and in 1883, because of reported German designs on New Guinea, the Premier of Queensland, Sir Thomas McIlwraith, ordered the annexation of the south-eastern mainland of the island. The annexation was carried out by Mr. Henry Marjoribanks Chester, a Police Magistrate and Government Resident at Thursday Island.

That action by Queensland was,

however, disallowed by the British Government—just as the suggestions of Charles B. Yule (1864) as Captain Moresby (1874) had been ignored by the authorities in London.

However, London relented; and at Port Moresby, on November 1884, Commodore J. E. Erskine, R.N., then in command of the Australian Naval Station, with his flag flying on HMS *Nelson*, proclaimed a protectorate over what was to become British New Guinea. Other ships of the Australian Squadron at the ceremony included HM Ships *Espiegle*, *Raven*, *Harrier* and *Swinger*—all small vessels, but vastly impressive in the eyes of the natives.

Before the end of 1884, Germany annexed the north-eastern part of New Guinea.

British New Guinea was formally annexed to the Crown on September 4, 1888; and, had it not been for the reluctant attitude of the British Government, German New Guinea could have become British territory.

In 1901, when the Commonwealth came into being, the Australian Government agreed to take over British New Guinea as a Territory of the Commonwealth, and later it was formally so declared under the name of Papua.

What was formerly German New Guinea was occupied by Australian forces in September, 1914, the month following the outbreak of World War I, and the possession was given up by Germany as one of the peace terms. Under a League of Nations mandate the territory was entrusted to the Australian Government, which set up an administration in 1921.

Later, the Territory was placed under the trusteeship system established under the United Nations Charter, and Australia became the sole administering authority under a decision of the General Assembly of the United Nations on December 13, 1946.

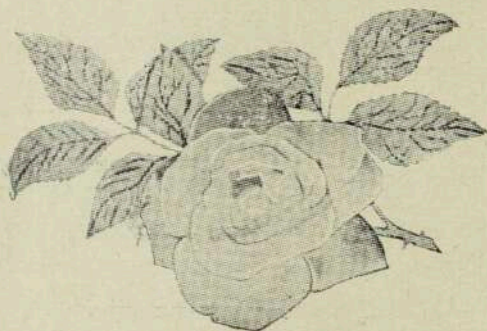
Changed Attitude

How different is the attitude towards New Guinea today compared with the early eighties of last century!

Only a couple of years ago, during a discussion in the United Nations Political Committee on Indonesia's claim to Dutch New Guinea, Australia's representative said that Australia unalterably opposed any transfer of sovereignty over Dutch New Guinea.

He said that the Japanese had taught us the bitter lesson "that New Guinea will forever be a potential invasion springboard for Australia. There is not one dissenting voice in Australia today, political or individual, which would deny that the security of Australia and the security of New Guinea are indivisible."

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When The Fiji Constabulary Called The Admiral

A Memory, by C. WAGER

The Pacific Fleet had arrived in a harbour. The flagship, I think, HMS "Powerful". Our Constabulary mess was rather shocked when Governor im Thurn's ADC came up and said that the Old man's instructions were that one of us must make a formal call on the Admiral.

ONE of us wanted the job, so we decided to draw for it.

During all the time I was in Fiji I never won even a fiver in a pool; but, of course, it had to be the one who drew the fatal slip for the little lot.

The others had fun in dressing for the event. Everything had to go on—jingling spurs, cross-belt sword and, for the helmet, a tin to replace the strap; and, on top, the button unscrewed to make room for a lovely, shining earring, about five inches long.

The boat's crew, with the Sergt.-Major in charge, were also all dressed up; and off I went to the pier, to the point where they were picking me up.

There were two sailors standing there and, as I approached, an officer from one of the ships came over from a small rowing-boat, armed in riding gear, baggy breeches, gaiters, crop and sword.

He said one Jack Tar to the other: "Here's 'e goin', Bill?"

"Orse ridin'," said Bill.

"I'm", said the first, "'Ope 'e looks 'is bleedin' neck, don't you?" "That, my boat arrived and we were off, sparkling in the sun like a 100 engagement ring.

As we approached the ship I knew well that there were more than one telescope trained on us, and I could picture the look-out saying, "Gawd! Wot's this?"

There is, of course, a right and a wrong way to approach the gangway of a warship at anchor; but that delicate matter was quite safe in the hands of our Sergt.-Major.

With my four oars keeping perfect time, and with a well-judged swoop, I was at the bottom of the gangway; while on the ship I have no doubt the Officer of the Watch, the Bo'sun and the Little Midshipmite were all at their proper positions for what was quite clearly a formal occasion.

I jingle-jingle-jingled up the steps, stepped over a scupper business, and came to attention in the approved manner to salute the Quarter-deck.

I must point out that all this happened over fifty years ago. In spite of an incurable attack of old age, a bit of a coronary spree and a mild stroke thrown in for luck, I am still a six-footer. The helmet and the spike I was wearing must have put another ten inches on to this.

A Horrible Crash

When I came to attention there was a horrible crash, when I rammed that confounded spike into the



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The B.N.G. Trading Co. Ltd. Port Morseby

NEW GUINEA:

Burns Philp (New Guinea) Ltd. Port Morseby, Rabaul, Lae, Madang and Kavieng.

FIJI, SEMOA, TONGA: Morris Hedstrom Ltd., Suva, Fiji.

SOLOMON ISLANDS: Mendana Enterprises Pty. Ltd. P.O. Box 73, Honiara.

Quiz Solution from Page 82

D	N	A	L	I	S	A	A	C	N	E
E	A	A	A	C	H	L				
Y	L	O	N	N	H	I	K			
S	C	A	F	F	E	I	N	E		
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N	L	A	U	I	M					
P	O	I	N	S	E	T	T	I	A	
S	K	T	C	R	S	G				
T	C	P	I	T	S					
R	O	A	D	S	E	E				
A	B	C	A	P	U	L	E	T		
J	L	A	T	T	O	A	B	O		
S	L					N	E	A	P	

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odwork—an awning sort of business—overhead. What the Navy did it I don't know, and what I did it you wouldn't print. I had my helmet under my arm, my sword probably between my legs, when a smiling officer stepped to me. What the hell does a man do that, after a blasted thing like that?" said I. "I suppose you are calling on the admiral", he said. "No need to see any time seeing him. Just put your cards into that tray over there, and come with me". I went with him to the ward-room, remember tossing my helmet, and belt on to a settee; and there, good as my memory is, at that time it lets me down—for I remember nothing more of that particular afternoon, or how or when I left that hospitable ship. I can only hope they didn't put me into a cargo sling, hoist me up and swing me out, and lower me down to the loving arms of our Major.

Father Designed

Age Stamps

The Tongan Issue of 1897

By J. D. Whitcombe

THE Tongan issue of 1897 was designed by my late father, C. D. Whitcombe, who was then Minister of Foreign Affairs to the Government of Tonga. The scenes embodied were photographed by Mr. John Martin, of Auckland. The 1d bore the Tonga Coat of Arms. The 1d depicted an ova tree, growing close to the old Free Church of Tonga, Nukualofa, and was under this tree that the Rev. J. Watkin conducted one of his services after the Methodists taken over the Free Church. Rev. Watkin died a few months

The 2d. depicted King George V. II soon after his coronation. The 3d. was of the Haamonga or "heaven" stones, one of the stones of Nukualofa.

The 6d. was a photo of a collection of coral taken in our sitting room at Nukualofa.

The 4d. bore a bunch of bread

The 2/- depicted King George V's keel yacht *The Crown*, built off the islands of Kao and in the Haapai Group. She was the first keel yacht to sail in Australian waters and was built by a New Zealand boat builder.

The 2/6 depicted the Tongan boat or Kaka, found mainly on the island of Eua.

The 5/- carried a view of the beautiful harbour of Vavau.

Hard Work, No Money For Rabaul Japs

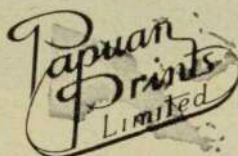
(Continued from page 85)

only her superstructure was visible above the water. Sometimes she was in one part of the harbour; sometimes in another. The Navy used her for a while; and at another stage her then owners (Anderson's NG Co.) had her pumped out, refloated and put up for auction. They hoped to get rid of her as a going concern but bidding failed to reach the reserve.

Thereafter she continued her up or down existence until last year, when she was again floated and towed to Hongkong. The story is

that by the time she got there the bottom had again fallen out of the scrap metal market and that she was taken to a convenient part of the harbour and sunk once more—pending the recovery of the market.

GRIM POSTSCRIPT: With the remains of 2,550 Japanese war dead from the Philippines aboard, the Japanese vessel *Ginga Maru* arrived at Tokyo, March 10. Japanese killed in the Philippines exceeded 75,000.



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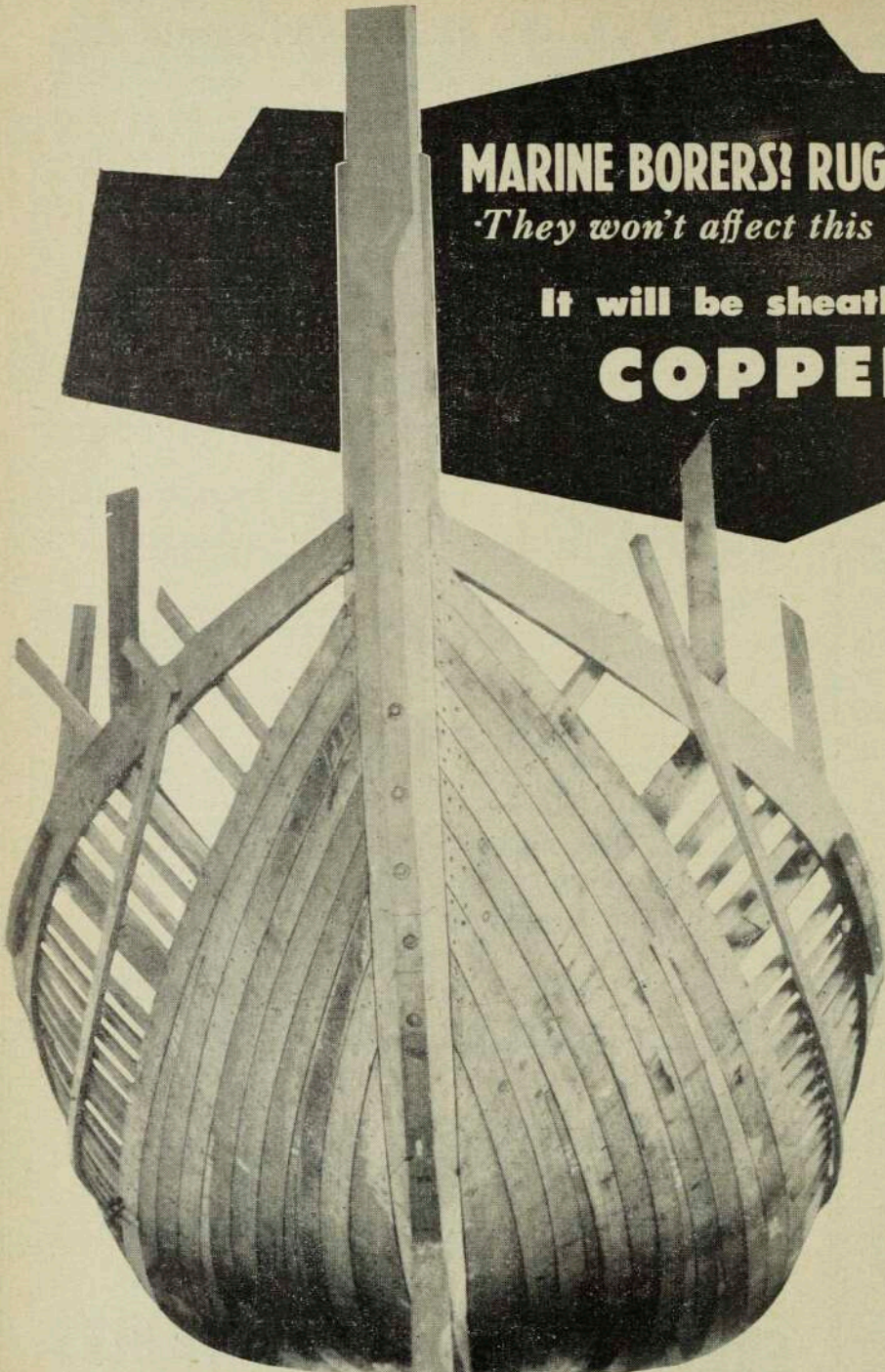
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The vessel pictured is built by BJARNE HALVSEN LTD., John Street, M. Sydney, for the New Guinea Administration. It is one of the popular "K" class hulls.

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APRIL, 1958 — PACIFIC ISLANDS MONTHLY

PACIFIC SHIPPING AND CRUISING YACHTS

Affairs continue dull in the South West Pacific shipping business—with generally far more vessels offered for sale than there are customers to buy them.

The post-war ship boom is ended; ships now cost such a large amount in comparison with pre-war prices, the small ship business is now almost beyond anyone but Business.

Most of the new vessels entering the area are government orders—and in places far removed from the South Pacific. This drift of orders to the Continent and Far East has meant less islands work in Australian ship yards. There is some doubt as to whether ships from far afield are cheaper in the long run, however. (see p. 111).

It's not a Depression—but it is enough of a recession to start retreating on the traditional pivot of New Zealand and Australia shipping business.

There are still some new births, of course. Two christenings are scheduled for Sydney in the next month.

SCOW NAMED

The 56-ft scow being built by Arne Halvorsen, Sydney, for the New Guinea Administration, will be named *Parama*. (We thought first, on hearing the name over the phone, that it was *Taurama*—that the vessel was being named in memory of an historic battle at the PIR Barracks. Meaning *Parama* is not known).

The christening will take place, probably on April 19, at Berry's Bay. One of personage officiating has yet been announced.

MATE OF AUSTRALIA TO BAPTISE SOUTHERN CROSS

Southern Cross, the eighth vessel to bear this famous name was successfully launched at Ballina, NSW, March 8 before a large crowd. She was built by Ballina Slipway Engineering Co., a subsidiary of G. White Pty. Ltd., of Sydney, and designed by Sydney naval architect Arthur N. Swinfield.

She has an overall length of 72 feet and a beam of 20 feet. She has accommodation for the Bishop of Melanesia while on tour, the master, five European passengers, and a five crew of eight. Being in fact the Bishop's yacht, she will cover an enormous area in the course of her voyages, and for this reason, has a large capacity for fuel oil and fresh water. She will be powered

with (2) 4L3 Gardner diesel engines along with auxiliary equipment for refrigeration, etc. She is built of NSW hardwoods, with the exception of decks, deckhouses and bulwarks—which are of Oregon. All fastenings and sheathing are of copper and she is very strongly constructed and beautifully fitted out.

Trials should be carried out in the near future whereupon she comes to Sydney from Ballina for dedication by Archbishop Mowll (about May)—thence on to Honiara, BSI.

This new vessel comes from the same builder and designer as *Eddeley*, now well known in the BSI and New Hebrides.

MANUS BACKWARDS ARRIVES

The 45-ft motor vessel which was built at Maryborough, Queensland, for the Manus Association of Native Co-operative Societies, arrived in the Territory in February.

Named *Sunam* (Manus spelled backwards) she will carry copra, shell and other trade goods and passengers for the co-operative societies on Manus.

She will be the 12th vessel owned by native co-operatives throughout the Territory. The others range in size from 16 ft to 60 ft, and are valued at about £86,000.

MELVA GIVES SATISFACTION

In Sydney recently was Mr. Aitken-Quack, purchaser last November of Mr. Hugh Williams' 243-ton *Melva*. He expressed satisfaction with his purchase, which is now operating between Darwin and Timor, mainly carrying stores and equipment for the Timor oil prospecting company.

In The News This Month

A'oni.	Nona.
Albatros.	Novia.
Arthur Rogers.	Parama.
Bulolo.	Ra Marama.
Bergensfjord.	Rosalie.
Coral Queen.	Remona.
Celeste.	Sea Pearl.
Dana Rescuer.	Salmo.
Francis Garnier.	Sinkiang.
Golden Rule.	Sunam.
Hifofua.	Southern Cross.
J. L. Hanna.	Ta-i-Natoba.
Kungsholm.	Telesis.
Katika.	Taki-o-Autahi.
Louisa Marekino.	Tahiti Nui II.
Lamerhak II.	Te Vega.
Melva.	Witjaz.
Maigu-I.	Yankee.
Nuguria.	Zarya.



The 42 ft. long auxiliary ketch "Asha", recently fitted with a new 5 L.W. Gardner, at Lila and Sons boatyard, Suva, Fiji. Her reduction gear gives her a top speed of 13 knots and the owner now claims her to be the fastest vessel of her size in Fiji waters. Photo was taken at her engine trials in Suva. She will shortly go back into coastal service in the Group.

—Stinsons.

Mr. Aitken-Quack, an Englishman, was formerly with John Manners. He has called his own company Dartim Shipping Co., which is a contraction of Darwin and Timor. *Melva* is now registered in Hongkong and is crewed by a team of Bathurst Islanders.

BULOLO FIRES UNSOLVED

The person or persons who started the half-dozen fires on Burns Philp's MV *Bulolo* on March 9 remain unknown.

Three of the fires were in cabins, three in the dining room and another on the staircase. They were soon put out and not much damage was done. Sydney Arson Squad detectives said that an inflammable liquid had been used.

A party had been held on board by crew members on the night before the fires but detectives are working on the theory that the fires were started by a former crew member who had been dismissed or bore a grudge. All present crew have been interrogated—and many ex-crew, from as far away as Brisbane.

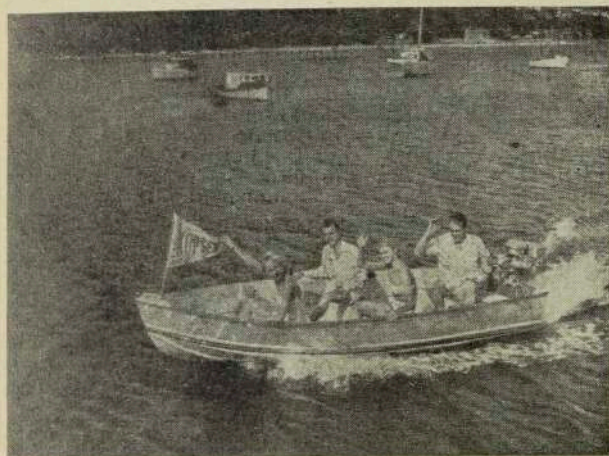
The vessel sailed for P-NG ports on March 17, on schedule.

NUGURIA IN 50 FATHOMS

Results of the preliminary inquiry into the sinking of *Nuguria* off Long Island, NG (PIM, March, p. 21), was that striking a submerged object was probably the cause.

Nuguria, of about 40 tons and 60

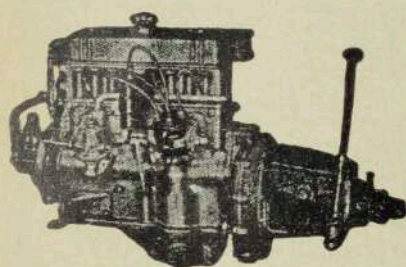
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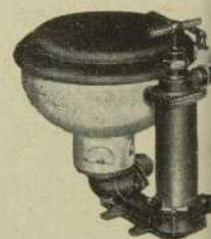
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t, has been well known around Britain and New Guinea since mid-way through the war, when she began operating as a capital ship. The hold, subsequently used for cargo, was originally a large operating theatre.

After the war she was converted to cargo carrying and was operated for a long period under charter to the Bougainville Company. Apparently the company later bought her—it has been reported that she was sold by them last year. Her master at the time of her sinking was Capt. Bert Wickham, described as part-owner.

Aguria was on a voyage from Poul to Madang with transported cargo from the Far East. On March 7, she struck what was apparently a log, but examination showed no visible damage. On the morning of March 8, more than a foot of water was noticed in the engine room. Pumps and a bucket made failed to make any headway against the intake and the skipper headed the vessel for Long Island. The ship finally sank on a reef off the island but later slipped into about 50 fathoms of water. A native crew of 12 and 10 native engineers got ashore without difficulty and were later picked up by an Army vessel, *Tarra*.

TCH THAT RADIO INSTALLATION

Land ship owners purchasing vessels should take note that radio telephone installations have to comply with new regulations under some administrations after October 15 next year. Equipment manufacturers are preparing to produce sets to meet new requirements, but meanwhile there are likely to be attractive price-tags attached to the obsolete sets. So owners should be certain from their local radio dealers that the contemplated installation will meet requirements and will not have to be replaced.

The new regulations will call for a transmitter of not less than 50 watts or more than 200 watts aerial power for a vessel of Class III and a power of 15 watts to 100 watts for a Class IV vessel.

Class III vessels are cargo ships over 1,600 tons. Class VI are ships with a license to carry more than 100 passengers coastwise. Many of these craft are within these classes in some administrative areas and existing low-powered gear may have to be replaced next year.

GAN SHIP OFFICERS

The Tonga Copra Board has been advertising for a qualified deep-water master and an engineer for its new 500-ton

Aoni now nearing completion in Holland and expected to be delivered May-June.

The term of service is for three years, principally within the Group but occasionally further afield.

As the vessel is being delivered by contract the above officers will presumably take control at Tonga. The advertised rate of salary ranges between £T.1,340-£T.1,440 (equivalent to Australian currency) for master, and £T.1,300-£T.1,400 for the engineer.

It would appear probable that the smaller *Hifofua*, for delivery from the same yard a little later, will be entirely manned by Tongan officers.

NON-MAGNETIC SCHOONER

As a result of world-wide inquiries concerning the probable itinerary and present whereabouts of the 680-ton non-magnetic Russian research schooner *Zarya*, it appears that the vessel is still in the South Atlantic or Indian Oceans and that she may traverse only the extreme Western Pacific in the latter stages of her IGY voyage, which will terminate at Vladivostok.

She will not enter the Pacific via Cape Horn as earlier reported. She is to call at Mauritius, Bombay, Diego Garcia, and Wetheroo in Western Australia.

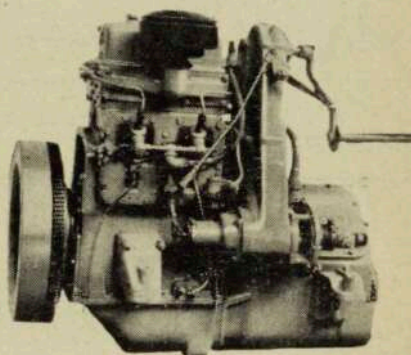
Supplying the above information the Superintendent of the Magnetic

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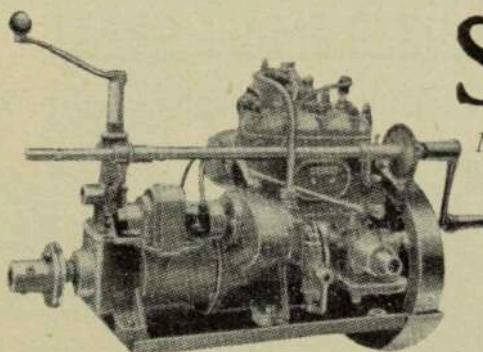
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Model P55M, 8 H.P. Stuart Engine

STUART

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1½—4—8 BHP

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All installation.
Equipment included.

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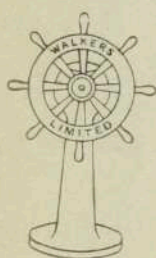
MONEL shafts give Longer service

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

Further information on Monel propeller shafting will gladly be forwarded by:

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

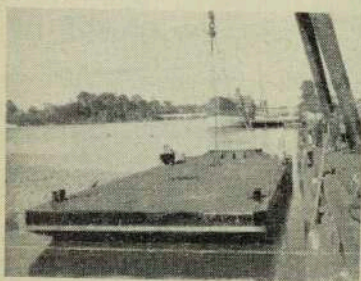
* Monel is a registered trade-mark covering a rich nickel alloy, mined in Canada and rolled in Great Britain.



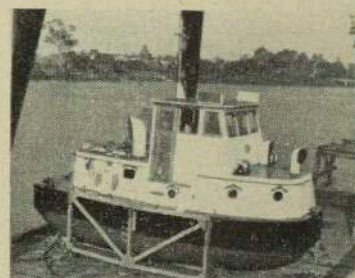
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One of four Dumb Barges 60 ft. long by 20 ft. beam.



One of two 150 H.P. Pusher tugs for service in N.G.

Walkers Limited have now established a small craft shipbuilding section and current orders include four dumb barges and two 150 H.P. pusher tugs for service in New Guinea for The Australasian Petroleum Company, and a mooring raft for the British Phosphate Commission in Nauru. 37 ships, including frigates, corvettes, tugs, dredges and cargo vessels have been constructed by this Company, and the facilities, experience and "know-how" gained on these vessels are now available to small craft users.

Send your enquiries to

WALKERS LIMITED

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SMALL CRAFT SECTION

P.O. BOX 211, MARYBOROUGH, QUEENSLAND.

partment of the Royal Greenwich Observatory added that *Zarya* was built in Finland four years ago specially for her present work. Not only non-magnetic, she is equipped with special degaussing equipment.

She carries instruments for the continuous recording of the horizontal and vertical magnetic components of the earth's magnetic field. Magnetic declination is also continuously recorded, with true north established by gyro. In addition, continuous electronic soundings are recorded and current observations made.

TAILS OF CORAL QUEEN

Due for delivery late June, the second of the new modern steel vessels building in Hongkong for WPHC for use in BSIP waters, the named *Coral Queen*, will be somewhat smaller vessel than *Melanesian*, 241 tons gross, delivered last year.

The tonnage of *Coral Queen* is not available, but her dimensions are 104 ft o.a. x 24 ft x 9½ ft molded depth, as compared with 114 ft x 27 ft.

She will have a mean draught of



atika, one of the New Guinea coastal vessels at a Madang company's slipway in New Guinea. Madang slipways are increasingly popular with smallship owners—even from as far away as Netherlands New Guinea.

...a cargo capacity of 4,200 cu. ft. and a service speed of about 10 knots. The propulsion units of both vessels are identical—twin 144 h.p. Gardner 8L3 diesels—a matched pair.

Coral Queen will have special accommodation for the High Commissioner, cabin accommodation for other first-class passengers, and provision for 40 deck passengers. The vessel's external hull and superstructure will be shot-blasted and zinc sprayed to prevent rust.

Melanesian was built by the old-established and well-known Hong Kong and Whampoa Dock Co. *Coral Queen* is being built by Hong Kong Transportation Co.'s ship-building subsidiary, Pacific Islands Shipbuilding Co., which has built a large number of vessels for service in South East Asian waters.

The Auckland Harbour Board has just ordered two large steel lighters from this company, which appears to be actively seeking South Pacific business.

One or more other vessels are also building in Hongkong for the WPHC fleet for use in GEIC waters and details are being sought from Tarawa. It is understood that a

crew has already been despatched for the first of these.

TIME SIGNS FOR FIJI

Because some Fiji smallships are not equipped with radio receivers suitable for the reception of time signals from WWVH in Hawaii—the source of time signals most used in the South Pacific—and because some seamen apparently find the WWVH time signal difficult to understand, Fiji authorities have arranged to relay signals from Radio New Zealand over the local Fiji Broadcasting Service stations.

Reports of these signals, at 0700 GMT, 2000 GMT, and 2100 GMT,

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LISTING:

DIESEL CARGO VESSEL, about 700 tons dwt., classed Lloyd's, engine aft, large hatches/hold, good lifting gear, 10 knots. £42,000 Stg.

DIESEL CARGO VESSEL, about 90 tons dwt., built 1941, good accommodation aft, 2 holds, 2 hatches, well maintained. £14,000.

WORKBOAT, 72 ft. x 15 ft. x 6 ft., wooden, copper sheathed, built 1944, twin 8L3 Gardner diesels. Reasonably priced. £8,000.

NEW WORKBOAT, 50 ft. x 16 ft. x 5 ft., twin diesels and accommodation aft, sheathed. £8,500.

EX-ARMY TYPE WORKBOAT, converted, kerosene engine, sheathed, well maintained. £2,300.

NEW WORKBOAT, 30 ft. x 10 ft., 40 h.p. diesel. £2,900.

WORKBOAT, 25 ft. x 8 ft. 6 in., large cockpit, Universal Marine, 2/1 reduction, launched 3 years. £1,100.

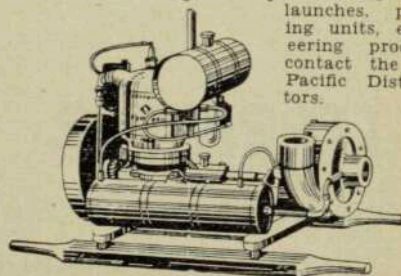
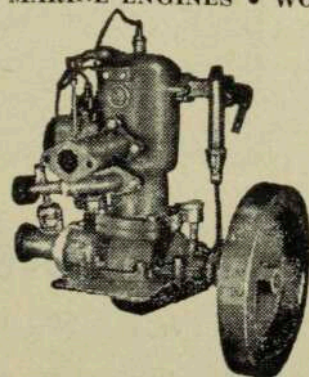
We shall be pleased to obtain independent Surveys of any craft we offer and subsequently arrange delivery either on ship's deck or sea as desired.

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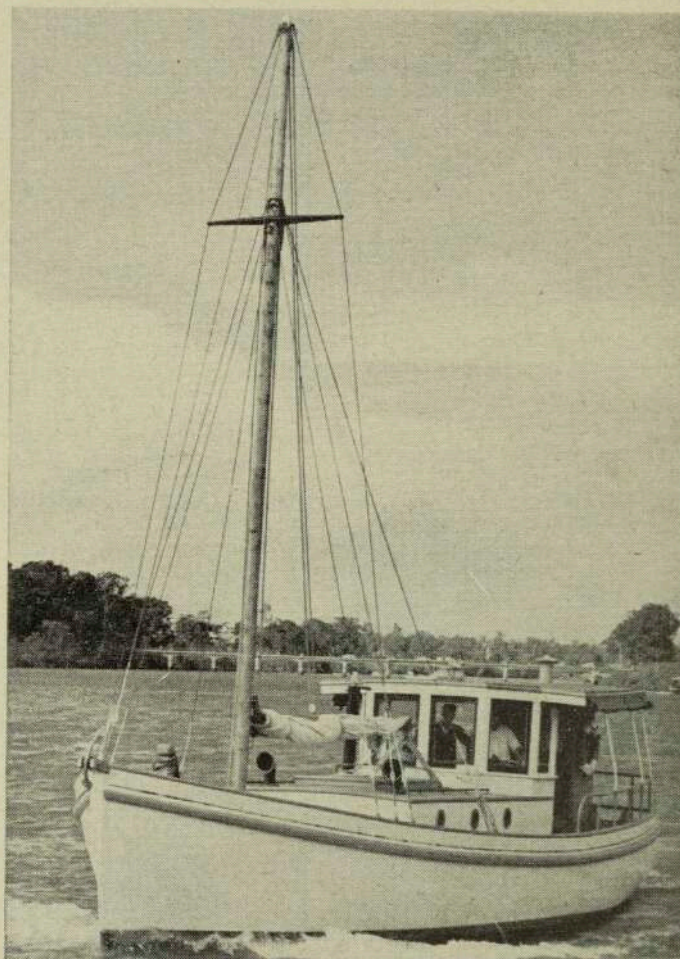
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re being sought in March by the
va Harbour Master, Captain
W. Harness. They are the familiar
pip system, marking the last five
onds of the hour which ends with
e final pip.

COL FOR DISGRUNTLED GINEER

An engineer who damaged the
rication system of the co-
ratively owned 44-ton Fiji ketch
-i-Natoba subsequent to his dis-
ssal by the owners, was sentenced
three months gaol in a Suva
rt early March.

The vessel was at sea when the
v engineer discovered the
mage and the ship put back to
t. The accused admitted the
nce.

VELIST AFLOAT

In January we mentioned Ernest
Gann's Panama-registered brig-
ine *Albatros* which cruised south
French Polynesia in 1956.

That veteran windjammer skipper
one-time master of Zane Grey's
erman, Captain Fred K.
bingat, writing from his home
San Pedro, says that *Albatros*,
unsold, is now at Oakland pre-
ring for a cruise to Scandinavia,
will sail, presumably via
ama, in April, with writer Gann
ard to seek further best-selling
y.

ot many in the Islands saw
atros in 1956. She is almost a
er ship to Irving Johnson's
nd *Yankee*, and an attractive
slet prepared by Gann, and sent
g by Captain Klebingat, gives
hat is known of her interesting
ory.

uring the war she served as a
man submarine officers' training
t and as a direction-finding
tion for submarines in the
ntic.

fter the war she was seized by
British—together with the craft
known as *Yankee*, and others
later sold to the Dutch Royal
erdam Lloyd Line as a train-
vessel for officers, who used her
that purpose from 1949 to 1953
r spending \$25,000 on her.
hen the 90-year-old head of the
ch company, a firm believer in
training for his officers, was
ed to give way to other opinion
the subject and *Albatros* was
up and soon purchased by
n.

nder his ownership she has been
d with many modern navi-
onal aids. She measures 117 ft
all x 82 ft w.l. x 92 ft deck x
ft beam x 10½ ft draught,
rding to the booklet, and she is
7 tons gross and 49 tons nett.
According to Gann, she has been
rately clocked at 13 knots with-
engine or staysails. Her 300 hp
eat motor drives her at about 6
s under power alone. She is a



THERE SHE BLOWS! But this is no whale—it's a huge water-spout which appeared in Suva harbour recently and moved parallel with the reef for about half a mile before collapsing.

—Fiji Public Relations Office.

rivated iron or steel vessel. She may
yet be seen through the Islands.
Her name takes the Dutch form
with a single "s".

LAUNCHED WITH THE AID OF M. CHANEL

Some time ago we reported the
launching of a mission ship with
the aid of coconut milk. In March
yet another variation was offered
at the pearling atoll of Manihiki
when *Louisa Marekino*, a shell-
divers tender, was sent down the
ways with the assistance of two
quart bottles of Parisian perfume.

The launching report does not
explain why one quart could not
have done the trick.

Measuring 19 ft x 8½ ft and built
by shell trader Tangi Jim, the com-
pleted vessel, decorated with mats,
streamers, and every kind of needle-
work gift from fancy lace to
colourful bed-spreads, was first
blessed by the Rev. Father Marinus,
then launched by Mrs. Don Bryan,
wife of the island's Resident Agent.

To follow soon are two other craft
being built by Ben Ellis, a leading
citizen. These boats, and others,
too, will be heading for Suvarrow,
probably in tow of the ketch
Taveuni, when that vessel returns
from her Auckland refit in April to
transfer a diving team to the latter
atoll.

OFF THE BEAM

On the basis of signals received
back from their Sputniks, visual
sightings of same, and other IGY
data, Russian scientists have de-
termined that Greenwich Mean
Time as at present used by navi-
gators is way out.

Clocks have been running slow,
they figure, by a full thousandth of
a second per day—so you weren't
and aren't where you thought you
were at all.

NEW GOVT. YACHT FOR FIJI

To be named *Ra Marama*, and to
be manned, both on the delivery
voyage and in service, by Fiji RNVR
officers and crew, a new wooden
twin screw motor yacht is due at
Suva from the yard of John I.
Thornycroft & Co. Ltd., Singapore,
in May or June.

Of teak, with metal sheathing to
the waterline, *Ra Marama* is in-
tended for transportation of the
Governor about the Group on his
official duties, medical patrol work,
and hydrographic survey duties
when not otherwise engaged.

She replaces *Viti II* ex *Royal
Flight*, sold late 1954 to Captain
E. T. S. Withers for use on the
Lautoka-Yasawas passenger cruise

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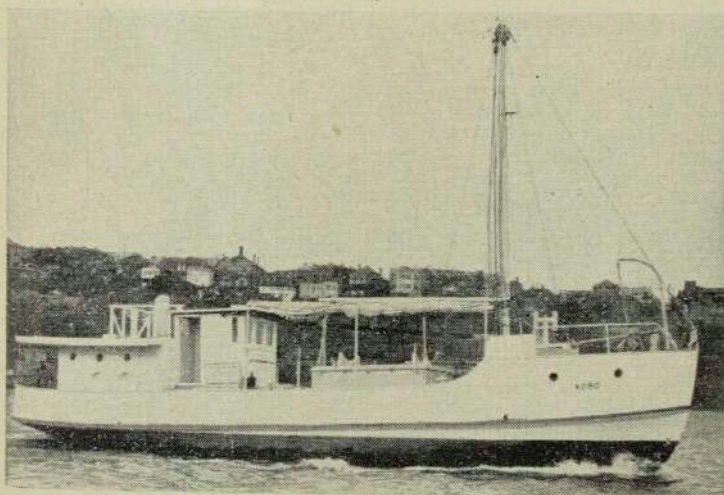


Photo shows 56 ft. Gardner Diesel powered K class Copra Vessel built by us for Steamships Trading Co. Ltd. of Port Moresby. Hold capacity is 2,000 cubic feet—25 tons of copra below decks on approx. 5 ft. 6 ins. draft.

These vessels and also 40 ft. Army Workboats are in regular production in our Yards with choice of engine.

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vice and by him renamed *Blue Moon*.

la Marama is a vessel of pleasing profile with moderate sheer, rounded bow, cruiser stern, and raised keel which extends back to about midships. On the after part of this keel and at the fore end of a raised deck-house is the bridge. Overall length is not known, but overall dimensions are 85 ft b.p. x 12 ft bm. x 6 ft max. draft. There is no provision for carriage of any cargo. She is powered by a pair of Gardner 8L3 diesels.

Commander S. B. Brown, FRNVR, a naval officer, will be in command on the delivery voyage. He has a crew already standing by in Singapore.

The contract price of the vessel is reported as £F.60,000. At additional cost she will later be equipped with main instruments for hydrographic survey work.

BIG UPLIFT

Mr. Les Ellis, who in his capacity of chief stevedore of Pacific Shipping Agency, of Auckland, probably had more contact with these ships and seamen in post-war years than anyone else in New Zealand, will be leaving Auckland for a big Islands job in April.

He will fly to Papeete to stevedore loading of the largest consignment of scrap metal probably ever to leave that port in what is expected to be the largest Japanese cargo since the war.

With the Papeete carbo aboard, he will sail in the ship to Apia, then to Suva, where further consignments will be loaded before the vessel stops off in New Zealand. Preparations for the shipment have been in hand for months past.

South Pacific east of New Guinea has been combed for all possible wrecks and scrap dumps to contribute to this special chartering. Scrap still remains, but at comparatively low prices it is not worth while moving from certain inaccessible islands.

Mr. Ellis was last in Papeete as second officer in that American-registered flag-of-convenience-registered ship *Sea Pearl*, since lost off the Guinea. Last year he organised the scrap shipment from Pago

owner, even if they have long since been "abandoned".

Whoever this owner may be, all negotiations regarding purchase of such a wreck must be carried out through the Receiver of Wreck—usually the Chief Collector of Customs—of the country administering the territory on which the wreck lies, and there are heavy penalties for even boarding such a wreck without his permission.

In many cases the Receiver will be the official "owner" of old abandoned wrecks, but in any case Customs duty will probably be chargeable on materials salvaged, if the vessel was registered outside the territory on which it was wrecked.

In the case of a wreck lying on an isolated submerged reef outside

the administration of any country, the wreck presumably is administered by the Receiver of Wreck of the country in which the ship is registered, or she may be considered as flotsam, in which case any portion salvaged must be delivered to the Receiver of Wreck of the country to whom the salvor belongs.

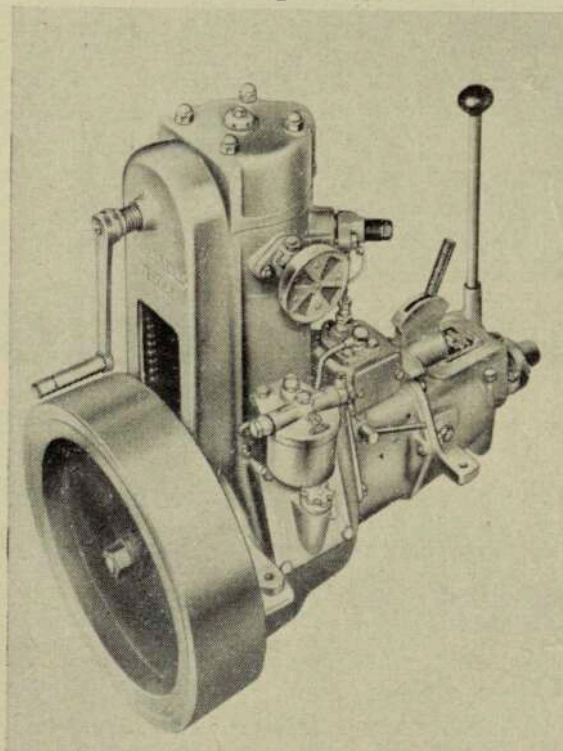
Maritime law is highly involved, but the point we make is that no wreck is ever "abandoned" in the sense that whoever comes along at a later date may help himself without fear of legal complications.

FRENCH NAVAL ACCIDENT

Four seamen of the French sloop *Francis Garnier*, a vessel well known

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NO ONE OWNS THAT WRECK

We have reported previously that a Japanese fishing vessel has been found for sale by the Receiver of Wreck in Suva. With numbers of vessels planting themselves on South Pacific reefs in recent years, and with a general interest in other wrecks—in some of very ancient vintage—as potential sources of scrap metal, a finding may be timely: All such wrecks, no matter how old, have an

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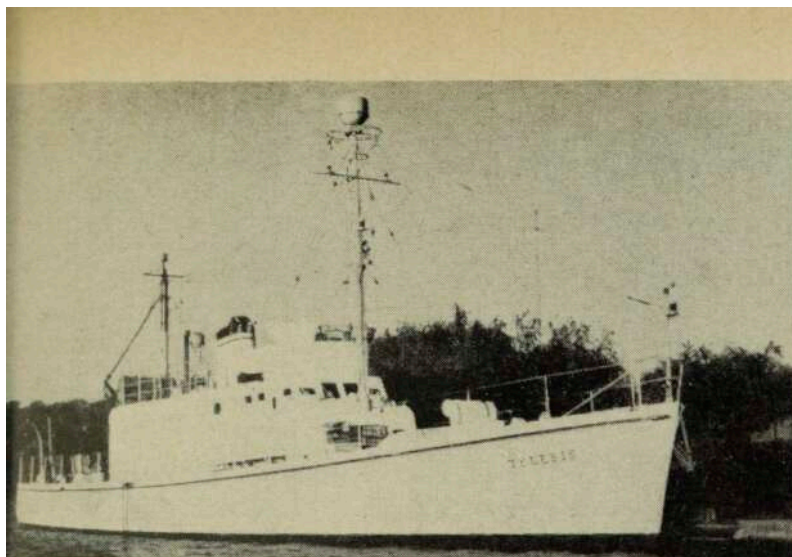
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NO EXPENSE SPARED.—Expected to arrive in Papeete during the next few months is the MV "Telesis" owned by Theron S. Cederlund, of Sausalito, California. This vessel is a converted US Navy submarine chaser on which no expense has been spared in the conversion. A four man crew operates the vessel.

Bob Fenton (ex "Taihoa") is mate.

"Telesis" has a length of 110 ft., beam 18 ft. 5 in., draft 6 ft. Power is supplied by twin 1,200 h.p. diesel engines, giving a cruising speed of 10 knots with a maximum speed of 22 knots. Cruising range exceeds 3,000 miles. Accommodation includes four double and three four-berth staterooms, equipped with central heating and forced air ventilation, along with five lavatories and three showers. Also a lounge, dining area, galley and large deck areas fore and aft. Operational equipment includes radar, recording and visual fathometer, loran, radio direction finder, radio-telephone, auto pilot, gyro compass and a one ton capacity power winch.

The owner hopes to cruise the Pacific Islands but is also interested in charter work for scientific expeditions, etc. Enquiries in this respect should be addressed to him care of PO Box 99, Sausalito, California, USA.

South Pacific waters, were seriously injured, one losing a hand, as a result of a flash-back by a 100 lb. gun which was firing an aerial salute as the vessel arrived Wellington, NZ, from French Polynesia in mid-March. The vessel was earlier been engaged in attempted salvage of the Papeete-d Catalina aircraft which crashed in Raiatea lagoon with a loss of life. The aircraft first seen in about 20 feet of water but was swept by the current into about 120 feet of water before all the bodies were recovered.

VERY IS COSTLY

February PIM we noted that Italian shipping men were calculating as to what it was going to cost Prince Tungi to have his 100-built vessels A'oni and A'ua delivered. The answer is presently "plenty". The Auckland Harbour Board has just accepted a tender of £10,300 for the delivery of a new tug Aucklander—a vessel of comparable size or smaller. That sort of money gives a somewhat different look to the favourable shipping prices offering in Europe and other distant parts, and should encourage ship owners to check again nearer markets.

A SERVICE TO BSIP

The New Guinea Australia Line's commitment in running one of its

ships via the Solomons has proved successful.

The call at Yandina has, however, been cut out as there was not sufficient support from the port. The company is pleased with the support it is getting in the way of passengers and cargo from Honiara, and calls at this port will continue.

The Sinkiang has been used on this service. After Honiara, calls are made at Rabaul and other New Guinea ports before heading south to Sydney.

DUTY-FREE FUEL IN PAPEETE

Standard Oil's tanker J. L. Hanna arrived Papeete February 9 with the first consignment of gasoline and petroleum for the company's newly completed bulk installation at Point Fare Ute, Papeete.

SAURL Petroles, a locally formed company, will market all of Standard Oil products; they commenced business February 25.

An innovation of interest to visiting yachemen will be facilities for the sale of duty-free gasoline and kerosene.

WITJAZ ON THIRD IGY JOURNEY

The Russian hydrographic research vessel Witjaz, now familiar in some parts of the Pacific, will probably visit Port Moresby on her third cruise just commenced.

(Over)

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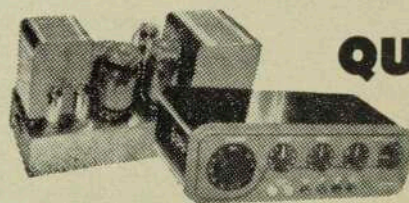
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Start with one 12" speaker and gradually develop the ultimate three speaker system with individual treatment of bass, middle and treble. No need to discard your present speaker.

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QUAD 11

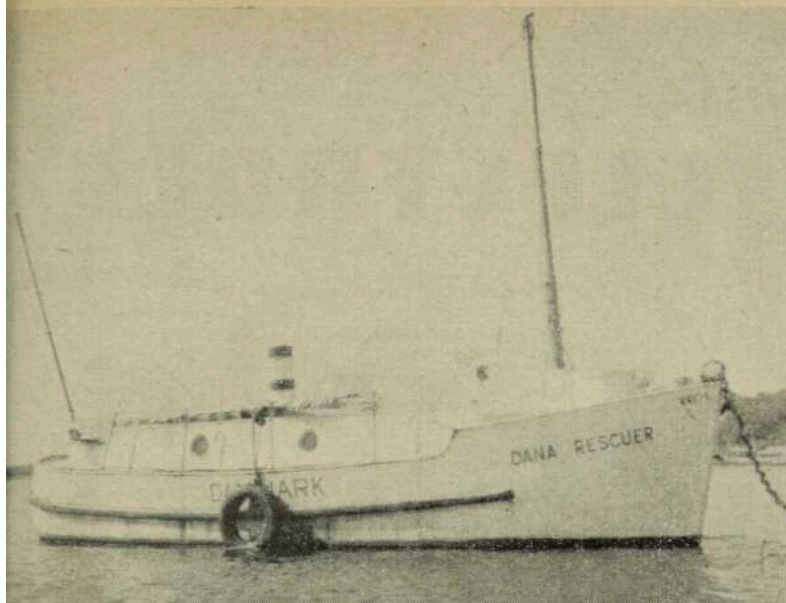
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Lifeboat "Dana Rescuer" (see PIM March, p. 103) on demonstration cruise around the world. Photo: Max R. Hart.

cleared Vladivostok March 23 1967 scientists on board.

visited Rabaul, NG, on her voyage last July-August; the Claus, Suva and Wellington, NZ, her second Pacific expedition, being the last port on January 1967 Vladivostok via the meridian 12 deg. E.

CHANT NAVY PROGRAMME

from April 1, the special transmission of the BBC Chant Navy Programme, formerly at 0730 GMT, has been continued. The initial transmission is on Thursday, 1830 GMT, the repeat transmissions are on Friday at 1245 and 2200 GMT. The latter (10 a.m., Saturday, 1245 GMT) is well received in the Pacific band at present, and the two are well received on other frequencies.

OWNERS FOR ROSALIE

The motor-vessel *Rosalie* has found new owners after 12 months in the Noumea-Hebrides trade.

This vessel is of wooden construction and was built in New Zealand during the war. She is a sister ship to the ill-fated *Monique*, which disappeared in calm weather on a voyage between Mare Is. and Noumea some years ago—taking her 123 people.

Rosalie has been used in the New Caledonia coastal trade but has been lying at anchor in Noumea for the last year. The company that owned her is in liquidation.

JAPANESE TAKE MOST WHALES

If an agency report from Tokyo is correct, the six Japanese whaling fleets now homeward bound from the Antarctic took no less than 11,723 blue whale units of the allowable catch of 14,500 blue whale units permitted jointly to all nations engaged in that area.

The total was reached in mid-March. The report may have meant that the Japanese took 11,723 whales, which might be very considerably less than that number of blue whale units. This adopted unit, based on the largest blue whales,

represents several whales of smaller varieties.

Tokyo Radio said, however, on March 17 that one factory ship which had sailed for home that day had 8,000 blue whale units aboard, so the agency report could be correct and would indicate a very small catch for some of the 20 expeditions owned by the other four nations involved.

THE MAGNIFICENT SHIPS

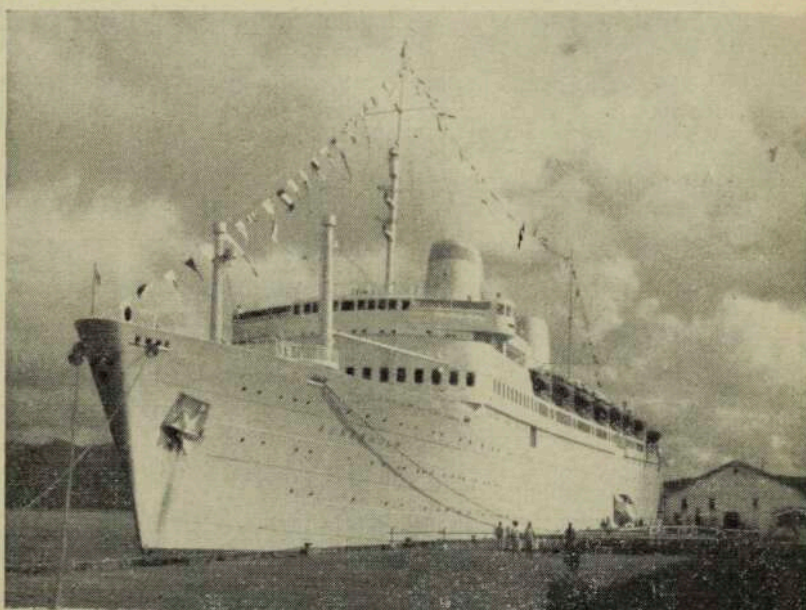
Two magnificent liners were seen in South Pacific ports in February and March when they were making luxury tours of the area with American tourists. On page 65 is shown the Norwegian-America Line passenger ship "Bergensfjord" which left New York on January 10 and sailed through the Panama Canal to Peru, Easter Is., Pitcairn, Papeete, Rarotonga to New Zealand and Australian ports and returned via Port Moresby, Suva, Honiara, Tonga, American Samoa, French Polynesia, Galapagos and West Indies. This vessel is less than two years old, has a crew of over 400 and for this cruise the passenger list was restricted to 380.

"Kungsholm", below, belongs to the Swedish Amerika Line, is of 22,000 tons and carried 600 passengers on her Pacific cruise. Port Moresby and Suva were on the itinerary; minimum fare was about £A1,200.

Just before these two Scandinavian ships called, the Matson vessel "Lurline" also did the round. Port Moresby people had these things to say about all these dollar tourists: (a) their wealth is probably in inverse ratio to the weirdness of their clothes—the town was buzzing for days over the odd get-up of most of the visitors; (b) it is exceedingly difficult to extract an honest dollar from these tourists who have been everywhere, seen everything and already collected most of it.

Moresby shopkeepers say that the best spenders are Australian tourists (possibly because they are not yet so blasé) and the legendary American who flings his dollars around for grass-skirts and a string of shell beads disappeared from the South Pacific scene when the GI's returned home after the war.

—Photo by Fiji PRO.



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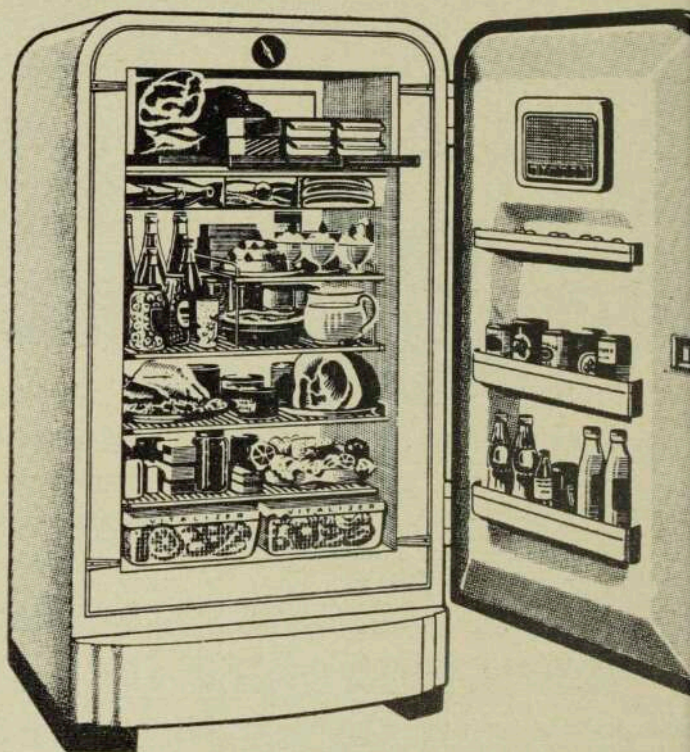
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WS OF CRUISING YACHTS

LAMERHAK II should be on the move soon. Israeli Joseph Hawkins returned Sydney per **ORCADES** early March to pre-empt the 23-ft. yawl for continuation of his navigation voyage via Philippines, Hong Kong, Indonesia, South Africa, South and North America. Hawkins flew back to Israel from Australia a year ago after hitch-hiking from Sydney to Darwin. At home he made a four tour earning sufficient to pay his fare to Sydney by sea via the US and to commence the next stage of his voyage. He is a lecture tour through the US when he reaches there in a couple of years time.

TAKI-O-AUTAHU, claimed the shortest craft across both Atlantic and Pacific, reached land, owner Mangan's home port, March 4, and the yacht is now for sale. But that does not mean that Bill Mangan has swallowed anchor; he's looking for a larger craft to continue his ocean wanderings.

NONA of London, 71-ft. gaff cutter, with Mrs. J. Chaning-Pearce, Mr. C. J. Miller, and Mr. W. C. Hodgson aboard, made land March 4, having cleared Papeete 24 days previously, thus completing, in the 57-day yacht, the voyage which commenced in 1956. Finances were running low and she some cash on the trans-Pacific run ship's radio telephone set had been sold in Galapagos. Mrs. Chaning-Pearce's mother in the wharf to greet the yacht at Auckland. Principal complaint: not a fish was found to assist the provisioning department en route from England. Cost of the cruise, including yacht: £3,500.

REMONA of San Diego, Cal., a 105-ft. schooner sailed by owner Bob Insinger, his wife, family, and an unspecified number of friends, has been in South Pacific for these past two months, having visited Guinea, the Solomons, Fiji, and Pago Pago from where she was to clear for Papeete to come again. She called at Honolulu on her outward voyage. Under other ownership the well found craft figured in the Trans-Pacific Race (US-Hawaii)—the one prior to the event. Mr. Insinger purchased the yacht disposing of a tuna fishing business. The yacht made an unscheduled call at Honiara, mid-February for news of Mate Indrek, who had to leave the vessel in New Guinea as flown to Moresby for hospital treatment.

GOLDEN RULE, loaded with ideals but not with seamen, put back to Los Angeles in February a few days after sailing on a H-bomb protest voyage to Eniwetok. It sailed again from San Pedro on March 27, on a H-bomb cruise. Four persons are aboard.

TAHITI NUI-II, arrived Callao from Constantinople on March 29, before the final kick-off on the **KON-TIKI-SEVEN LITTLE** S road to French Polynesia, is made of cypress logs, has a 13-ft. x 6½ ft. on deck for crew, and is "ketch-rigged" with 40-ft. and 33½ ft. high respectively. Proportionate sail area it will be scarcely to call this a "drift" voyage. **TAHITI** is manned by Captain Eric de Bisschop and his companions.

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them to be classified, for which there is naturally a surveyor's fee to pay. A form for listing details of a yacht may be obtained from the Editor, Register of Yachts, Lloyd's Register of Shipping, Garrett House, Manor Royal, Crawley, Sussex, England. Details must be lodged by December for the following edition.

• The rest of **SALMO's** world cruise has been postponed due to an expected increase in the Hamilton family. Lieut-Commander Hamilton will sail for the US from Tahiti, via Tuamotus and Marquesas.

• **TE VEGA** was scheduled to depart Papeete on a round trip charter to Rarotonga on February 6.

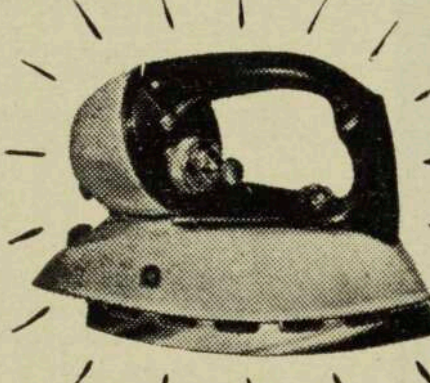
• **CELESTE**, of Balboa, owned by Richard Cosmos, has been sold to Donald Cameron (ex-**CELEBES**, **SOLQUIST**, **MIRANDA**) for \$5,000. Mr. Cameron has since dry-docked the vessel

for welding repairs, and eventually plans to cruise the Society group and head for the States via Honolulu, to dispose of **CELESTE** on the west coast.

• **NOVIA**, 34-ft. San Diego ketch, will be remaining in New Zealand waters for some time. Owners Lee and Anne Gregg left Auckland for the US in mid-February by air to settle some business there following the death of a relative.

• **ARTHUR ROGERS**, more work-boat than yacht these days, was momentarily expected in Auckland from the New Hebrides in February. Tom Hepworth was reported to be accompanied by a member of the well-known Tongan Stephens family on his dodge south through the hurricane zone. Meanwhile Diana, who came south by air as special nurse in care of Bob Grant of **VE TEGA** some time ago, is visiting friends in the South Island of NZ, pending Tom's arrival.

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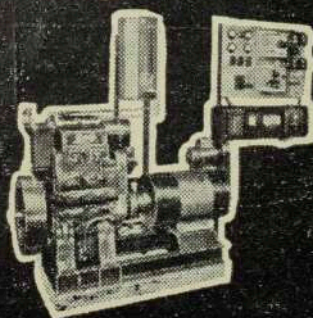
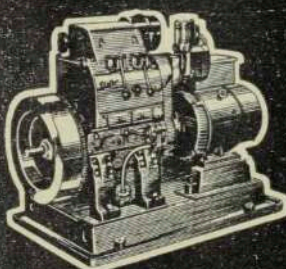
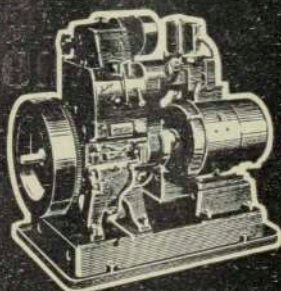
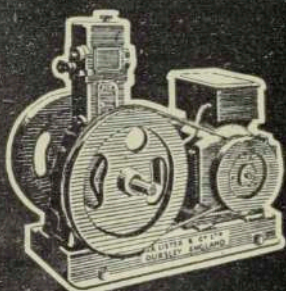
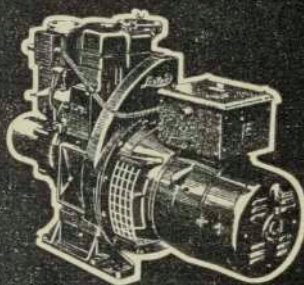
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PACIFIC REPORT

Munda Airstrip Back in Business

The old American airstrip at Munda, in the British Solomons, is back in use—for commercial aircraft. Qantas began using the strip from March 24, on the thrice-monthly service between Honiara and Lae, New Guinea.

The strip was reconditioned in a nine-months' works programme, and now has refuelling facilities and a 7,000 ft runway—which is more than capable of handling the DC3's using it. It's obviously doomed for bigger things in the pending Pacific air network (see *M*, February, p. 21).

Munda replaces Barakoma as the set-down point for Gizo, Administration centre for the Western Solomons. Passengers from Gizo will now have to contend with a 12 hours' launch journey, instead of three as before.

A Honiara report says that use of Henderson Field for aircraft has not been approved by DCA, but nothing is known there about when Henderson will replace the present Honiara strip. Henderson, like Munda, could be an important link in the new Pacific chain.

Asian Question Finally Gets an Answer

The officially unanswered question whether New Guinea Asians wanted Australian citizenship could be able to work and live in Australia without restriction, has now been answered—officially.

Australian Immigration Minister Owenley said in answer to questions in the Commonwealth Parliament on March 11 that NG Asians wanted citizenship would be allowed in Australia without any restrictions at all.

He said it has been estimated that about 2,200 Asians in P-NG are eligible for naturalisation as residence requirements were concerned. However, there was no estimate of the total number able to satisfy all requirements for citizenship, he added.

The decision to grant selected New Guinea Asians Australian citizenship was made about 12 months ago, but not until towards the end of last year was an announcement made giving details of the qualifications needed for citizenship.

Then the announcement did not state whether Asians would be allowed to enter Australia freely, and there was some confusion on the point (see *PIM*, November, 1957, p. 19).

Meanwhile, in Lae, NG, in late March, the annual State Congress

of the Returned Soldiers' League resolved that "any person" who collaborated with the Japanese during the war should not be eligible for Australian citizenship, even if there were doubt that he acted under compulsion.

Rabaul sub-branch of the RSL brought the matter by up asking for a rigid screening of applicants for naturalisation. The decision will be forwarded to the Federal body of the RSL.

A Shield of Pity Against The Woodsman's Axe

Noumea, New Caledonia, has not a great many tourist attractions as Islands territories go. But among the things that visitors comment on are the tree-lined streets—attractive, shady avenues that many other Islands would like, and haven't got.

Now the Noumea town council wants to take away many of the trees. Its explanation is that they are old and dangerous, and there is risk of falling branches injuring someone; and that the falling fruit from some of the trees has an offensive smell.

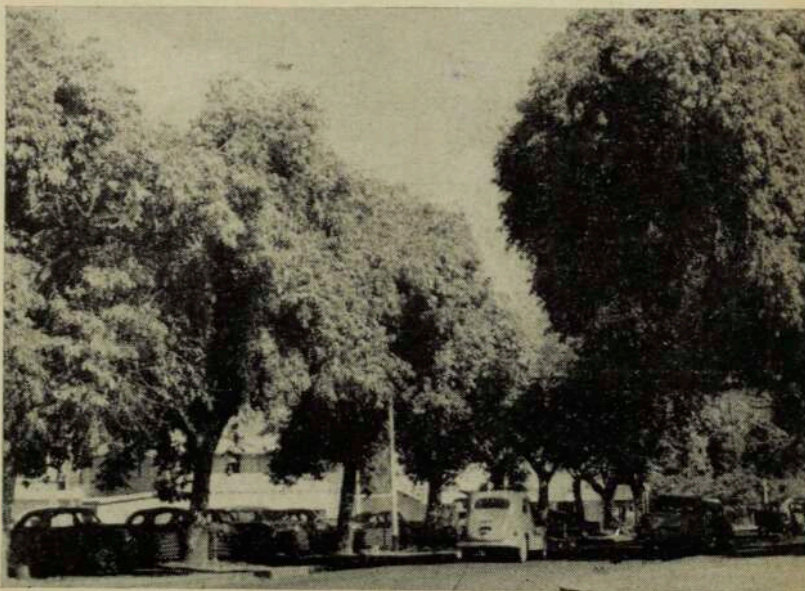
But Noumea's tree lovers—and it appears that there are a great deal more of them than the council contemplated—have rallied to the cause.

Newspaper letter writers and even poets have put up a spirited resistance in an effort to halt the woodsman's axe.

They have pointed out that the problem of falling branches can be solved if the council properly pruned the trees, and that the argument about a smell is a somewhat quaint excuse in a town where gutters are as noisome as Noumea's.

And overnight more than 50 of the threatened trees have been painted with the word "Pitie" (mercy) in foot-high letters—the townspeople's way of giving the trees the right to say a word in their own defence.

(Over)



One of Noumea's shady avenues—threatened with the woodsman's axe. Top picture shows the word "pitie" (mercy) in foot-high letters, splashed on one of the disputed trees. —F. Dunn.

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Co-operatives Conference at Port Moresby

Port Moresby will be the scene of a South Pacific Commission conference on co-operatives from 1 to August 1. About 30 co-operative officers and administrative officials from many South Pacific territories will attend. Delegates will discuss the growing importance of co-operatives in Pacific development. They will study various techniques for organising them, and for training staff to run them. The meeting will also study and report on ways in which the SPC can help territories with their co-operative programmes.

King The payer

It is interesting to speculate on the thoughts of the proud ancestors of the present Polynesians, were they able to peruse the current rates of expenditure in the Cook Islands—with particular reference to the item of £2,500 for the purchase of cows' milk for school children.

However healthy atoll children and their limited diet of coconuts and breadfruit may seem—and appearances are often very misleading as health records have shown—the modern Polynesian turns thumbs down on breadfruit as a substitute for cows' milk.

Even if this were not the case, the present economic situation in

per island. Pukapuka will have a similar installation costing £1,650 and Rakahanga a simple little £1,000 milk-room only. Allowing that the milk side of things costs £1,000 per time, a sum of £7,500 will be devoted to the cause of milk this current year. All this milk is imported in the form of dried full-cream milk powder.

About £27,000 will also be spent in the Cook Islands this year in transporting public servants and school children within the Group and overseas.

Roughly half of this amount will be spent on local internal transport, and probably about 40 per cent. of the total sum will be involved in moving people from point to point on Rarotonga's 20-odd miles of main road. There is no organised private road transport, though some non-government passengers are shifted by privately owned motor trucks, so these costs apply to government vehicles and drivers.

Some £8,000 will be spent on road maintenance, of which £5,250 will be expended on Rarotonga's 21-mile main road.

The Question of That Continental Shelf

The Law of the Sea Conference being held at Geneva, was, as expected, well bogged down at the end of March on the issue of an agreed width of Territorial Waters, regarding which the 87 nations represented hold widely divergent views.

Agreement had been reached on a definition of the continental shelf, but it appears to leave plenty of room for dispute. By a majority of 51 votes, with 10 abstentions, the following definition was approved: "... the term Continental Shelf is used as referring to the sea bed to a depth of 200 metres or beyond that limit, to where the depth of the superjacent water admits to the exploitation of the natural resources of the said areas".

The definition applies also to "... similar submarine areas adjacent to and surrounding islands".

The critical words in italics above appear to be a highly unsatisfactory compromise, for evidently the Continental Shelf will vary in width as the technical resources available for exploitation of the "resources" are improved.

For example, while it may not be possible to drive an oil well or exploit minerals at depths greater than 200 metres today—though this is doubtful—it may well be possible to do these things in a very few years time.

But even with the shelf defined, there is still the question of what goes with it. Some delegations favoured total control of everything on, above, and below the surface of

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HARK KILLS TROCHUS FISHERMAN

A large shark attacked and fatally injured 27-years-old trochus fisherman Andre poleon, father of three, while he was diving for shell off the coast, at New Caledonia's north point, in March. The shark took both his legs and caused other shocking injuries, but friends were able to haul him into a boat. He died on the way for help.

Cook Islands is such that there are not enough drinking water available because sufficient have not been planted.

Estimates make it clear, however, that buying and doling out water is only a part of the problem. Each little island must have a milk-room for the storage and mixing of the milk.

This year two water-catchment tanks and milk-rooms (combined) were built at Manihiki and two at Enrhyn at a cost of £3,300

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continental shelf sea bed; some considered that only minerals could be under the control of the country adjoining the shelf; and others again wished to include "stationary fish" with minerals—pearl shell, beche-de-mer,

then there is the question of the Territorial Sea. This is the sea area of the Continental Shelf but beyond the limits of Territorial Waters. For example, Australia's Continental Shelf extends far beyond the present three-mile limit of Territorial Waters, in the Coral Sea area and round the coast towards New Guinea, Timor and Indonesia. Where exactly does Australia's Continental Shelf end and the shelf of these other countries start? Where the waters between Australia and Papua, an Australian

and exploration" — which would presumably permit nuclear-bomb testing.

Some Iron Curtain countries maintained that Freedom of the Seas must also include freedom of access to the seas, where a country is cut off from the sea.

It will be surprising if any really worthwhile agreements come out of the conference.

Problem of the Illicit Grog Merchant

One day in March saw a record number of drunks before the Noumea court—49 for the day, and all native.

The event underlined what appears to be a growing problem in Noumea, despite Government efforts to reduce drinking cases.

Among some of the recent regulations passed to keep drinking in check are one forbidding the sale of liquor to be carried off the premises after 8 p.m., and on Saturday afternoons and Sundays; and another making it an offence to drink liquor on public highways and Government land (although beaches and river banks are exempt).

On the other hand natives are now allowed to drink imported beer where once they had to be content with the weaker local brew (beer import figures for 1957 were on the increase—800,000 gallons from France), and bar licences can still be allocated (Noumea has recently got a new one, called "Sputnik").

A Noumea correspondent reports that the regulation banning weekend sales for home consumption is not expected to make much dif-

Skeleton Mystery

Three skeletons discovered during road work in Rabaul, recently, are believed to be those of either Americans or Central Europeans. Dental findings give this clue.

The skeletons were found together, and the Government pathologist at Rabaul, Dr. W. Haythe, estimates they may have been buried since about 1944, although it is difficult to determine the period accurately.

Further inquiries are being made.

story, are nowhere deeper than metres, is all this water to be under Australian control? Torres Strait has traditionally been regarded as an international airway and part of the High Seas. Similar situations exist all over the world, and involve Freedom of the Seas.

Under the latter heading there is the question of pollution, radioactive and otherwise.

the question of radio-active pollution Britain and the US were asked to adopt an unfortunate decision. No one can deny that nuclear-bomb tests, however necessary, do interfere with free navigation of the High Seas, even if they do not cause pollution.

Britain and the US considered this is a question for a disarmament conference and not for a present conference. At the same time, and as a favourable move, the US announced that foreign observers would be invited to the next Marshall Islands tests to see for themselves that there is negligible pollution.

Portugal proposed that the question of Freedom of the High Seas should include "freedom to undertake research, experiments,

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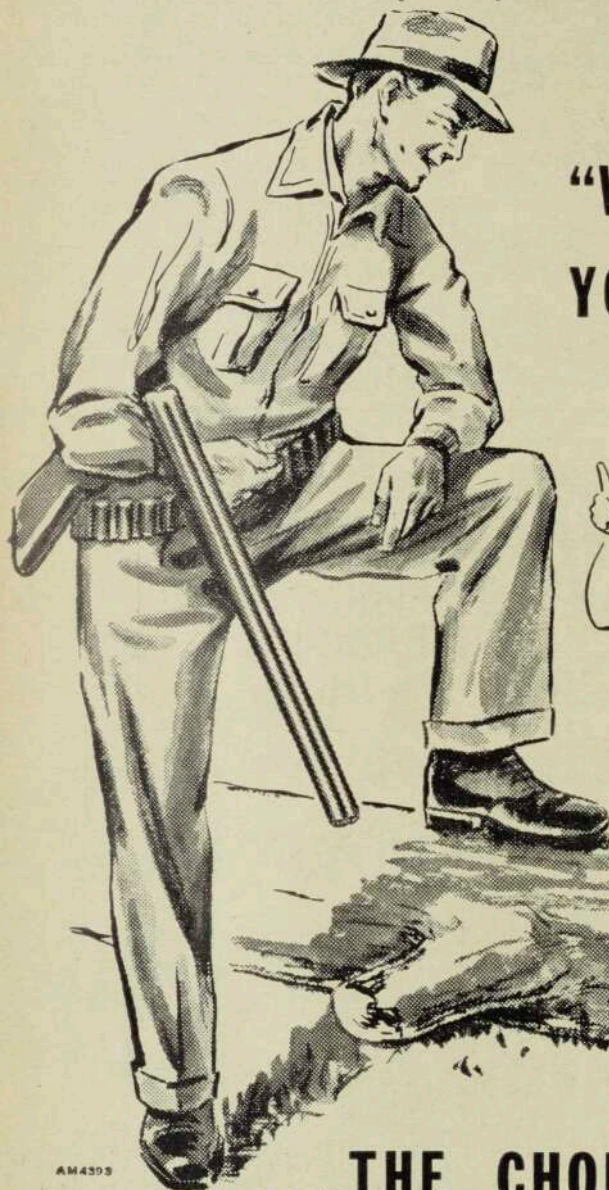
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ance to the habits of the intemperate, as intelligent drunks will be in stocks before the deadline—am. on Saturday.

is difficult, too, to deal with the problem of the illicit grog merchant—a title which, in the public mind anyway, seems often to refer to some of the Indonesian shopkeepers of Noumea.

ptions, But No nd

submarine volcano off Vanguna in the Western Solomons has been active again, for the first time since 1963, when a small island appeared and remained visible for several days before disappearing. The new eruptions—a main one, followed by four smaller ones—have not produced any islands, but a thick yellow cloud rose about 100 ft.

Consulate in Papeete Close

travellers arriving in Auckland from Papeete in March reported that the British Consulate at Papeete, Tahiti, established many years ago, is to be closed down at the end of June. For the past five or six years the consul has been Mr. Fredrick A. Evenish, of England. The rumour in Tahiti is that the Australian or New Zealand trade representative may now be established, and that this official would be British interests in that territory.

Search of a Portrait the Artist

English social anthropologist, Anthony Forge, has begun a study of life among the natives of the Sepik district of New Guinea. He can study the place of art in their social life. This is a new branch in anthropological study in the Territory.

Forge, since he graduated from Cambridge, has been working for a PhD at the School of Economics in London University.

He is working among the Abalamas—a fairly large group living in the country around Maprik, in the north of the Sepik district. Among the facets of the question Forge will study are the relationship between the artist and society, and whether he has a role in the community.

-Known Fiji Resident Shooting Case

Nat Chalmers, aged 70, well known in Fiji for many years as a writer and solicitor, and as a pro-

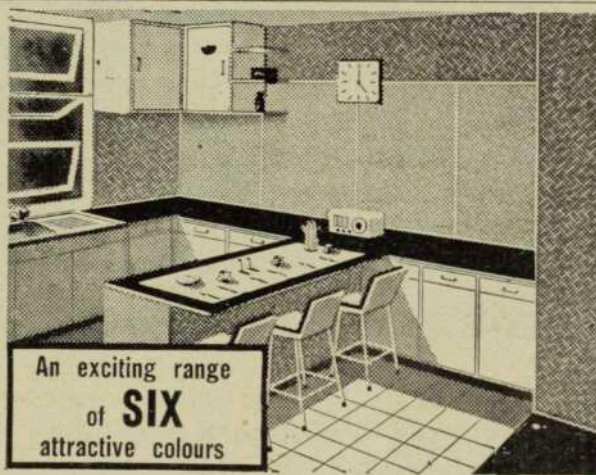
minent member of the Indian society called Kisan Sangh, was sentenced in Sigatoka magistrate's court on March 20 to six months' imprisonment. He had been charged by the police with discharging a shot-gun at Taraivina Lewatu, a Fijian woman who had been a member of his household for a considerable time, with intent to do her previous bodily harm.

An appeal was lodged immediately, and Chalmers was released, pending the appeal, on £100 bail.

The incident on which the charge is based occurred on February 14. Chalmers wished Taraivina to return to her village and he says she promised to do this, and he gave her

a cheque for £50. She went into Sigatoka and cashed the cheque; but, instead of departing, she returned to Chalmers' house. The police alleged that Chalmers, in an attempt to scare her away, discharged his gun at her. She was severely wounded in the foot.

Chalmers, in his defence, said he had no thought of injuring the woman. She had developed TB, and he was anxious that she should live elsewhere. A payment was made to her on the understanding that she should return to her village. He did not know she had returned to his house. He had a shot-gun handy and loaded, in an attempt to kill a rooster that had been attacking



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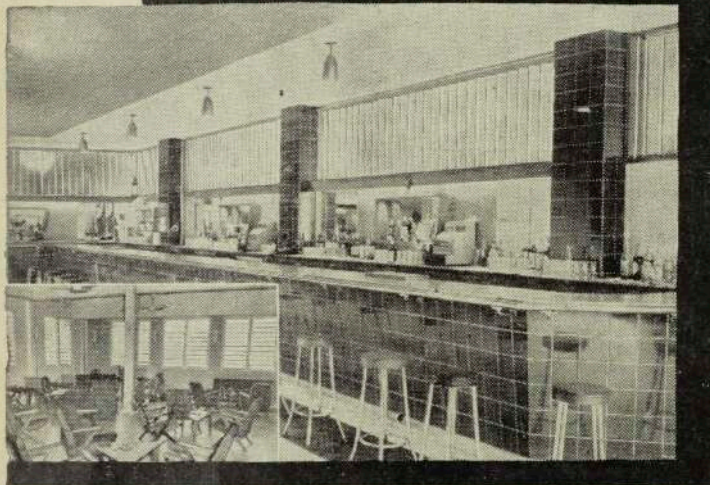
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Société Franco-Océanienne, Boite Postal 19,,
PAPEETE.

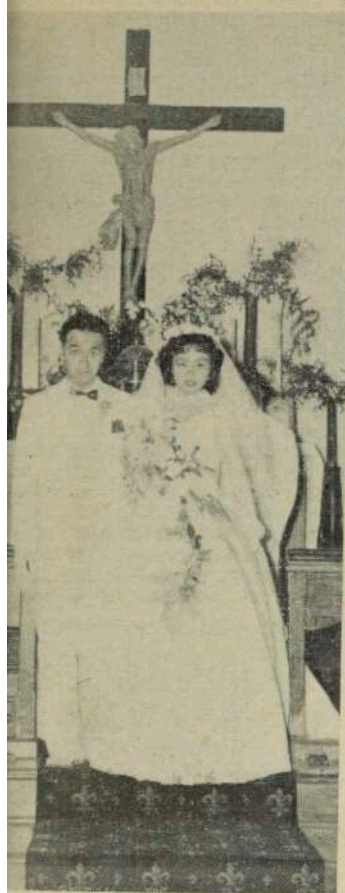
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PICTURE THEY'LL FRAME



Attractive photograph shows Peter Yun, Mrs. Chin Cheu of Talasea, New Britain, bride, formerly Helen Lee, daughter of Mrs. Lee Loi Fatt, of Kokopo, in Catholic Church, Rabaul, after their marriage

—C. H. Meen.

ickens, and he fired a shot rooster. It was sheer mis- that the Fijian woman had n the line of fire—he did ow she was there and did not her.

ng a plea for mercy, Mr. ers' counsel, Mr. M. S. Koya, out that Mr. Chalmers now old man; he had practised Fiji; and before that he had a high police official. The rate (Mr. Jeddere-Fisher) r, found that the police had shed their case.

incident caused one cancella- plans Chalmers had made to Queensland, the West and the United Kingdom sugar prices, and the sentence like interfering with amended or the overseas tour.

originally had booked to leave a February 25, but as the t occurred on February 14 d not leave the Colony until arge had been disposed of.

He then planned to leave in the *Southern Cross* in July, but the new turn of events may prevent that, too. The appeal is unlikely to be heard for some time, as there is a congested list in the Supreme Court and only one judge to deal with it.

Cabin Class on Orient Line

Orient Line's 24,000-ton *Orion* will be converted to carry "Cabin Class" passengers instead of first-class passengers, as from 1958.

Cabin class is an innovation for Orient Line. It will suit those who want to pay less than first-class fares for better than tourist class accommodation, food and service.

Orion's cabin class passengers will be able to enjoy the spacious lounges, air-conditioned dining-room and wide deck areas of the former first-class section of the ship.

Fares from Sydney to London will range from £205 Stg. in 6-berth cabins to £260 Stg. for single-berth cabins, and £270 Stg. in twin-bedded cabins with private bath.

Orion will continue to have tourist "B" class accommodation for those wanting inexpensive travel.

Piscatorial Mystery Solved

One of the great mysteries of Nature has been the whereabouts of the Pacific spawning grounds of albacore—the choicest variety of tuna and a migratory surface-feeding type of fish found far from land.

Japanese fishery researchers now claim that the mystery has been solved. A fishing vessel operating along the equator somewhere west of the Gilbert Is. recently caught swordfish whose stomach contents included newly spawned albacore.

A Hurried New Use For an Old Stand-By

P-NG's material-of-a-thousand uses—steel arc mesh, much of it left over from the war—was being belted and bent into even more weird and wonderful shapes in March.

Many a Territory employer had suddenly decided that it was just the thing for machinery guards in his workshop.

The reason for his unusual interest: The Territory was having a visit from an industrial safety engineer, as first step towards introduction of new safety legislation for P-NG.

The engineer, Mr. Ian Anderson, of the industrial service division of the Department of Labour and

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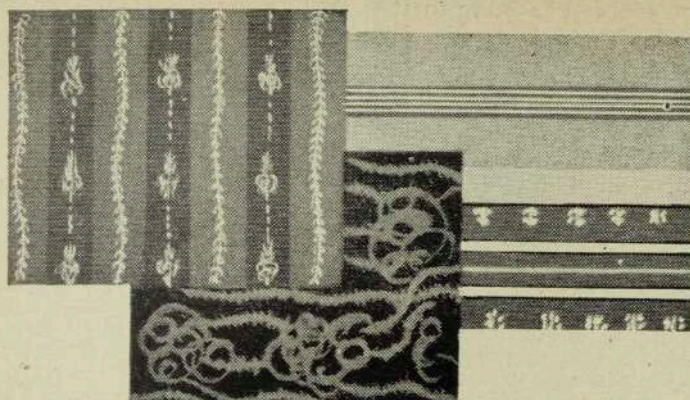
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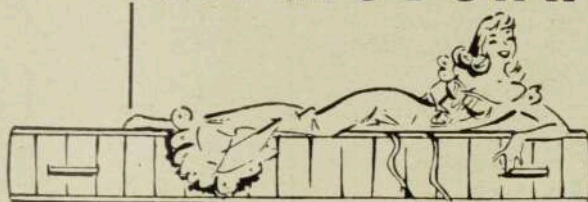
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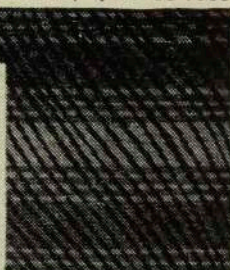
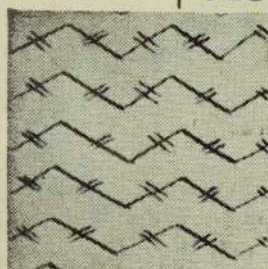


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National Service, Melbourne, s
three weeks looking at P-
industrial conditions.

Mining and native labour leg
tion already includes safety
visions, but with the indu
expansion in the Territory in
last 10 years, these measures a
wide enough to cover everybody

New legislation will be drafted
a matter of priority, according
Assistant Administrator, Dr.
Gunther.

Curses and Contempt For The NG Tax Man

March was head-tax month
Papua-New Guinea. Europeans
until the end of the month to
their £2 to the tax-gather
Natives had longer—but the
ministration got really busy col
ing the money, apparently to
press everyone that it was se
about the business.

The £2 head-tax on all males
the age of 18 became law last
This piece of nonsensical legisla
as someone pointed out at the

DAM'S SUDDEN BAPTISM

New Caledonia's big m
hydro-electric undertaking
Yate was put to an unexpect
test in late March when t
half-finished dam had to m
a sudden flood.

A terrific and prolong
downpour in the catchment a
soon submerged the old da
and millions of tons of wa
began pouring over the m
spillway.

The main construction w
not damaged, but there was
lot of damage done to subsid
workings, and on the Noum
to Yate road a bridge w
washed away.

put the Administrator on the
tax level as the lowliest garden
in Government House grounds

The tax gathering was not v
out incident—even in the early
of March.

Evidently little attempt had
made to prepare the natives
this pay-out, and most househo
were infuriated by the fact
it was left to them to try to ext
to their servants why they
suddenly called upon to "th
away" £2. And some of the rem
by householders to their staff
not calculated to boost Admini
tion prestige in native minds.

Some labourers who work u
agreement simply could not
had £2 at March 1, unless they
stolen it. With two pay-days o
year gone, with an agreement

ulates 10/- in the hand and 15/-
erred, £2 was beyond them.
ives working at casual rates
e better placed—but far from
used.

ax-gatherers visited places of
iness on pay-day. One Port
esby garage reported that when
ax collector had taken all the
es of three native workers and
but 10/- of another, the natives
blamed their employers and
ed off the job.

the same week another Port
esby native was fined £2 for
g abusive language to a tax-
nerer.

ne Raluana natives of the
elle Peninsula area of NB, who

Veird Sea Display

A weird display of phosphor-
s in the sea was witnessed by
niara man, Mr. Jack Gaskell,
d a native crew, off Savo
and, 17 miles north-west of
niara, BSI, recently.

Mr. Gaskell, who has had
re than 40 years' experience
BSI waters, said the sea was
te calm, but illuminated, "as
by searchlights", from hori-
to horizon. The eerie light
ted half an hour before sud-
ly vanishing.

Mr. Gaskell said he had never
erience anything like it be-
e.

d the Administration some
ago by declining to form a
e local government council, had
ome across with their tax late
arch and were apparently in
ninds as to whether they would
ouldn't.

however, in spite of these inter-
side-lights, most natives
following the pattern of
er-parts in Australia: cursing
oughing-up.

fact, one report from Rabaul
ed that 60 Wewak natives had
ed their way into the Rabaul
e Affairs office, and demanded
y to speak to the tax officer,
happily pushed £129 into his
s.

European attitude to the tax
best be summed up as com-
ce with contempt.

e well-known missionary had
an exemption on the grounds of
hip—which most people re-
d as a poor show.

d Mr. N. Russell, a Customs
employed by Burns Philp
Ltd., at Port Moresby, has
ed to pay the tax on the
ds that it is unconstitutional.
as challenged the Administra-

tion to do its worst. Most Terri-
torians say: "Good on him".

FOOTNOTE: It takes a native
labourer under contract almost 7
weeks to earn £2; few European
males in the Territory would have
to spend more than a half-day
earning the same amount.

New Aircraft For Rabaul And New Caledonia

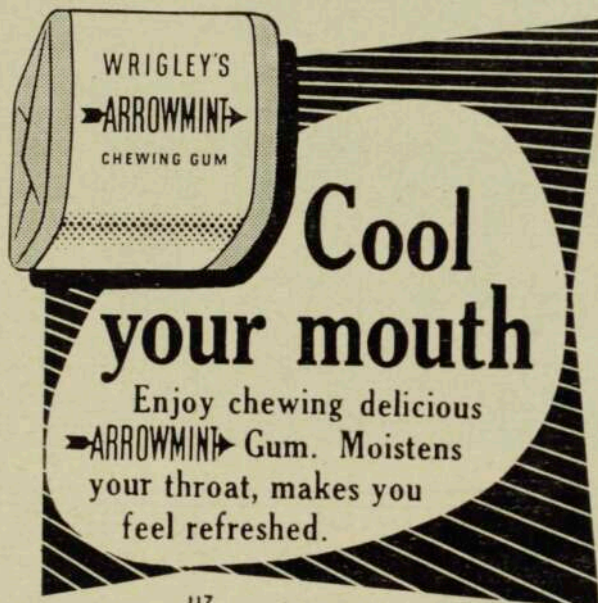
Rabaul, New Guinea, now has an
amphibious aircraft which will be
available for charter service. It's

a Republic Sea Bee, cruising at
about 95 mph, with room for three
passengers.

Operator is Mr. H. Kenny, former
chief instructor for the Royal
Queensland Aero Club, and the air-
craft will fly under the name of
Kenair Air Services.

The amphibian should be useful
in the rugged New Britain area,
where a shortage of land strips
would severely restrict the use of
a regular-type charter aircraft.

Transpac, the New Caledonian
airline, which operates Rapides, has

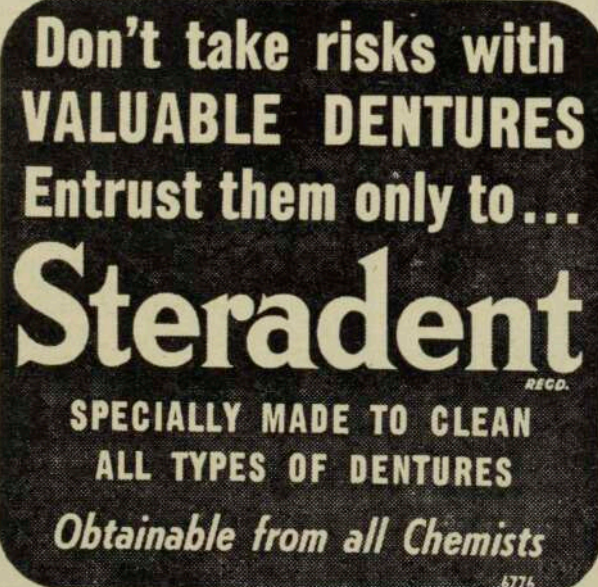


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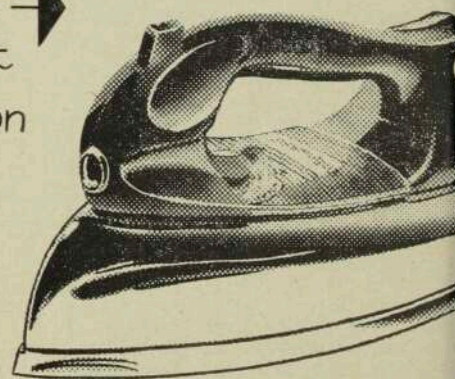
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Here is everything you could ever wish for in an iron... a steam iron and a light-weight dry iron combined. Two irons in one. With it you can steam-iron light-weight fabrics without sprinkling or steam-press suits and other heavy woollens quickly and easily without a damp cloth. And there's no waiting for steam to build up because the Hotpoint steam iron makes steam the safe way — from one drop of water at a time. At the touch of a button it becomes a dry iron, light in weight yet fully automatic and with extra-large soleplate.

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new aircraft—this time a De Villand four-engined Heron. The craft was flown from Paris in January with a crew of four, and now entered into the Loyalty Islands service.

Black Smoke and Excitement

Sunday mornings in Honiara, British Solomons, are usually placid but the morning of March 2 was quite different, as the first of the day's early risers soon saw. Across the sky stretched a great cloud of black smoke. Soon after, a Naval vessel sped across the lagoon. And from along the coast there came an unusual hum, and a helicopter came unexpectedly into view.

This was unusual activity. There was a mild wave of excitement in Honiara. What did it mean? A check revealed the explanation. Along the Guadalcanal coast during the night, bunker oil had leaked into one of the old wartime Japanese wrecks, belching out clouds of black smoke.

An American cruiser spotted the smoke while on its way to Iron Bottom Sound, to lay a wreath in an annual ceremony honouring the men who lost their lives in the naval battles off Savo Island. The cruiser sent up the helicopter to investigate the smoke.

November Start For Papeete Airfield

Test of the long succession of reports and rumours on the establishment of an international airport at Papeete was a statement made in Auckland at the end of January by General Georges Fayet, managing director of TAI. The General said that his information now is that work will commence there in November of this year, and, according to the present plan, the airport should be ready for service by November, 1960. It will be a 10,000-ft runway suitable for jet operations.

Islands Fruit Trade Reverse

At New Zealand imports large quantities of fruit from the Islands but news—though it certainly comes when she suddenly refuses to export such fruit. As well known is the fact that New Zealand is not only shipping a deal of fruit to the Islands but has recently started to tap a substantial dollar trade in this commodity, thanks to increasingly shipping connections with the Pacific Islands. New Zealand can find a market in Honolulu for apples, pears, and so during the off-season in the United States. In March the



Madang—Real Gateway to the Highlands

Madang thinks that it has the New Guinea Highlands passion-fruit export trade sewn up, even if Lae does push an all-weather road through from the coast.

One of the Big Firms has just completed a new freezer in Madang to cope with the trade, and in the last few months 1,615 four-gallon cans of highly concentrated juice has been shipped to Madang by air from the Highlands, and from Madang by ship to Australia.

The photograph shows part of the February shipment—the freezer frost still on the sides of the cans—being delivered to the hold of the *Malaita*.

Knowledgeable people in Madang work it out this way: it costs £18 per ton to backload passionfruit juice as air cargo to Madang—and they can't see anyone in the foreseeable future road-freighting it in a refrigerated trailer from Goroka to Lae for less.

Madang-Goroka air-freighting may even work out cheaper than that. £80 will buy an air charter that takes three tons of goods in and brings back cans of passionfruit juice. The same sort of air charter, Lae-Goroka, is £120.

Madang, little over 30 minutes away from Goroka by DC3, feels that it is the real gateway to the Highlands, even though—with the exception of one bridge over a river—Lae is already virtually there by road.

largest shipment of apples to be shipped so far—3,125 cases—left Auckland per *Mariposa*. *Monterey* loaded 524 crates and 2,088 cartons of plums and 2,031 cases of pears on her February voyage north.

The trade is at present limited by the amount of cool storage space available, and the Matson Line vessels may have additional cooler capacity installed to meet the growing trade.

Any Bids For CI Freezer?

The Cook Islands Administration would be prepared to hand over the Rarotonga freezer to private enterprise on satisfactory terms, according to a Rarotonga report.

The freezer, built by the government several years ago, is the only

retailer of frozen meat and imported produce on a big scale in the Cook Islands.

Busy Air Lanes At Rarotonga

For a place with no scheduled air services, Rarotonga, in the Cook Islands, has seen quite a lot of air activity lately.

Early in February a Kimball Airways Catalina arrived from Papeete with members of the Honolulu "Friends of Tahiti" Club aboard, and a week later a second Catalina, *Spirit of Magellan*, arrived from Tafuna on a round-the-world movie-making flight, after visiting Bermuda, the Azores, Paris, Rome, Cairo, India, Pakistan, Thailand, Borneo, Australia, Fiji, Samoa (see "Movieland Drops In", page 87).

The advertisement features a large, dark, wavy banner across the top with the text "Protective If it needs COVERING... it needs...". Below this banner, on the left side, are six small illustrations in boxes, each labeled with a word: "FARM" (showing a covered tractor), "FREIGHT TARPULINS" (showing a truck with a tarp), "AVIATION" (showing an airplane on a tarmac), "MARINE" (showing a boat), "ATHLETIC FIELDS" (showing a stadium), and "INDUSTRY" (showing a covered industrial structure). To the right of these illustrations, the text "GENUINE WARDEN REG'D PROOFED DUCK" is prominently displayed. Below this, a paragraph of text describes the product's benefits. At the bottom, the phrase "It's branded WARDEN [REG'D] on the selvedge!" is shown, with "WARDEN" in a large, bold, outlined font. Below this, the manufacturer's name and address are provided.

Protective
If it needs **COVERING**... it needs...

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Farm . . . Industry . . . Marine . . . whatever your covering job, you may be sure Genuine Warden Proof Duck will give you the best protection, year after year, at the lowest cost.

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130

APRIL, 1958 — PACIFIC ISLANDS MONTHLY



American Samoa now has a Youth Officer—Chief Le'iato (above), District Governor of the Eastern District. His duties include teaching and implementing recreational activities for the territory's youth, with the aim of instilling pride in their traditions, and the ability to adjust to change wrought by developments".—Pan American Prints.

The second "cat" met with engine trouble, and as the lack of a spare engine would mean many weeks, the entire party had to board a local vessel for the island, to connect with a TEAL for home. On February 17, a Dakota arrived at Christmas Island via Penryhn. It departed for Christmas Island on February 19. On March 4, the NZ Civil Aviation radio facilities calibration team arrived on one of its visits.

You See It, You Don't

American Kent Shelby, owner of "Ava" Island, Fiji, which he won a limerick competition (see line article, page 84) saw some of the dream end in late March. When he and friend Douglas had arrived on the island, the place in which they lived was shabby. But one Saturday, most of the furniture, including beds, dressing table, and cutlery, had to be removed. It was on two weeks' loan from the American Hotels Ltd. A Suva correspondent says that the articles from beds to teaspoons were on the launch, the bureau was pretty bleak and bare. However, the Americans were surprised—they knew they were going to Fiji to rough it. The island has excellent fishing

Have your next Holiday at Lae



Hotel Cecil, Lae

Situated among delightful surroundings it offers excellent Service-Accommodation. The chlorinated Swimming Pool and many other features will all combine to make your stay a pleasant memory.

The Dining Room caters for Dinner Parties and other special functions. Evening meals are available from 7 pm. onwards for visitors in addition to house guests.

For Bookings Write or Phone

Hotel Cecil,

TELEPHONE: LAE 2321. CABLES: "MORTEL"

Bookings may also be made by writing P.O. Box 91, Port Moresby

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lands around it, but also plenty of mangroves, mosquitoes and flies. The mosquitoes no doubt due to the proximity of the mangrove swamp. The correspondent adds, "Apart from coming out to Yawalu ('Ava) from the US occasionally for a holiday, there is nothing much that could use the island for. And I doubt very much if Kent is going to worry himself with a deal about it after he leaves for home early in May."

Smoker Cigarettes

Fiji

Most people who smoke in Fiji use cigarettes; and they now are expected to pay at least 1d more per packet of 9 or 10. The import and the duties on tobacco and tobacco manufactures were raised at the end of March by about 25 per cent by the Legislative Council. This was no new policy. Over 10 years ago, when certain manufacturing interests sought Government support of their plan to establish cigarette factories, the duties were lowered, for a period of three years. The factories were not established; very many Fiji residents smoke either Star or Crown cigarettes, made in Suva; now the Government has returned to the subject, with its well-known tax-gathering hand extended pointedly.

Import Restrictions

1. Samoa—Yet

The Western Samoa Government has decided that for the time being it will not follow New Zealand's lead and impose import restrictions. However, traders have been advised that it is a matter of earnings enough by exports to pay for imports and that the Government will continue to watch the position closely. In the future it appears that the Treasury funds are likely to fall to a dangerous level the Government will be forced to act.

for Importing Tahiti Witness Literature

President of Honiara, BSIP, E. Waterson, went to gaol for a month at the end of February for importing a prohibited publication, the Watch Tower and Bible Tract Society called *Make Sure of All*. He had been found guilty on February 18 and given the option of a month's gaol. He took the latter. The Watch Tower and Bible Tract Society is connected with the Tahiti's Witness sect. This sect is presently making a direct assault

on Pacific Islands territories; its activities have been noted in several places. (See Editors' Mailbag, p. 27).

New Caledonia's Budget Blues Get a NZ Reaction

New Caledonia's attempts at balancing the new budget are worrying New Caledonians, who can see themselves getting the rough end of the stick.

Revenue for the year (about £A7-million) is based on 1957 figures, but as 1957 was a record year and 1958 shows every sign of not being a record, New Caledonians think

they will end up getting hurt where it hurts most—in the stomach.

Imports of foodstuffs from Australia have already been drastically cut, and potatoes are among the many lines that now cannot be imported from there. "The man in the street looks to the future with apprehension," says PIM's Noumea correspondent.

The situation is no brighter when looked at from the point of view of nickel ore exports. The picture there seems to be pretty black.

New Zealand in March was doing some complaining about how the French currency troubles in the Pacific were affecting her.

A report from Papeete published

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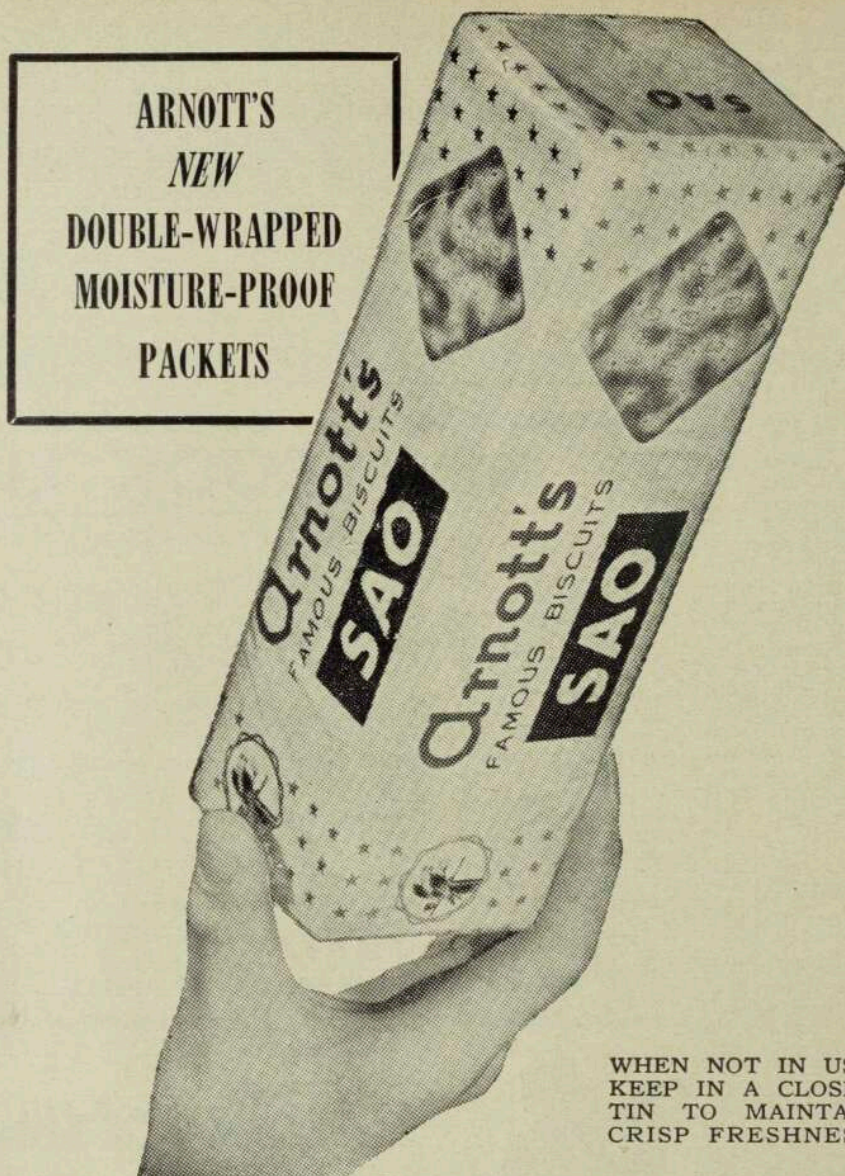
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NZ inferred that the French metropolitan government had ordered French Pacific territories to reduce imports from NZ, "reprisals" against NZ for re-introducing its own import restrictions.

The Union Steamship Co's trans-Pacific freighter *Waitemata*, on her north-bound voyage from NZ, to bypass Papeete for the first

time because of the lack of cargo. But NZ overlooked the fact that the French were in trade trouble before NZ was.

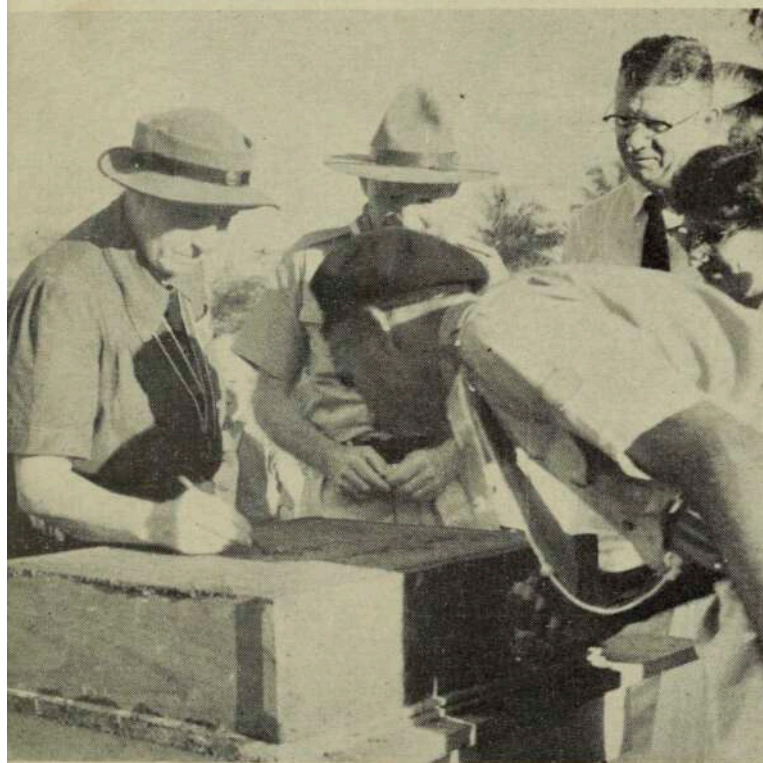
Guiding's First Lady Gets a Warm Welcome

A "hopeful, glowing future" is what the World Chief Guide, Lady Baden-Powell, predicts for Papua-New Guinea scouting and guiding. "It is the answer to the problems of the multi-racial countries," she says.

She made the comment in Port Moresby in March after a brief tour of the major Territory centres, meeting children who were flown, or who canoed or walked for many miles to see the deservedly famous head of the guide movement, widow of the man who launched the scouts.

In Port Moresby she presented a cheque to a native village council from Queensland guides who have "adopted" the village (the money will be spent on village amenities); in Lae she signed her name in a big block of cement which will be part of a new scout hall; in Rabaul she gracefully but firmly declined to plant a tree, because she "never plants trees".

Among her official duties was the presentation of the Medal of Merit to Mrs. Thelma Price, in Port



POSTERITY. Everybody seems intent as the world Chief Guide, Lady Baden-Powell, inscribes her name in a block of cement in Lae in March. The block will go at the base of a flagpole at a new scout hall Lae plans to build. Top picture shows 17-year-old Peter Hall, of Lae, just after the Chief Guide presented him with his Queen's Scout badge. (See story this page).

Pity to Have Taken the Trouble

A New Caledonian Leftist news sheet, "*Le Caledonien*", which is roneod bi-weekly, was recently fined £560 for having published an article about Algeria, held to be defamatory of the French Army. The paper appealed against the conviction.

Result of the appeal, just announced: The fine almost doubled, the writer of the article sentenced to 15 days' gaol, suspended.

Moresby, and the Queen's Scout badge—the highest award in scouting—to 17-year-old Peter Hall, son of Mr. and Mrs. Leigh Hall, at Lae.

Lady Baden-Powell plans to visit Fiji before moving out of the Pacific, via the Philippines, Malaya and Hongkong.

Coral Route Loss Lower

Loss on the TEAL Coral Route service will be about £NZ10,000 lower in the 1957-58 financial year than in the previous year.

This was stated by New Zealand's Minister of Civil Aviation and Island Territories, Mr. Mathison, when commenting on the future of the Australian-NZ TEAL relationship in March. The Coral Route is not part of this joint arrangement.

Loss on the route last year was £NZ46,000.

Fiji Airways: No New Development

Little has happened to alter the internal airways position in Fiji, beyond the bare announcement, in March, that Fiji Airways has been purchased by Qantas Empire Airways, Ltd. (owned by the Australian Commonwealth Government).

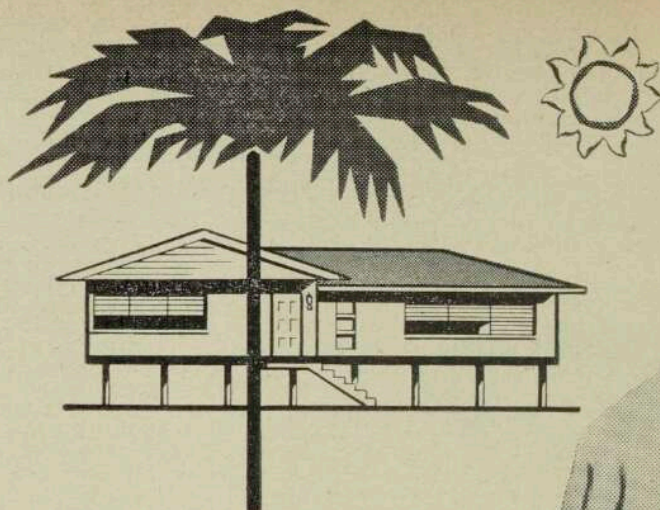
It is understood that Fiji Airways (taken over as part of Katakaga Estates, Ltd., in the estate of the late Mr. Harold Gatty) will be registered in Fiji by Qantas as a Company; but that the business will be closely integrated with the activities of Qantas.

Matters of major importance have engaged the attention of the Qantas chiefs in March and April—Australian rulings regarding the purchase of new inter-continental planes, and new developments connected with TEAL, the Australia and N. Zealand-owned company. Most of the Qantas chiefs were abroad (in New Zealand and elsewhere) in April. An announcement

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Fiji's Weather as Cockeyed as Ever

Cockeyed weather conditions, reported over most of the South Pacific lands (including Australia and New Zealand) in recent months, are still ruling in Fiji.

Suva reported a near-drought in January-February, but in March there was more rain—about six-sevenths of normal. Nonetheless, the southeast quarter of Viti Levu still is dry, and the people of Suva were warned, late in March, that the greatest economy in the use of water was needed to avoid rationing.

On the dry side of Viti Levu—all the sugar-growing country—the rainfall in March was only one half to one quarter of normal; and there was considerable anxiety about the condition of the sugar-cane.

Fiji's normal wet season extends from November to April. There will be need for a full measure of rain in April if anything like an average year is to be recorded.

at Fiji was expected on their way to Sydney.

senior member of Qantas Operations staff, Captain R. O. Mant, was in Suva, managing Fiji Airways. Captain Mant is well-known in P-N-G, where on occasions he has relieved the Qantas New Guinea manager.

'll Fly to Work in ation Nadzab

Employees were flown to work at New Guinea, on March 24. They were Qantas employees flown to Nadzab to put into operation the scheduled DC4 flight to land on the old wartime airstrip. Just a week's concentrated effort by Qantas staff produced a waiting shed and outhouses in the middle of nowhere, and when the plane touched down on time, passengers and cargo were quietly and efficiently transferred to waiting cars and set down in Lae 20 minutes later.

Nadzab, about 28 road miles from Lae (26 by air) was built during the war when its 80 miles of strips, taxiways and parking areas were used extensively by all types of aircraft. The main strip, which has been kept in repair by the Department of Civil Aviation, is made of nine strips. It's about 7,000 feet long and capable of taking almost any kind of aircraft.

The 5,000-ft strip is at present under repair and the shuttle service between Nadzab and Lae will be resumed for about a month. The Qantas staff will be flown back and forwards each day.

Qantas area manager for P-N-G, Mr. O. Denny, said that the usual Lae/Lae run would take only 20 minutes longer for passengers and an hour for cargo. Customs and passenger formalities would be handled at Lae airport.

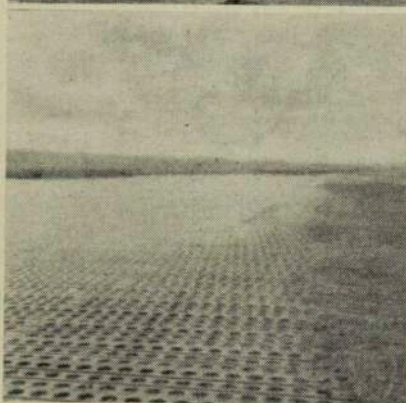
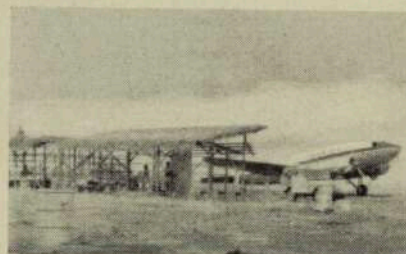
Although the operation got away with flying start, bad luck dogged it for the rest of that week.

One morning, heavy rainfall in Lae prevented the DC3's from landing, which meant a five-hour wait at Nadzab for DC4 passengers.

The following morning, the hydraulic system on a DC4 failed while the aircraft was landing.

With only sufficient power left to get the wheels down, the pilot had to use emergency brakes, which caused the aircraft to slew off the runway, burst all tyres and finish up in the kunai. Passengers were shaken but unhurt.

Qantas engineers worked all day digging the aircraft out of the trough it had ploughed and special cranes and spare parts had to be flown from Australia to put her back in the air.



A feeder DC3 puts down at Nadzab in front of a temporary passenger shelter, which was still being erected when the picture was taken. Lower picture, taken up the strip, shows the good mesh surface.

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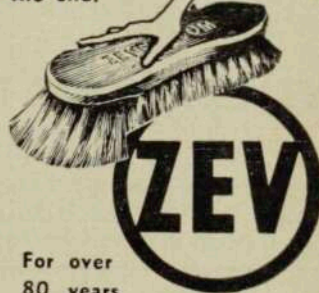
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Sinkiang for Annual Charter

The New Guinea Australia Line motor-vessel *Sinkiang* will be withdrawn from the BSIP-New Guinea service from July to September for annual charter work for the Fish Phosphate Commission. She will be replaced for that period by the *Pakhoi*, which will undertake *Sinkiang's* usual Island duties. *Sinkiang*, during her charter, will employ time-expired Chinese labourers from Ocean Island and Nauru back to Hongkong and will pick up new recruits there for the phosphate workings. She will subsequently do several trips between Nauru-Ocean Island and the Gilbert Islands, returning time-expired Gilbertese labourers and picking up new recruits.

Golfers Raise Joy and Laughs

Golfers in Lae, New Guinea, showed their versatility and showed they could give with the wit as well as the stick, when they put on the first local show of its kind—a two-hour non-stop revue—in the golf club house in March. The revue, with its skits and dances, music, dialogue, and costumes, was produced by Mrs. Tingwell and a crowd of hardy golfers. With a professional air, they took the audience back to the Roaring Twenties; behind the Iron Curtain, into Lae's nudist colony. The melodious tenor voice of Mr. Phillips; the rendering of his version of "Trees" by pianist Mr. Albrecht; the slightly blue notes of compere Ginty Stevens; the patter of comedians Mauri and Les Wheate kept the audience entertained and chuckling at the many scene changes. Some were seen, but not unsung, were



Mr. and Mrs. A. J. Dryden, with Mrs. J. W. Roughan, who will install new timber milling machinery at Niue.

—J. P. Shortfall.

New Attempt to Solve Viet Problem

(From PIM's Noumea Correspondent)

A Government delegation will leave for Indo China in April, in an effort to finally do something about repatriating the Viet Nameese from New Caledonia. It will discuss the problem with the Communist Government of North Viet Nam (see *PIM*, March, p. 113).

The delegation comprises the Finance Minister, Mr. Laborde, the Secretary to the Health Ministry, Mr. Mussot, and a Loyalty Islands' member of the Territorial Assembly, Mr. Dicky Wakeine. The decision to include Mr. Wakeine is certainly an astute political move, whether planned that way or not.

His presence should show the Communists that France does not practice suppression of her native peoples—as Moscow would have everybody believe.

Meanwhile, New Caledonia has been conducting a census of Indo Chinese in New Caledonia. About 90 per cent. have said they prefer to be sent home—mostly to Northern Indo China.

behind-the-scene workers, some of whom also participated in the programme. Lois Niall painted the backdrops, but also did a good job as a harem girl, a Russian girl dancer, and hula girl. Ralph Phillips was responsible for the lighting, as well as appearing in several of the skits. And most important of all, was unseen Eddie Roberts who built up the amplifying system and kept it running smoothly.

Such was the popularity of the show that by special request it was played to a full house for a third night—which is something for Lae.

There are about 250 members and 70 associates in the club and the object of the revue was to raise money for a PA system and other amenities.

New Ship for Nickel Company

The Nickel Company of New Caledonia has chartered the 8,000-ton British motor vessel *Rushwood* to replace the Norwegian *Belray*, recently returned to its owners.

The ship will carry coal and coke between Noumea and NSW ports, and when necessary will load nickel ore for the smelters at Noumea. *Rushwood* is expected in Noumea in April, with 3,000 tons of gypsum and general cargo.

Talk of a Trade Recession In W. Samoa

Western Samoa is to suffer further severe cuts in expenditure, again affecting public service salaries (see *PIM*, February, pp. 21, 115).

The Government plans to make a 10 per cent. saving in local officers' salaries from January 1, next year, by drawing up a new salaries' scale.

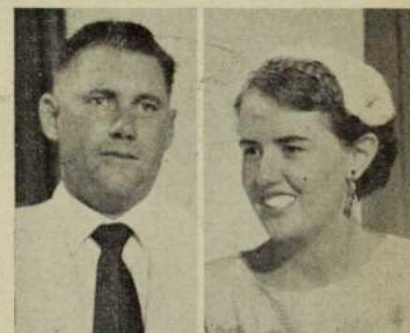
No salary reductions will be made

this year, but reductions in the number of people employed will be made.

There has been considerable unrest in the Health Department following the dismissal of about 75 Samoan medical practitioners, nurses and others.

New legislation is planned to increase postal rates and marriage fees.

West Samoa's new Customs Bill, which proposes increases in duty for



Mr. T. Smith, and the former Miss Judith Coghill, photographed shortly after their marriage in the Methodist Church, Rabaul, New Guinea.

—C. H. Meen.

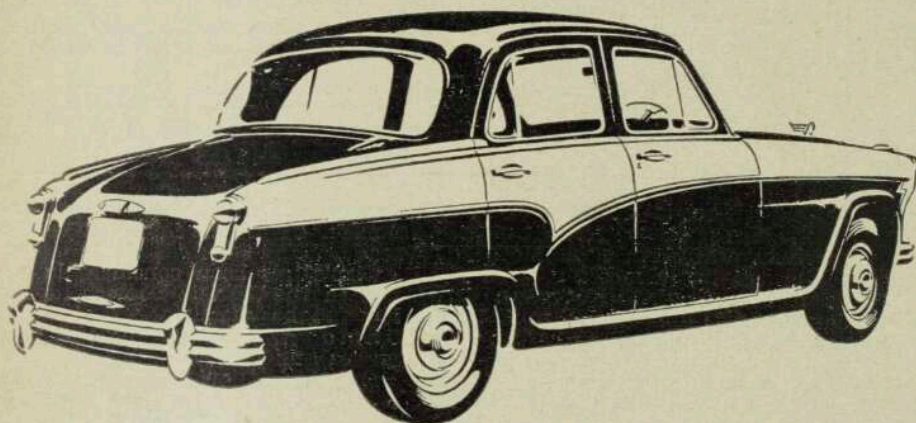
all kinds of goods, including tobacco and beer, did not get through the Assembly in early March, despite a plea of urgency by the Council of Ministers who wanted the higher rates of duty to take effect on goods aboard the *Waihemu* and *Matua*, then in port.

After a heated debate, the Assembly passed a motion by Mr. G. F. Betham to defer consideration until the Budget session at the end of March.

Mr. Betham suggested that members should have time to consider the increases and possibly find other means of balancing the budget.

(Over)

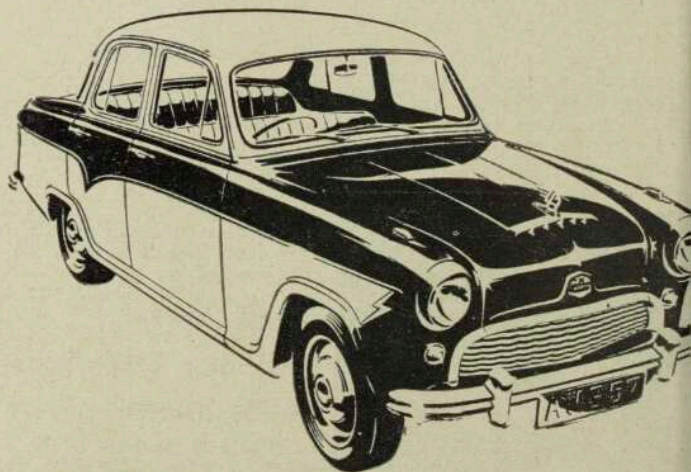
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Wasn't a Very Strong Spell

the P-NG Supreme Court April 1, a Port Moresby man was sentenced to 12 years for having attacked and recently assaulted a Euro-Asian woman while she was walking along a path in day-

There was a stir during the man's lunch adjournment when the police reported that the man had taken poison.

At the "poison" turned out to be the tree bark, which the man chewed to make his gums bleed, claiming that by this he would work a spell to influence the court in his favour.

A. F. Paul, Minister of Economic Development and Leader of the Opposition, said the proposed increases in Customs revenue now have to be deleted from the 1956 Estimates, and Government expenditure would have to be reduced.

With the new semi-automatic exchange would be cancelled.

Apia correspondent says it appears to be a trade recession on, which might further reduce revenue during the year. Arriving from Australia and New Zealand have been bringing all cargoes, and because of this, local copra production has dropped—and the price is lower. However, there are hopes of a good copra crop in April or May, he says.

Goes Over the Edge on Brink

Years of wobbling on the edge, P-NG is finally to make a leap towards establishing a system of education in the Territory.

Next year, higher classes, up to Queensland grades VIII, will be established at Port Moresby, Lae and Rabaul. Other classes will be established elsewhere.

New schools will be open to children of all races, provided they have reached the required standard of fluency in English, and have reached the accepted standard of development.

The "accepted standard" was defined by the P-NG Administrator in March as "the level at which children can attend classes without benefit to themselves and without causing any social prob-

The new move means that after the end of this year, parents will not be paid secondary education allowances for new students who will be within daily reach of classes. This has caused an outcry.

Allowances, meant to relieve the cost of fares to Australia, are at present paid by the Administration to all parents, whether Government employees or not, who have to send their children to secondary schools in Australia because there is nowhere to send them in the Territory.

New Caledonia in March also decided to cut down on money being paid out so that pupils could get a higher education in France.

In the past, "bourses" have been given pretty freely, but in future a means test will be applied, and parents with enough money to give their children advanced education outside the territory will have to meet the full cost themselves.

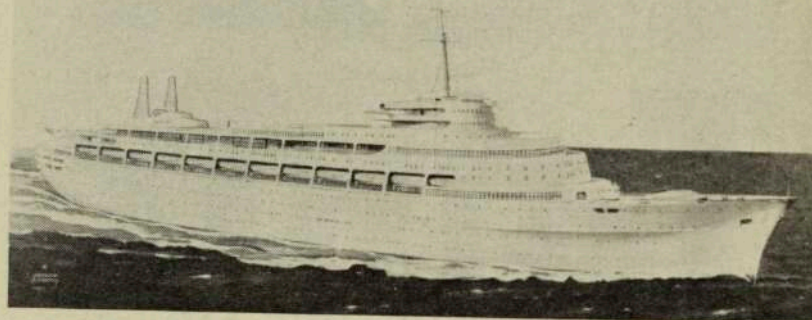
Labour Disputes Machinery—Plus Tropical Inertia

It is suspected that mischievous influences—some of which may be subversive in character—are increasingly at work among the industrial classes in Fiji.

The Fiji Government recognises that the trend in industrial movement is towards collective bargaining through trade unions; and so in 1956 steps were taken to review the existing arbitration machinery, for the settlement of disputes. Thus, provision for increased trade union activity was made in good time.

Fiji has a Labour Advisory Board. Plans for new and more effective

The Changing Transport Scene



The Pacific transport picture is always changing. Top shows a drawing of the new P. and O. 45,000-ton liner now being built in Britain for the Pacific service—and to be named the "Canberra". (See "PIM", March, page 55). Below is the De Havilland amphibious Otter aircraft to be used by Qantas in P-NG soon—to replace the Beavers and Catalinas. Three other Otters will be land planes. The Otter has a payload of more than a ton, and carries 11 passengers. NG's Beavers will be brought back to Australia.



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arbitration machinery were before that Board in October and February, 1957; and the trade unions and similar organisations then were invited to them.

Finally, a Bill was prepared for the Legislative Council, and passed in January, 1958.

The Bill came before the Legislative Council at the end of the year. Then began urgent representations asking for postponement of the Bill until next session of Council. These were made by Industrial Workers' Congress, Public Servants' Union, Fiji Stevedores' Union, Education Workers' Society and others.

The plea was not received by the Colonial Secretary until March, after the Bill had come before the Council.

The Council decided that the Government's proposal, the character of the Bill; postponement was refused; and the law came into effect.

Comments by the trade unions on the proposals should have been made—and they were certainly made. But, as usual, *laissez-faire* ruled—and the unions "missed the bus".

More on That Naval Base Without a Navy

Latest Australian political discussion the importance of the Manus base to Australia is in the hands of the Affairs Minister Richard Casey, who inspected the base in March on his way home from the SEATO conference at Manila. "There's Not Much to Do at Manus", *PIM*, March, p. 11.

Mr. Casey said Manus naval bases, and P-NG itself, are "very important" to Australia from the defence point of view.

He said that knowing the importance of Manus and of the establishment America has



Mr. and Mrs. P. J. Murphy, of Auckland, who travelled from Auckland in the March to visit their son Paul, with the New Zealand staff at Apia, Western Samoa.



Islands' Weddings

At left, Mr. and Mrs. Raphael Chue, happily prepare to cut the big cake at their wedding reception in Rabaul. Bride was formerly Miss Henrietta Tse.

Signing the register at the Church of St. George the Martyr, Rabaul, are Mr. and Mrs. James Fairhurst. She was formerly Judith Read, daughter of former DC and wartime Coast-watcher, Mr. Jack Read, and Mrs. Read, of Namanula.

Right, Mr. James Miller and his bride, the former Miss Sue Glasby, also appear to be having a happy time cutting their cake, after their marriage at Taurama Chapel, Port Moresby, in March. Mr. Miller is with APC.

—Papuan Prints.



is the outpost of the Australian defence system."

Mr. Casey said long range weapons might change the strategy of the future but "we will always need a base and the value of Manus and New Guinea is undoubted.

"In this part of the world, our thinking should be conditioned by the vast manpower of communist China.

"We are interested in nuclear weapons, but we must try to remember that so-called orthodox forces and weapons have a greater meaning in this part of the world than in Europe.

"That is why I have been pushing on every opportunity for liaison between NATO and SEATO.

"The communist threat is world-wide and we may easily lose out if our thinking is divided into areas," he added.

Gill Collection of P-NG Books

A copy of most of the books, pamphlets, official reports, and

magazines dealing with affairs and events in Papua and New Guinea, between 1885 and 1955, and collected between 1920 and the present day, is included in the Gill Collection, which is now in England and which has just been catalogued. They number many hundreds. The Catalogue covers 50 closely-typed foolscap pages.

The library deals with Papua and the Trust Territory of NG generally; but it does cover the history of Papua very closely. Some of the books are rare and valuable; all appear to be useful, as works of

as very interested to see that alia was maintaining at least imum establishment in Navy Air forces which could be rapidly built up in an agency.

e could not afford to reduce ishments much more without g below the essential mini-required," he said.

Casey said 68 American navy called at Manus for fuel last and this showed that the base practical usefulness.

e are extremely fortunate to an island base in this part e world. No one knows what uture holds and it is very orting for us to have it. think we can keep it in its it condition."

said Manus had a good air- which could be extended if ary.

w Guinea is geographically tant from the point of view australian's defence and Manus



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rence. The name of Archcon Stephen R. M. Gill is well known in P-NG through its long association with the Anglican mission in Papua.

It is believed that the books are for sale, but Mr. Evan R. Gill hopes the library as a whole will eventually be taken over for maintenance in either Australia or Papua. Its right place would be the Public Library in Port Moresby.

A limited number of copies of the Catalogue are for sale at 21/- per copy—application to Mr. Evan R. Gill, 11 Cheltenham Avenue, Weymouth, Dorset, England.

A collection of 220 "old, rare and valuable" books, etc., on Papua and New Guinea is being offered for sale by Messrs. C. P. J. Van Der Peet, booksellers, of 33-35, N. Spiegeltoren, Amsterdam, Holland. Any interested should ask for Catalogue No. 101.

Reluctant Debutante Marches Into 1958 Season

The New Zealand Government's official monster-child *Maui* is bustling through her annual refit so as to cope with an expected early orange crop in the Cook Islands, made a very recent departure from Auckland in March.

In February the target ETD was by Island Territories Department as March 18, and a great deal of overtime work was done on the ship in the hope of meeting that date, which, however, proved impossible.

The sailing date was then set at March 28. Then, as is usual with *Pom Pom* arrivals and departures, conflicting announcements be-

Another Step For N. Guinea

Papua-New Guinea has gained its first native trades apprentice.

He is Boe Arua, of Hanuabada, Port Moresby, who on March 17 was presented with his tradesman's certificate by the Administrator, Brigadier D. Cleary.

Boe is a letterpress machinist, who started working in the Government Printing Office, Port Moresby, in February, 1949. When the P-NG apprenticeship scheme began in 1956, he was advanced enough to be able to start as a fourth year apprentice.

There are 150 native apprentices, in 14 trades, in the Territory at the moment.



They're Queuing for Australian Fruit

This crowd was queued up outside a store in Noumea, New Caledonia, in March, in the hope of getting a share of a new shipment of Australian fruit—including pears, apples and grapes. But there won't be enough to go round—there never is. Because of foreign exchange difficulties, New Caledonia, finds itself importing food from all sorts of far-off countries, at great expense.

Lately, potatoes, apples and milk have come from France, onions from Libya, tomatoes from Italy. Local eggs have reached a record price of more than £1 Australian a dozen. PIM's Noumea Correspondent comments: "Instead of Australian External Affairs Minister Casey giving locomotives to Asia, he might like to think of sending a few shipments of Australian fruit to fruit-hungry New Caledonia".—Photo by F. Dunn.

gan to appear, to baffle intending passengers and their friends.

The newspapers of March 27 confirmed a "tomorrow" sailing. The morning paper of March 28 gave two firm times in the shipping column—3 p.m. and 1 p.m.

Then the tomtoms took over. There was a technical hitch in the engine room . . . the greaser told the cook (and that will be definite) that tomorrow, March 29, 4 p.m., was the time. Some farewelling friends worked on that deadline, though the afternoon paper offered 7 a.m. Passengers who had been ordered to board at 4 p.m., March 28, and had booked out of their hotels were permitted to remain aboard overnight.

At this stage the authoritative board at the gang-plank gave departure time as 8 a.m., on 29th, and away she went at that hour—but was back and firmly secured to another wharf by 2 p.m. The greaser had been right—almost.

The friends who had worked on the greaser's deadline and taken their extra hour in bed that Saturday morning were a little surprised to find *Pom Pom* at a different wharf—but they hadn't

missed seeing their friends off. In fact they could have spent all day Sunday with them—*Pom Pom* was still at the wharf Monday evening, at least so the Monday evening paper said. PIM's roundsman didn't feel like investigating further.

What was obvious from all this was that *Pom Pom* was all set up for yet another thoroughly unpredictable year's operations—and there was some strong backing that there would not be enough CI oranges ready to fill her holds on this first voyage, after all the hurry-up refit.

Mormon Mission to Be Restricted in Samoa

In recent years the Latter Day Saints Church (Mormons) have started a vigorous religious campaign and propaganda in Western Samoa.

They have opened a college for Samoan children and have built a large number of churches in outside districts of Upolu and Savaii and these building activities are being carried on at present.

The number of Americans con-

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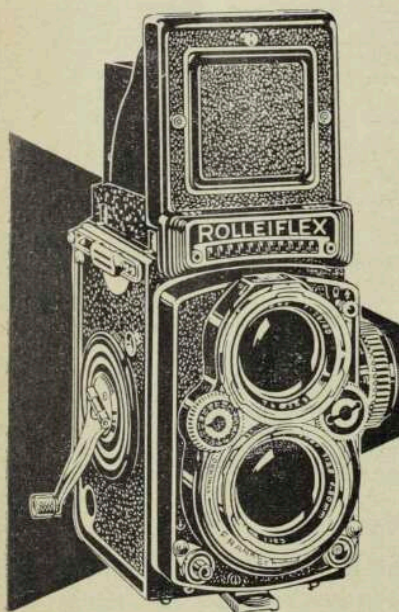
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ted with the Mission in W. moa, including teachers and ders is 140, while the number of erents of the LDS Church in moa is estimated at about 4,000. me of the other Missions in the ritory have approached the Gov- nent and asked that the activi- of the LDS Church be re- ted. They claim that the house- ouse campaigns of the Mormons rritating and annoying the oans and might lead to serious ble. e Mormons claim that under existing Trusteeship Agreement e is freedom of conscience and om of religion and their ac- es should not be restricted. r also point out that they have sted large amounts of money in Territory and have never asked Samoans to contribute to their ch, in contrast to other Mission es. In Import Duty alone on rials imported from overseas, Mormons paid \$50,000 last year, e the members of the Mission on their living expenses in a an estimated \$30,000 per

vertheless, the High Commis- r, acting on the advice of the ative Council, has informed the dent of the Mormon Mission, in future only one Missionary e allowed for 200 Mormon ad- ts and that the total number e admitted into the Territory e 38 including teachers. e action taken by the Govern- restricting the activities of the Church recalls the happenings e island of Niue when the Lon- Missionary Society requested hen Resident Commissioner to admission to Mormon mis- ries. The RC pointed out that d no right to deny admission y Mission. The Mormons were ted.

Returned Men Will Fight for Land

education of P-NG natives display only", wasn't good h, old soldier, Colonel H. T. e") Allan, told the New a Branch of the Returned rs' League, in opening its al Congress at Lae in March. an push native education st, and bring some students estraia merely to please the e told delegates from all over ritory. But, he said, the cal things, the physical side, nattered.

hospitals in main centres all right, but what were d were more medical patrols the villages, to get to the —and bring practical help to

e President, Mr. Bob Bunting, told Congress that a land nent scheme was still the e's most important objective. al assistance for ex-service-

Native Ex-Servicemen Get Their Own Club

More than 4,000 NG natives in March saw a former NG Army commander, Col. "Blue" Allan, open a clubhouse built especially for natives who served in the war.

The clubhouse is at Rabaul, for benefit of members of the Rabaul branch of the Native Ex-Servicemen's Association. The Rabaul association is one of six formed in the Territory since the Returned Soldiers' League got the go ahead from Federal Congress in 1957—but it's the first branch to have a clubhouse.

The Rabaul association, like the others, is an auxiliary of the RSL, but has its own office bearers and conducts its own meetings.

Several more Territory clubhouses are expected to be built in the next 12 months. Territory people have been making donations to building funds, as a way of showing natives who fought that they won't be forgotten.

men to establish themselves on the land was a right that every state in Australia had—but not P-NG.

So far, the League had met nothing but disappointment and frustration, Mr. Bunting added.

Feeling at Congress seemed to be that despite the justice of the claim, the Commonwealth appeared to be planning to win the fight simply by not putting up its fists. As every year passed, ex-servicemen were getting older, and it was becoming too late for many to benefit by a land scheme, if introduced.

Many who would have settled on the land had taken to other occupa- tions.

The possibility of income taxation in the Territory also added to the frustrations of many ex-servicemen, who felt that if tax were intro- duced there would be little incentive to keep fighting.

Some delegates attacked recent critics of the Territory who had spoken at the summer political conference in Canberra in January (PIM, February, March).

Mr. J. W. Hughes said if the European were relegated to a

position of impotence, it could mean disaster for New Guinea.

It was announced at Congress that Life Membership of the RSL — a high honour — had been approved for NG residents, Messrs. "Jerry" Pentland and Bert Heath.

Both men served in the two World Wars, and both became famous as Territory airmen.

This Public Service Will Work Longer

In Western Samoa, public servants have reversed the usual trend and from April 1 will work longer hours.

Working hours will be extended from the present 35 hours to 38 hours a week. The work will be carried out on a five day week basis, but essential services will be provided to the general public on Saturday mornings and will be paid for as normal time and not on an overtime basis.

The new working hours for clerical and administrative staff will be from 8 a.m. to noon and from 1 p.m. to 4.35 p.m. In future overtime will be calculated on the basis of a 40 hour week.

Polynesians in NZ In 550 AD?

A senior New Zealand geologist has fixed the arrival of the first Polynesians in that country at about 550 AD which is very much earlier than genealogical and other studies have suggested.

The geologist, Dr. H. W. Wellman of the geology department of Wel- lington University College, said in a public lecture at Gisborne in March that the earliest date of Polynesian settlement by "Carbon- 14" dating of charcoal in camp fires was 1200 AD, but he was convinced that other camp sites at lower geological levels would indicate a date nearly twice as far back.

Some of the earliest camp sites so far found were in the South



Mr. W. Parker, a teacher with the Catholic Mission in NG, was aboard the "Bulolo" in March, bound for Madang after nine months' leave in Australia. Mr. Parker has been teaching in the Islands for eight years.

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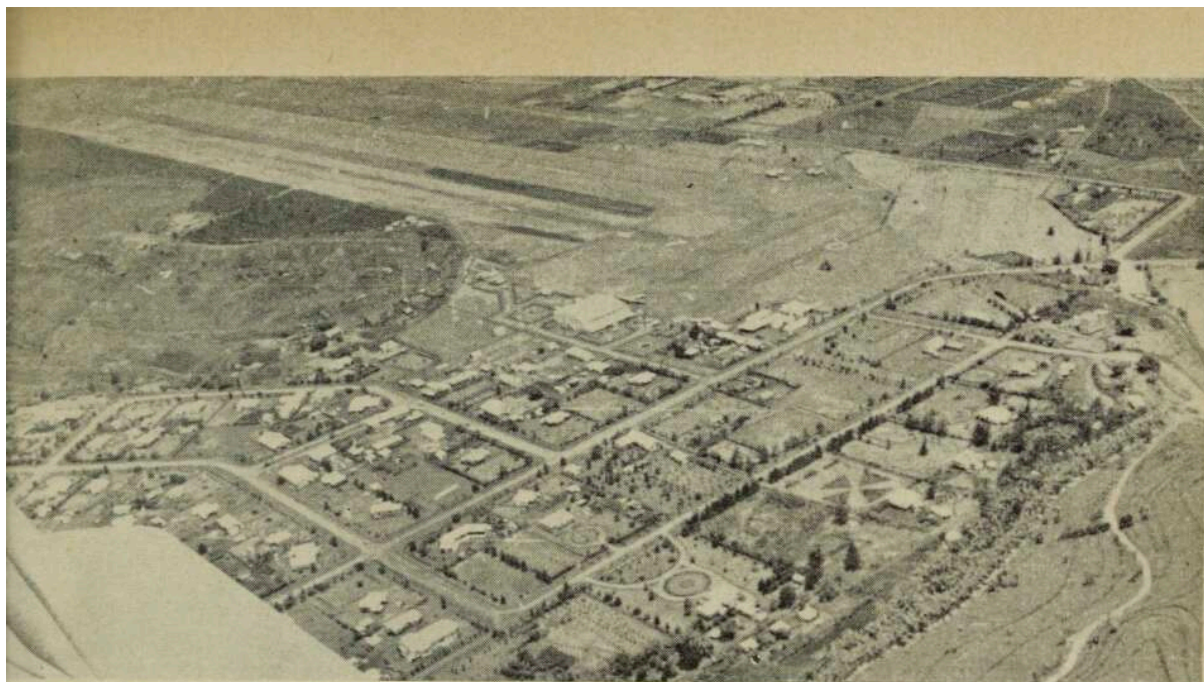
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Goroka, pretty headquarters town for the Eastern Highlands of New Guinea, was a village of 11 houses in 1952. By 1956, it had more than 200 houses, with banks and several stores. Since then, Goroka has continued to prosper, as shown in this aerial photograph, taken by Keith Colyer. The large building in the centre is the airport hangar. Goroka is still one of the busiest air centres in Australia or its territories.

d. Dr. Wellman felt sure that the Government in the north would have been at a much earlier date, as the Government, coming from a warm climate, would naturally establish itself in the northern parts of the country.

Bill Passes, with Teeth Drawn

One of the first important jobs of the new Commissioner of Inland Revenue (in other words, the Taxation Commissioner) in Fiji, Mr. D. R. Barnes, was to bring the Income Tax Amendment Bill before the Legislative Council, at the end of 1954, and so reconcile it with the views of the Select Committee. It would be acceptable to the Council.

It was quite successful.

Maurice Scott—who might be described as in a position to judge on Big Business and the Government—said the Bill now was to the Colonial Government to the taxpayers. Mr. J. N. N. Y., another practising lawyer, his ear close to the ground, that Mr. Barnes had clearly defined the situation, and left nothing unanswered.

The Bill, when very hurriedly introduced last November, raised a outcry.

It had been too hurriedly prepared—probably to allow the new Commissioner, Mr. Drysdale, to guide it through the Council when he left.

It seemed to plan too great and arbitrary powers for the Com-

missioner; retrospective taxation; taxation of undistributed profits; and a new shape for tax-gathering powers that might be regarded as oppressive.

The chief critics of the measure quoted a promise given by the present Governor, a couple of years ago, that taxation would be slanted in every reasonable way to encourage increased private investment for the development of Fiji.

The Select Committee included some of the Colony's soundest citizens; and they did a thorough job, and produced a masterly report, which should serve for some years as a guide to both Government and Taxation Commissioner.

It now has been emphasised that the Government's chief purpose in framing the new Bill was to catch, within the taxation net, various trading concerns which were using the old taxation machinery to evade the payment of fair taxation, through Company law.

By adopting the Committee's main recommendations, and amending the Bill in other ways, most of the objectionable features were removed; and all parties—except those who had been making improper and profitable use of the existing laws—appear satisfied.

"Consolidate, Don't Extend" In New Guinea

Instead of opening up new areas of the Territory, the Administration should spend its money consolidating the old ones. This is the view of a select committee of the P-NG

Legislative Council, set up to consider the new Budget and the works programme.

The committee said the money available for capital works this year was already insufficient in the developed areas, and expansion into new areas should be reduced until essential works could be completed.

Round One in Taxed v. Taxers

A group of Cook Islands' business men won the first round of a battle with the Taxation Department in a court case at Rarotonga recently.

It is possible however, that the Department may come out on top in the end.

It will be recalled that four years ago the New Zealand taxation department stirred up a hornet's nest in the Cooks by sending down two assessors to collect back tax owing over a long period by a number of people liable, at NZ rates, under a law introduced about 1938.

Taxation on the New Zealand scale, though it affected few Islanders with their low incomes, had always been rejected by the Island Councils as unfairly based, and although some individuals had paid it, others had not—and the NZ government had, until 1954, made no determined attempt to collect it.

Opposition to it was strong and resulted in a visit by the then Minister to talk things over. As a result, a new local system of taxation was approved by the Cook Islands' Legislative Council and the

NZ Government and was brought into force a couple of years ago.

Meanwhile some very substantial sums of money in Post Office savings bank accounts had been impounded by the taxation department pending production of documents proving that the sums involved were not actually owing in unpaid back-tax.

When the new Cook Islands taxation system was introduced many thought that the sins of the past would be forgotten. Some who had been well off were now not so, and payment of the back taxes would be a hardship.

But there was the question of those who had paid up, according to the law, down through the years. Were they to be refunded all they had paid? If sins were to be forgiven this would obviously be necessary, in justice to all.

But whoever heard of a taxation department willingly refunding substantial sums? The question seemed to be: was the taxation department, having failed to enforce the law and collect the taxes owing over a long period, now legally entitled to collect all those back sums to 1933?

Judge Kay, in the recent case was of the opinion that the department was not. The action was brought by a group of the "bigger fish" who engaged a barrister from Auckland to plead their case. Some thousands of pounds are involved.

Heifers For Papua—On a New Cattle Ship

One hundred heifers—the basis of what is hoped to be a new beef cattle industry in Papua—are due to reach Port Moresby in the auxiliary ketch *Natone* on April 19.

Natone has been fitted out as a regular cattle vessel, and after its first important shipment it will be available to carry cattle to other Pacific islands.

The April shipment, comprising Poll Shorthorns, is valued at £3,500, and is headed for Tiaba station, 12 miles out of Port Moresby. It was loaded at Brisbane.

Mr. L. F. McEachern, chairman of Eriama Estates Ltd., which leases Tiaba, said in Brisbane in April that the heifers were the first of about 400 head to be shipped to Port Moresby over the next two months.

He said, "It's hoped the arrival of these heifers, and the shipping of stud and herd bulls shortly afterwards, will mark the birth of what will be a flourishing beef cattle industry in the Territory."

Mr. McEachern said the heifers in the April shipment had been bred on Messrs. Gordon and Douglas Munro's Wyaga stud, Goondiwindi, Queensland, and were noted for their adaptability to all types of conditions. Munro's stud supplied herd bulls to Northern Territory and Channel country properties.

The second shipment, he said,

Relaxation of Liquor Laws 'Premature'

(Continued from page 17)

by them at home should be at the discretion of a husband, if he had a permit.

Licensed Restaurants

• Licensed restaurants should be established for small numbers who would be able to dine with their friends, in addition to the existing public bars. But the present bar hours should be shortened.

The Liquor Committee making the report comprised the Bishop of Melanesia; Father J. M. Wall; Mr. A. C. Blair; Mr. W. Bennett; Mr. A. J. Hunter; and Messrs. J. C. Vouza and A. Daga, under the chairmanship of Mr. C. H. Allan. Archdeacon H. V. C. Reynolds attended when the Bishop of Melanesia was unable to be present.

The committee was set up to report to the High Commissioner, and took evidence from a large number of people.

Under present laws, there is a permit system for beer drinkers, but Solomon Islanders aren't allowed to drink spirits.

The liquor report was debated in the BSIP Advisory Council on

March 28, during which the Com. officially noted the "serious implications of the situation revealed by the report", and recommended the Government should give recommendations of the committee "urgent consideration".

All members spoke during the debate.

Some speakers, including Dudley Tutt and Mr. Salana, considered the relaxation of control was premature.

"Got Good Things"

Headman Vouza said that British had given the Solomon Islanders all the good things now had, but not the right to own in bars. They had not with axes and knives because some might get hurt with them, and privilege of drinking should not be withheld because somebody might hurt himself.

Other speakers said that bar hours should not be shortened, women should be allowed in, that provision of licensed restaurants would place undue work on the police.

would include 65 heifers from Wyaga, 30 from Wallace Munro's property at Moree, and three stud bulls purchased through Dalgety's at Sydney's Easter Show. Seven herd bulls from Mr. Keith Munro's Trellario, Moree, and store and fat cattle, would follow later.

Mr. McEachern also gave details of the *Natone* (formerly the Antarctic exploration vessel *Wyatt Earp*) as a cattle ship.

He said Eriama Shipping Company had chartered her from the Sydney Ulverson Shipping Company for 12 months, with the option of a further six, and she had been fitted for cattle carrying at a cost of £5,000.

She had a special ventilation system changing the air in the hold 20 times an hour. Five stalls, each holding 14 head, were in the hold, and other cattle were being carried in covered stalls on deck.

Administrator for Nauru

A member of the P-NG Administration, Mr. John Preston White, aged 43, has been appointed Administrator of Nauru, in succession to Mr. R. S. Leydin. He will begin duties in May.

Mr. White has a wife and two children. He went to NG as a patrol officer at the age of 23, and has been District Commissioner in several areas in the last few years.

Norfolk Whaling Again

PIM's Norfolk Island correspondent reports that the whaling industry's factory is to start again there. Operations will begin at Byron Bay in May, and the whaler will arrive at Norfolk soon as the quota is obtained.

Outlook Bad for New Caledonian Nickel

There is pessimism—and unemployment—in New Caledonia over the world nickel position. Nickel is the basis of the cold economy, and the reason for the recent boom years.

Independent miners in New Caledonia have a stock of 120,000 tons of ore which cannot find a market, and have had to close down or operate on with skeleton staffs.

Mr. Lafleur, a prominent independent miner, made an appeal to the Government at the close of the Budget session in May, asserting that there was a chance of getting the revenue from the mining industry that has been budgeted for this year. New Caledonian nickel was now meeting competition in France from Canadian nickel selling at half price, and unless the Metropolitan Government could subsidise the refined metal, there could be economic catastrophe for the island, he claimed. Japan, too, was buying cheap refined nickel from America.

DEATHS OF ISLANDS PEOPLE

THOMAS J. MONAGHAN
The death has occurred in the island of Thomas Monaghan, schoolteacher well-known and popular in Port Moresby before the war where he was on loan from Queensland Education Department. He left Port Moresby about 1945. Mr. Monaghan was 56.

WALLACE WASHINGTON BROWN
The death occurred at Green's Repatriation Hospital, Brisbane on March 4, of Mr. Wallace Brown, widely known in the main area as a Customs officer and trader of Kieta.

Brown had earlier been flown to hospital from his home in the main area, where he had been a patient for several weeks. Death occurred in his sleep. He was 59. Brown was educated at The School, Sydney, and Brisbane Grammar, and first went to the Territory in 1921 for the Expro, and later was with Burns as an overseer. At one time he had at Inus and Numa Numa plantations.

He went back to the Islands after World War II, doing salvage work in Tokina before starting at Kieta as a trader.

Brown served in both wars, received the Bronze Star from the Americans in World War II. Mention in Despatches. He was a widower.

CLARA AUGUSTA BROWNE
The death occurred recently in Auckland, NZ, following an operation. Mrs. Clara Augusta Browne, had lived in Fiji from the age of 17. She was 82 at the time of death.

Browne was the last surviving child of the eight children of late Thomas Cutbrush who married with his wife and children in 1882.

Clara married Samuel Browne a well-known planter in Fijia, who died in 1937. They had nine children, all of whom were Mrs. Browne.

They are Mrs. Frances Mullard, Canada; Mrs. Ruby Barry, Mr. Browne and Mrs. Kathleen Brown, all of Queensland; Mrs. Mary Saunders of NZ; Mr. Bob Brown, Mr. Clive Browne, Mrs. E. Watson, and Mr. Osmond Brown of Fiji.

PIERRE JEAN TRUC

Pierre Jean Truc, chief of officer in the Taravao district of Tahiti, died in Honolulu as result of a tragic diving accident in Tahiti.

Truc, an aqualung enthusiast, died of a broken neck and the

bends in a diving accident off Papeete on January 26. Tahiti's Governor, Jean Toby, sent Governor Quinn, of Hawaii, an urgent request for medical help, and Dr. Truc was flown from Borabora to Queen's Hospital, Honolulu, in an iron lung aboard a special Coast Guard aircraft. He died a few days later.

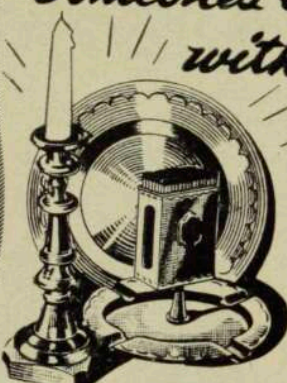
Dr. Truc had been accompanied on the flight by his wife and his sister, Mrs. Andree Cazabon.

MR. H. C. CROZIER

The death occurred on March 26 of Mr. Herbert Caroon Crozier, well-known resident of the Milne Bay District, Papua. He was 78 and a Boer War veteran.

A resident of Samarai, reporting his death, writes: "Bert had in his possession a Queen Victoria, four-clasp medal for his services in South Africa where he celebrated his 21st birthday. He had been born in Warwickshire and joined there the Imperial Yeomanry. After the Boer War he went to Australia, and from there to Papua. In the First World War he served with the AIF in Egypt and France and was unlucky

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enough to be hit by a piece of shrapnel while in a German trench. He always said that he was never sure whether it was 'theirs or ours'. However, it left a lot of his back missing.

"He volunteered again in World War II but was rejected for active service although given lighthouse duty on the Australian coast.

"After the war he returned to Papua where he did a little trading and a little prospecting until failing health forced his retirement to Sewa Bay where he spent the remaining years, mostly alone, with books and his radio for his only company.

"His body was brought to Samarai for burial. He was a fine soldier, a fine man and a great patriot."

WILLIAM THOMAS KIRK

Mr. William Thomas Kirk, a former resident of Western Samoa and a man well known in communications circles in New Zealand Territories, died at Auckland on March 6, aged 60 years.

Before returning to his native



New Zealand, about 25 years ago. Mr. Kirk was for four years secretary to the Resident Commissioner of Savaii Island, Western Samoa, and was wireless operator at Apia for five years prior to that. He married Miss Eugenia ("Senia") Stowers, daughter of a well known Samoan family.

Returning to New Zealand, Mr. Kirk served at Auckland Radio—now known as Musick Point Radio—until reaching retirement age, after which he continued to serve in the communications section at Auckland GPO until his death. He is survived by his wife, two sons, and two daughters. Another son died earlier. Requiem Mass preceded the funeral at Auckland.

CHARLES HAYWARD HUGHES

"Dad" Hughes, Charles Hayward Hughes, of 8th ALH, a well-known identity on the goldfields of Morobe and in Rabaul during the late '20's has passed on. He was buried in Brisbane on April 3. A full report will appear next month.

BURNS PHILP'S BONDS ISSUED

(Continued from page 18)

Secretary) are Directors; and are still actively in harness. A anniversary indicates a long service — yet the Co. had been eight years in existence when Mitchell joined, and probably wisdom teeth had not yet been when Messrs. Burns, Loxton and entered its service.

Floating Stores

Mr. Burns (who has now Chairman for a long time) is of the late Sir James Burns the Co.'s doughty founder did believe in mollicoddling. "Jimmy" still was a youth who was sent off in a little ship to New Hebrides as a supercargo. he learned Islands storekeeping hard way. In some comment activities of 50 years ago, he

"I once served (over 50 years) two years in the New Hebrides supercargo. We had two vessels this trade and called at about ports or anchorages in the Hebrides and Banks Group.

"In those days the steamers floating shops and had very trade-rooms in the 'tween decks.

"We carried two crews white, to run the ships, and other, Island boys, mostly Tanna, to run the boating from the shore (as there were wharves anywhere), carrying the mail and passengers, goods from Sydney, etc., and running with copra, sandalwood or Islands produce.

"All payments for produce any trade goods purchased, settled in golden sovereigns, were carried in safes in £100.

"Many kinds of peculiar requests were made at some of these ports where the ship only called once every three or six months. One request to a supercargo, my time, was from a trader wanted him to choose him a

"However, what happened 55 ago when I was supercargo of old Tambo, Ysabel and I was happening in other parts of Pacific, as the Company's steamers running to Papua, Guinea, Solomon Islands, Ellice and Marshall Islands, P Group (Hull, Sydney, Canton), Howe and Norfolk Island, etc.

"The first Island shipping, as I have heard—i.e., on a service—was the run from Cook to British New Guinea with the sail schooners *Ivanhoe* and *I* in the early 1880's; and all mentioned were running steamers before 1900.

"Before Sir James Burns and this South Sea Islands trade before Burns Philp was formed had small vessels running the coast between Sydney, Brisbane, Nth. Q'land ports, as far north as Cooktown."

Champions Are Only for Export

From a Noumea Correspondent

AUSTRALIAN heavyweight champion Allen Williams lost his fight against New Caledonian champion, Dougie, here in March, nobody was very much interested. The cynical New Caledonian boxer must surely be asking just how many boxing champions Australia has. Fighters from Australia have been coming here to fight for number of years, and they are all champions of something or other. And another question that is being asked is how, in this country where a foreign exchange is at a premium, a champion here?

But for the record, Williams lost points, and the match was closely fought.

Irish Rally the Shillelagh

From Norman Baxter, in Suva

SPORT was crazy and mixed up in Suva on Sunday, March 16, on the eve of St. Patrick's Day. It all started when a few men in Suva began to boast their cricket prowess. The Garrick Club, a strong Sun team, took up the challenge though the forefathers of their son, Vince Costello, came from Emerald Isle. At the time of sentiment Vince promised Irishmen a shillelagh, a grand Irish weapon in no way inferior to Jakobau's War Club. In any case you'd be after thinking Irish Eleven is an impossible feat, the following team—Mac, Hardy, Barney Conlon, Michael, Patrick Cahill, Shaun, McKett, Gerry O'Campbell, O'Clarke, Desmond McKinney, Alex Griffiths, Brian, Patrick Daly and Tom McCuaig—all promised to bring it to the green in the name of Patrick.

When it came to the day of the match the Irishmen found how that they could not raise all eleven. The nominated player, Fred Hay, had to work for the organiser Tom McCuaig, to go home because of stomach ache—so the Garrick obligingly a couple of men.

Vince Costello kept a watchful eye on the proceedings, with divided loyalties when he was able to take off for a bowls match. Everybody had a lot of fun but the Irish found the task they had themselves was a little uphill to the presence in spirit of the "little people". Still they the Garrick a fright early in

the match, even though the Garrick ran out easy winners.

Half-a-mile away on the Suva bowling green the Irish and Scots engaged in a St. Patrick's eve "barney".

By a unique process of assimilation, the printed score sheets carried some hitherto unfamiliar Gaelic names. There was Jack "O" Daunt, Bill "O" Needham, Henry "O" Bray, Bert "Mac" Henry, George "Mac" Williams and Wal "Mac" Uwins.

Like the cricketers the Irish found that they could not rise to the standard set by their "haggisted" opponents and went down 88 points to 78 on the overall score, although they managed to win two games, the same as the Geordies, which wasn't too bad.

Sports Review

Adequate refreshments, of course, were on hand to cater for patriotic throats in the searing heat.

To confuse matters a little more, the weekend golfers and bowlers played each other at golf and bowls. A complicated system of scoring was designed to give players a chance in their "foreign" sports.

But handicap or no handicap the golfers won the golf and the bowlers won the bowls.

When it came to a grand tally of points it was found that the golfers had aggregated 280 during the day against the 257 by the bowlers. So the golfers were declared the winners.

Nadi in a Bid for Fiji Sports Honours

THE Nadi area of Fiji is bidding to take over leadership of rugby football and cricket in Fiji—on performances.

An enterprising band of rugby enthusiasts has formed a union, and has gained provisional affiliation with the Fiji Rugby Union. Dissatisfied with the way affairs were conducted by the Northern District Rugby Union (headquarters at Lautoka), they decided they could do better on their own and cater for more players.

Three teams from the Nadi area played in the competition at Lautoka last season. Now there are 11 teams from Nadi and thereabouts, and the first practice games were held as early as March 15.

As there are several players from Nadi with international experience the standard of the game should soon be raised to a standard to equal that of Suva. In

fact this year a highlight of the season could be a Nadi-Suva match.

Nadi can, with some justification, claim to have the strongest cricket eleven in the Colony. They massacred Suva in a representative game late in January, and have toyed with Lautoka and Ba in other rep. games. Nor does all the cricket talent come from men from overseas working at Nadi Airport.

A couple of Fijians, in Aseali Driu and Mosese Bogisa, would be among the first chosen for a Fiji representative team.

Nadi does have some advantage over Suva when playing at Nadi, for the wickets are concrete, covered with matting. Suva wickets are turf, and are also covered with matting. A game worth watching

will be that between Suva and Nadi at Suva towards the end of the season.

The uplift in the standard of rugby and cricket at Nadi has done much to shift the emphasis on sport from the capital city.

You Can Pick Them By Their Plaster Casts

From Pat Robertson, in Lae, NG

THE basketball season has been under way for some time—any visitor can tell that by noting the number of local girls with their limbs in plaster.

A check shows that so far this season the girls have totted up between them a total of 20 weeks in plaster—almost half a year.

Rough playing doesn't cause the injuries—but hard and slippery playing areas. The enthusiastic girls play at night on a piece of ground next to the oval.

Upstarts Will Try Their Luck

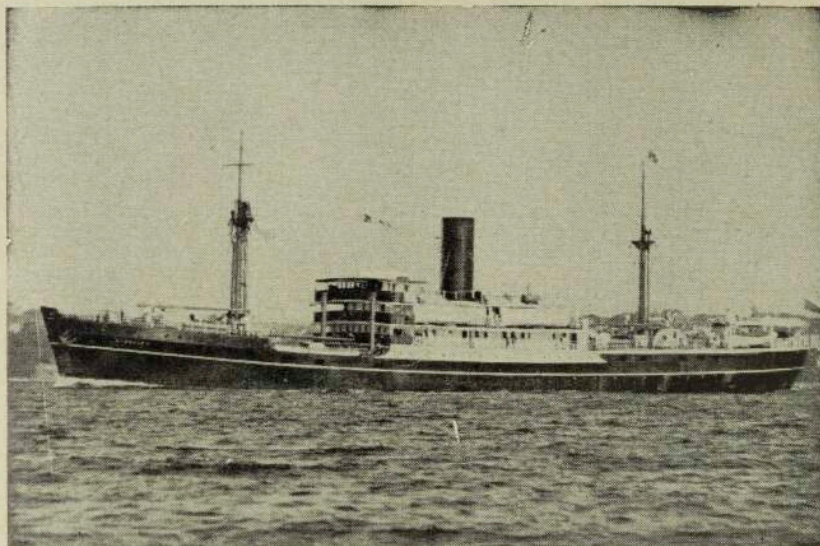
From a Honiara Correspondent

THE Honiara (British Solomons) soccer competition is to have a new team this year—a European one. Up to the present the competition has been in the hands of native teams from the Missions and Government departments.

But nobody at this stage really believes that the bid for white supremacy on the soccer field will be a serious one. The enthusiastic Melanesian teams, fielding men who really know how to handle a ball, trounced teams from two British Navy ships last year.

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M.S. SINKIANG . . . Melbourne — Sydney — Port Moresby — Samarai — Lae — Madang — Rabaul — and return.

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S.S. FENGNING { Samarai — Port Moresby.

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Calls at Samarai subject to inducement.

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

AGENTS

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

SHIPPING TIME-TABLES

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

Sydney-Papua-N. Guinea

Montoro sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lae, Port Moresby. Next sailing approx. April 19.
Malekula sails from Sydney for Brisbane, Port Moresby, Samarai, Lae, Rabaul, Kavieng, Madang, Lae, Sydney. Next sailing approx. April 15.
Malaita sails from Sydney for Brisbane, Lae, Madang, Lombrum, Lorengau, Rabaul, Samarai (other ports en route). Next sailing approx. May

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

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

Soochow: Next Sydney sailing approximately May 3 for Brisbane, Port Moresby and Samarai.

Sinkiang: Leaves Sydney for Port Moresby, Samarai, Lae, Rabaul, Kavieng, Madang, Lae. Next Sydney sailing: May 17.

Shansi: Leaves Melbourne for Sydney, Port Moresby, Samarai, Lae, Rabaul, Kavieng, Madang, Lae, Port Moresby. Next Sydney sailing approx. April 17.
Sails from Swire and Yull Pty. Ltd., George St., Sydney.

Sydney-Dutch N.G.

Two weeks service by MV's Sigli, Silindang and Sinabang carrying passengers and cargo from E. Australia to Hollandia and Sorong, DNG (with and/or Manokwari if inducement), Borneo, Bangkok, Singapore, thence to Australia direct. Next Sydney sailings: April 17, July 17; Sigli May 15; Silindang June 3; Silindang June 21.
Sails from Royal InterOcean Lines, 255 George St., Sydney.

Far East-S.W. Pacific-Australia

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

Sailing: Dep. Hongkong Mar. 31, Apr. 12, Rabaul Apr. 14, Lae Apr. 18, Port Moresby Apr. 22, Sydney May 2, Brisbane May 12-15, thence Japan.

Dep. Japan April 13, Hongkong April 1, Madang May 5, Kavieng May 7, May 9, Lae May 13, Port Moresby, thence to Australian ports before going to East.

Sailing: Dep. Japan April 30, Hongkong May 18, Rabaul May 22, Samarai May 26, Samarai May 30, Pt. Moresby, thence to Australian ports including first time, Adelaide.

Three vessels will call at any or all Australian ports, Brisbane, Sydney, Melbourne and Adelaide, and load there for Far East including Shanghai as a call is made on the southbound between Japan and Hongkong.

Sails from New Guinea Australia Line and Yull Pty. Ltd., agents, 6 George St., Sydney.

Australia-West Pacific Line motor ships Aros, Citos, Delos and Milos main-

Australia - New Zealand - Canada - USA

Sailings of Orient and P. & O. Line Passenger Ships 1957-1958.

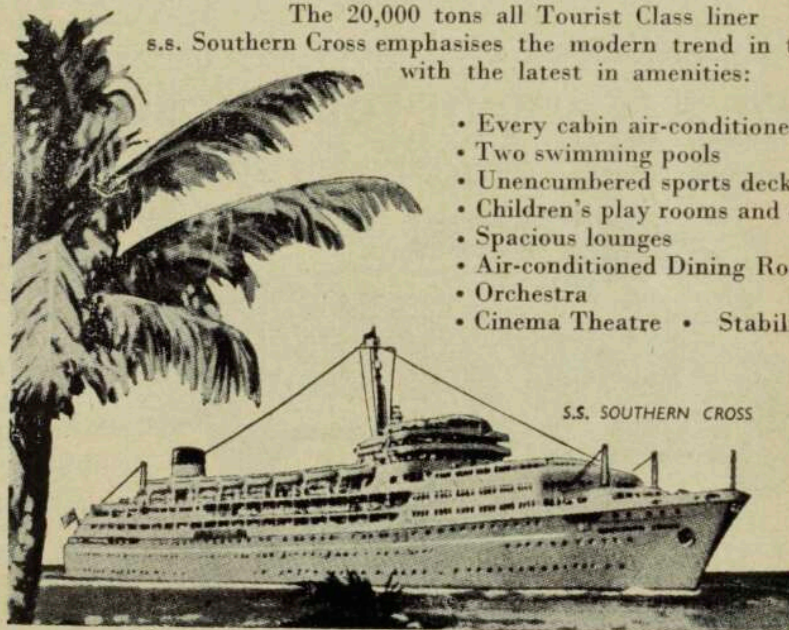
		ORSOVA	ORCADES	ORONSAY	HIMALAYA
SYDNEY	depart	Apl. 29	May 27	July 11	Aug. 8
AUCKLAND	arr/dep	May 2	May 30	July 14	Aug. 11
SUVA	arr/dep	May 5	June 2	July 17	Aug. 14
HONOLULU	arr/dep	May 10	June 7	July 22	Aug. 19
VANCOUVER	arr/dep	May 16	June 13-14	July 28	Aug. 25
SAN FRANCISCO	arr/dep	May 19	June 16-17	July 30-31	Aug. 27-28
LOS ANGELES	arr/dep				Aug. 29
HONOLULU	arr/dep	May 24	June 21	Aug. 6	Sept. 3
SUVA	arr/dep	May 31	June 28	Aug. 13	Sept. 10
AUCKLAND	arr/dep	June 3	July 1	Aug. 16	Sept. 13
SYDNEY	arrive	June 6	July 4	Aug. 19	Sept. 16

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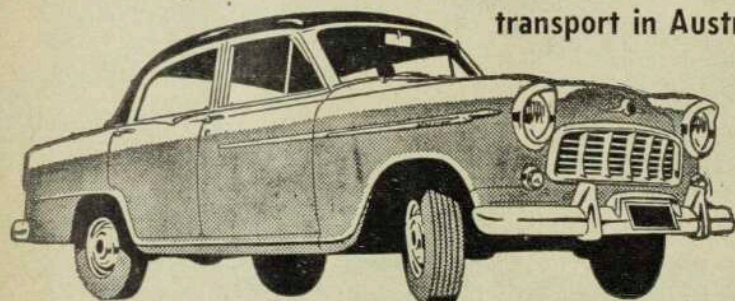
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Reservations may be effected through any office of the Union Steam Ship Company of N.Z., Ltd., or by direct application to the hotel.—Cable Address: "Granpacif," Suva.

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Sailings: Dep. Lae April 22, Brisbane April 26, Sydney April 30, Adelaide May 5, Melbourne May 9, thence northbound. Dep. Hongkong April 4, Rabaul April 12-13, Honiara April 18, Vanikoro April 20-23, Brisbane April 27, Sydney April 30, Adelaide May 5, Melbourne May 9, thence northbound.

Sailings: Dep. Adelaide April 15, Melbourne April 21, Sydney April 26, Brisbane April 30, Townsville May 7, thence northbound.

Sailings: Dep. Japan May 2, Hongkong May 9, Sandakan May 14, Lae May 22, Lae May 25, Brisbane May 29, Sydney June 2, Adelaide June 8, Melbourne June 12, thence northbound. Agents: Messageries Maritimes Agency Ltd., 30 Pitt St., Sydney, or Islands Shipping Co. (R. Tebb, Lae; Town Transport, Lae; A. Strachan, Madang; BSIP Trading Corp., Honiara).

Zealand-Fiji-Tonga-Samoa

Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Pago Pago, Apia, Suva and return. Next sailings from Auckland: May 22, May 20.

Matua maintains a service from Auckland to Lautoka, Suva, Apia, Suva, Tonga, Wellington, and return to Auckland. Next sailings from Auckland: May 22, May 7.

Sailings from all offices of Union Steam Co. of NZ.

N. Zealand-Cook Is.

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

Sydney-New Hebrides-BSI-Rabaul, Etc.

Tulagi, 10 passengers, leaves Sydney for Norfolk, Vila, Santo, Honiara, Tenarua, Lae, Pepeesala, Gizo, Kietia, Arigaua, Numa, Soraken. Next Sydney sailing approx. early May. Agents: Burns, Philp & Co., 7 Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Sailings of Messageries Maritimes Line, from Marseilles, via West Indies, Panama, call about every six weeks. Agents: Vila (New Hebrides), Noumea, Sydney, and return by same route. Next sailing on this run are the motor vessels Tahiti and Caledonien. Next sailing: Caledonien, August 13; Noumea, May 15. Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea and New Hebrides. Next Sydney sailings: Noumea, May 16, June 6. Agents: Messageries Maritimes, 36 Grosvenor Street, Sydney.

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

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San Francisco Agents: BURNS-PHILP CO. OF SAN FRANCISCO INC.,
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London Agents: BURNS, PHILP & CO., LTD., 35 Crutched Friars, E.C.3.

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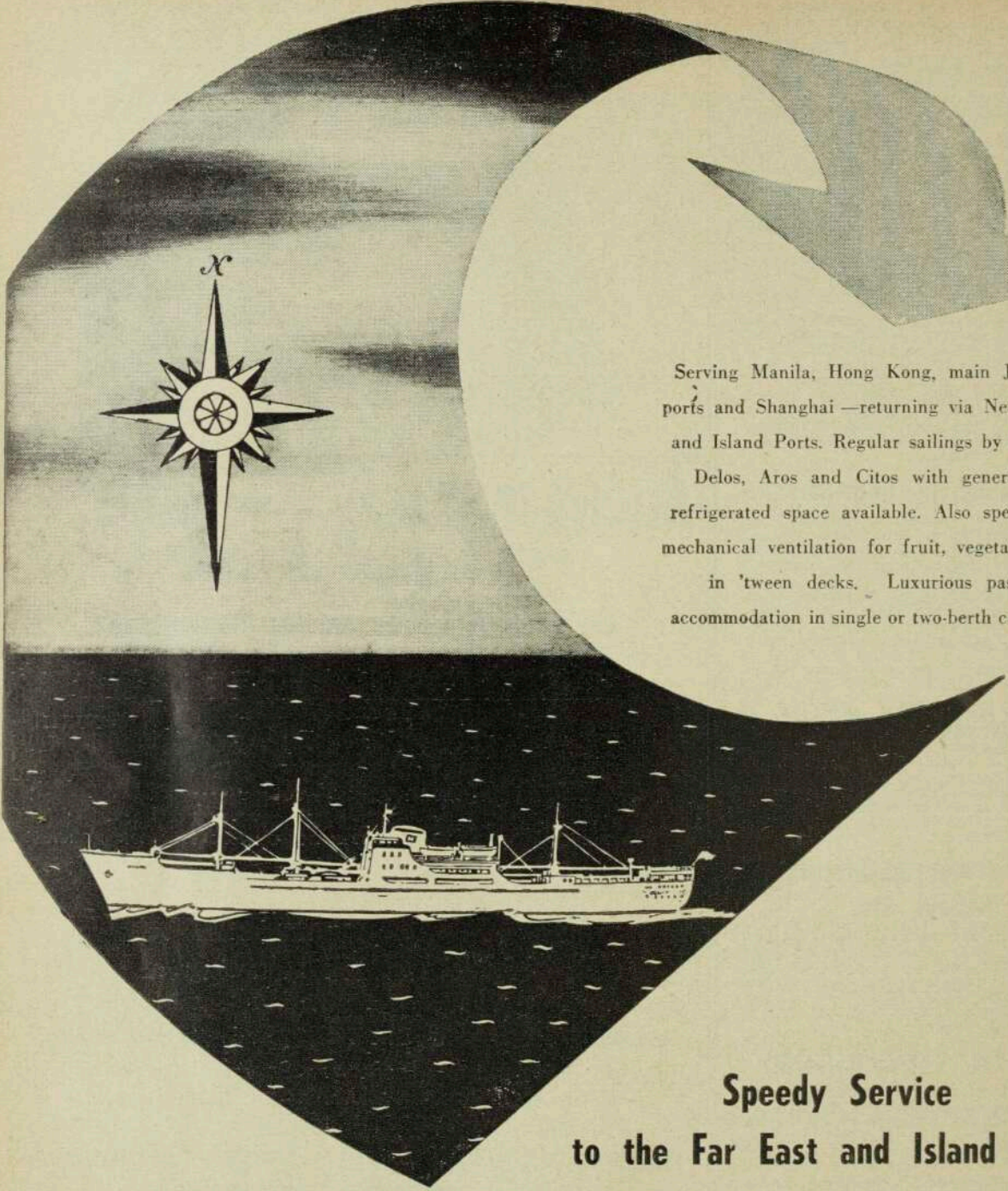
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PORT VILA—Comptoirs Francais des Nouvelles Hebrides. LAE—Burns Philp (New Guinea) Ltd.
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APRIL 1958 — PACIFIC ISLANDS MONTHLY

world voyages per year, two west-bound, then two east-bound, calling at and Papeete every trip. Next voyage: Sydney homeward via South Africa, 14; dep. southward outward via Africa, May 29; dep. Sydney, July homeward via Wellington July 11, Suva 15, Tahiti July 20, Panama, West, etc.

America-Fiji-Hebrides, etc.

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

Thorshall: San Francisco, dep. April 1, Los Angeles April 3, Papeete April 16, Nukualofa April 22, Pago Pago April 24, April 26, Suva April 30, Lautoka May 3, Papeete May 8, San Francisco, inbound, 30.

Isle: Dep. San Francisco May 24, Los Angeles May 27, Papeete June 9, Pago Pago June 14, Apia June 16, Suva June 18, Papeete June 27, Lae (optional), San Francisco (inbound) July 18.

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

S-Tahiti-Pago Pago-Fiji-Australia

Pacific Oceanic Line of San Francisco has a regular five-weeks passenger service from Los Angeles with the vessels, Alameda, Sierra and Sonoma. Their terminal ports vary with cargoes. Vessels call at Papeete, Pago Pago and Suva, depending on cargoes. Sailings approx.: Ventura June 20, Brisbane northbound; Sonoma, arr. 7, approx. Apr. 6; northbound dep. 7, approx. Apr. 29. Alameda, arr. 7, Apr. 22; dep. Adelaide Apr. 29 southbound.

American Pioneer Line, has eight ships: Gem, Isle, Glen, Reef, Cove, Star, Gulf, on Australia - Panama - US Pacific Coast service with calls at Papeete on southbound voyage. Sailings every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter & Co.) operate three times yearly with the 100-ton, 98-passenger vessel Lakemba on the above route. Accommodation: First Class, two-berth cabins. Sailing from Sydney: About April 16, early August, with calls at Suva, Papeete and Honolulu.

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

Sydney-(or NZ)-North America

Four cargo vessels, Waihemo, Waikawa, and Waitomo, owned and operated by the Union Steam Ship Co. of N.Z. Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Nukualofa, and Apia, as cargoes. Occasional calls are made at Fanning Island. They have limited passenger accommodation. Next Sydney sailings (approximately): Waihemo April 11, Waikawa May 18, Waihemo June 18, Waitomo July 18. The Waitemata, from NZ ports, 3-4 trips yearly to Vancouver, via Suva and Papeete.

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

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

Mariposa: Southbound, San Francisco April 2, Papeete April 11-13, Auckland April 19, Sydney April 22. Dep. Sydney northbound, April 26, Auckland April 29-30, Suva May 3, Pago Pago May 4, Honolulu May 9-10, San Francisco May 15.

Monterey: Dep. Sydney, northbound, April 5, Auckland April 8-9, Suva April 12, Pago Pago April 13, Honolulu April 18-19, San Francisco April 24. San Francisco dep. southbound, April 27, Los Angeles April 28, Papeete, May 6-8, Auckland May 14-15, Sydney May 18.

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

United Kingdom-Australia-Port Moresby

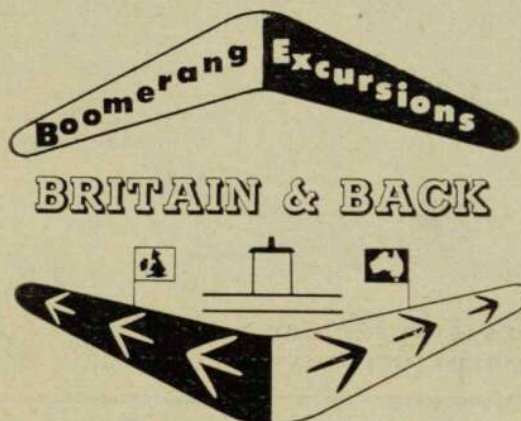
The Federal Steam Navigation Co., Ltd., has extended its regular quarterly UK-Australia service to Port Moresby.

The vessels sail from Liverpool via Suez to Sydney, Brisbane, Townsville, Cairns, Port Moresby. Next sailings:

Westmeath: Sailed Liverpool April 2, due Port Moresby about June 9.

Donegal: Will sail Liverpool approx. June 24, due in Port Moresby early August.

Sydney agents: Birt and Co. Pty., Ltd., 4 Bridge St. Port Moresby agents: Burns Philp (New Guinea), Ltd.



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1 Oct.: *Orontes — 20,000 Tons
13 Oct.: †Orsova — 29,000 Tons
12 Nov.: §Orion — 24,000 Tons
19 Nov.: †Orcares — 28,000 Tons

†First Class

§Cabin Class

*Tourist-One Class

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2 Jan.: †Orcares — 28,000 Tons
25 Feb.: †Oronsay — 28,000 Tons
24 Mar.: †Orcares — 28,000 Tons
18 Apr.: †Orsova — 29,000 Tons
20 May.: †Oronsay — 28,000 Tons

Selection of Orient, P. & O. and Blue Funnel sailings for return from U.K. Jan.-May, 1959, or stopover until 12 months later.

ORIENT LINE

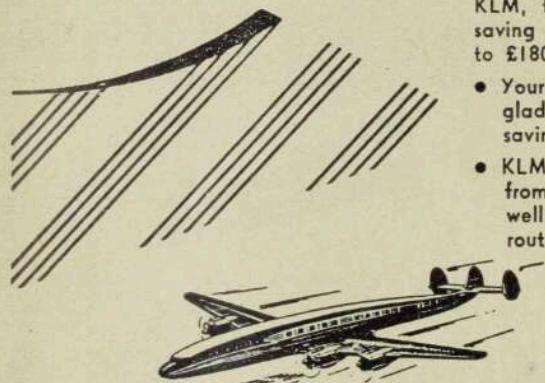
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WAYS TIME-TABLES

ANS-PACIFIC SERVICES

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First and Tourist Class available
all Services.)

PAN-AMERICAN AIRWAYS*

(Strato Clippers, using Sleepers
and Berths*)

Tues., Thurs., 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 con-
service between Auckland and
see table 16); and also on a bi-
service between Nadi and Tafuna,
Samoa (see table 19).

QANTAS EMPIRE AIRWAYS Super Constellation Service)

NORTHWARDS
and Sat.: Melbourne, Sydney, Nadi,
Honolulu, San Francisco, New York,

Thurs.: Sydney, Nadi, Honolulu,
San Francisco.

Sydney, Nadi, Honolulu, San Fran-
cisco.

SOUTHWARDS
and Fri.: London, New York, San
Francisco, Honolulu, Nadi, Sydney, Mel-
bourne.

Fri.: San Francisco, Honolulu,
Sydney,
Vancouver, San Francisco, Hono-
lulu, Sydney.

International dateline crossed
Nadi and Honolulu.
super DC6 aircraft from Auck-
land, connect with the Qantas north-
wards flights at Nadi on Tues., Wed. and
on Sat. and Wed. at Nadi for
southbound flights.

Wed. and Fri. services ex.
connect with BOAC London
at San Francisco (dep. Thurs.
Sat.).

services ex. London Tues. and
connect at San Francisco Thurs.
Sat. with southbound Qantas ser-

CANADIAN PACIFIC AIRLINES With Super DC-6B Aircraft)

Wed.: Sydney (dep. 11 p.m.), Nadi,
Honolulu, Vancouver, Amsterdam.

Fri.: Dep. Auckland 10.45 p.m. for
Honolulu, Vancouver, Amsterdam.

Sat.: Dep. Amsterdam at 11 p.m.
Vancouver (dep. 1.30 p.m. Sun.),
Honolulu, Fiji and Sydney.

Sun.: Dep. Amsterdam at 11 p.m.
Vancouver (dep. 1.30 p.m. Tues.),
Honolulu, Fiji and Auckland.
Crosses date-line en route).

INTERNATIONAL SERVICES IN THE PACIFIC

Sydney-New Guinea

Service by Qantas Empire Airways
(Skymasters)

NORTHWARDS

Mon. Arrive:
8.30 p.m. Brisbane, 9.10 p.m.
10.10 p.m.

Tues.
Depart: Townsville, 7.50 a.m.
Pt. Moresby, 7.35 a.m.
Arrive: Townsville, 1.50 a.m.
Pt. Moresby, 6.35 a.m.
Lae, 9 a.m.

Tues., Wed., Fri., Sat.
Depart: Sydney, 8 p.m.
Brisbane, 11.45 p.m.
Arrive: Brisbane, 10.40 p.m.

Wed., Thurs., Sat., Sun.
Pt. Moresby, 7.35 a.m.
Lae, 9 a.m.

Thurs.
Depart: Sydney, 8 p.m.
Brisbane, 11.45 p.m.
Arrive: Brisbane, 10.40 p.m.

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

Sun. (Thrill Class Service)
Depart: Sydney, 8 p.m.
Brisbane, 11.45 p.m.
Arrive: Brisbane, 10.40 p.m.

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

SOUTHWARDS
Mon. (Thrill Class Service)
Depart: Lae, 10.30 a.m.
Pt. Moresby, 12.30 p.m.
Brisbane, 8.30 p.m.
Arrive: Pt. Moresby, 11.45 a.m.
Brisbane, 7.5 p.m.
Sydney, 11.10 p.m.

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

Wed.
Sydney, 12.50 a.m.

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

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

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

Sun.
Sydney, 12.50 a.m.

3. P-NG Internal Services

Operated by Qantas

LAKE-HOLLANDIA (Dutch New Guinea) (DC3)

Alt. Wed. (April 16, 30, May 4, 28, etc.).
Departs Lae 11.00 a.m., calls at Madang
and Wewak, and arrives at Hollandia
3.30 p.m. Every alternative Thurs.
(April 17, May 1, 15, 29, etc.) departs
Hollandia at 9.30 a.m., and with calls
at Wewak and Madang, arrives Lae at
3.20 p.m.

PORT MORESBY-KIKORI (Catalina)
Via Yule Is., Kerema, Vaimuru: Alt. Fri.
returning same day (April 11, 25, May
8, 23, etc.).

PORT MORESBY-DARU (Catalina)
Direct service each fourth Friday, return-
ing direct same day (April 18, May 16,
etc.).

PORT MORESBY-SAMARAI (Catalina)
Pt. Moresby, Samarai. Pt. Moresby: Alt.
Tues. (April 22, May 6, 20, etc.).

PORT MORESBY-RABAU (Catalina)
Alt. Tues. (April 15, 29, May 13, 27, etc.).
Port Moresby-Moewie Harbour-Talasea-
Jacquinot Bay-Rabaul, returning via
same ports (April 17, May 1, 15, 29,
etc.).

NEW BRITAIN-BOUGAINVILLE (Catalina)

Alt. Wed. (April 16, 30, May 14, etc.).
Rabaul, Buka, Teopasino, Kieta, Buin.
Returning same day.

LAKE-MADANG-WEWAK-MANUS- KAVIENG-RABAU SERVICE (DC3)

Mon.: Dep. Lae 6.30 a.m., Madang arr.
7.35 a.m. Wewak, Manus, Kavieng,
Rabaul, arr. 3.45 p.m.
Tues.: Dep. Rabaul 6.30 a.m., 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 (DC3)

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

LOWER HIGHLANDS (Beaver)

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

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

Dep. Lae: Mon. 7.30 a.m., Tues. 11 a.m.
Dep. Wau: Mon. 8.55 a.m., Tues., 12.25
p.m. Bulolo is omitted on return flights
which take 30 minutes, Wau-Lae.

LAKE-BULOLO-WAU-PT. MORESBY (DC3)
Dep. Lae Wed. and Sat. 8.30 a.m. via
Bulolo, Wau to Pt. Moresby, returning
via same route.

MADANG-GOROKA (DC3)

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 (DC3)

Fridays: Depart Lae 1.30 p.m., Finsch-
hafen 2.20 p.m., arrive Rabaul 4.30
p.m.

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

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

Tuesdays: Depart Rabaul 5.45 a.m., Finsch-
hafen 8.10 a.m., arrive Lae 8.45 a.m.
Thurs.: Dep. Lae 11 a.m., Finschhafen,
Rabaul, arr. 2.15 p.m.

Fri.: Dep. Rabaul 7 a.m., Madang, Lae,
arr. 11.35 a.m.

SERVICES BY MANDATED AIRLINES

Scheduled flights with DC3 Aircraft

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

Tues.: Depart Rabaul at 6.30 a.m. for
Madang, Wewak, Madang, Goroka, Lae.

Wed.: Depart Lae 7 a.m. for Madang,
Wewak, Momote, Kavieng, Rabaul.
Depart Lae 7.30 a.m. for Goroka, Wau,
Port Moresby, Wau, Goroka, Lae.

Optional call at Goroka on this flight.
Thurs.: Depart Rabaul 7 a.m. for Kavieng,
Momote, Wewak, Madang, Goroka, Lae.

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

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

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines

(Super Constellation Service)

A weekly service between Sydney and
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5. N. Guinea-Solomons

By Qantas with DC3 Aircraft.
Three flights every four weeks)
(Apr. 21, 28, May 5, 19, 26, etc.) Lae 6 a.m.; Finschhafen, Rabaul, ka, Vella Lavella, Yandina, Honiara SI), arriving 5.25 p.m.
(April 22, 29, May 6, 20, etc.) niara dep. 7 a.m.; Yandina, Vella vella, Buka, Rabaul, Lae, arriving 5 p.m.

Paris-Saigon-Noumea-Auckland

Transports Aeriens Intercontinentaux aircraft depart Paris every Monday Athens, Karachi, Saigon, Darwin, sbane, Noumea, Auckland. Leaves kland every Friday on return.

Sydney-Lord Howe Is.

By Ansett Airways Pty., Ltd., with Sandringham Flying-boats.
Flight usually each Tuesday and day.

3. 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 outa, 7 a.m. Fridays.
Tontouta dep. 8.30 a.m., arriving ey, 2 p.m.

New Caledonia-New Hebrides

TAI with DC3 Aircraft.
Days: Depart Tontouta 8 a.m., e Santo 11.10 a.m., arrive Vila p.m., depart Vila 2.15 p.m., arrive outa 4.30 p.m.
ys: Depart Tontouta 8 a.m., arrive 10.20 a.m., arrive Santo 12.5 p.m., rt Santo 1.30 p.m., arrive Tontouta p.m.

New Caledonia-Fiji-Wallis Is.

TAI with DC3 Aircraft
e from Noumea to Nadi (Fiji) allis Is. first Sunday in each
Next flights: May 4, June 1, July Wallis May 6, June 3, July 8.

Norfolk Is.-Auckland

FEAL, by Qantas (charter)
Return flight Norfolk (dep. 8 Auckland (arr. 11.45 a.m., dep. p.m.) Norfolk (arr. 4.15 p.m.).
Table 8 above).

13. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft.
Daily except Mon.: Dep. Auckland 9.30 a.m., arr. Sydney 1.00 p.m.
Mon.: Departs Auckland 11.30 a.m., arr. Sydney 3 p.m.
Daily except Mon. and Sat.: Dep. Sydney 3.00 p.m., arr. Auckland 10.00 p.m.
Sat.: Dep. Sydney 10 a.m., arr. Auckland 5 p.m.

14. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft.
Tues. and Fri.: Dep. Christchurch 5 p.m., arr. Sydney 8.40 p.m.
Tues.: Dep. Sydney 8 a.m., arr. Christchurch 3.10 p.m.
Sat.: Dep. Sydney 3.00 p.m., arr. Christchurch 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 Super DC6 aircraft.
Tues., Wed., Fri.: Dep. Auckland 4 p.m., arr. Nadi 9 p.m.
Wed., Sat.: Dep. Nadi 10.30 a.m., arr. Auckland 3.30 p.m.
Thur.: Dep. Nadi 30 min. past midnight arr. Auckland, 5.30 a.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 April 17, May 15, June 6, 13, 20, 27, July 4, 11, 18, 25. Leaves Papeete May 4, 18, June 8, 15, 22, 29, July 6, 13, 20, 27.

18. Fiji-Samoa

Tasman Empire Airways, with Solent Aircraft.
Dep. Suva 6 a.m., arr. Satapuala 11.5 a.m.
Dep. Satapuala 1.30 p.m., arr. Suva 4.35 p.m.

Next flights from Suva April 14, May 21. Crossing International Date-Line and leaving Satapuala April 13, May 20.

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.

21. N. Caledonia-Loyalty Is. Internal Service

Societe Caledonienne de Transports Aeriens (TRANSPAC), with Heron and Rapide aircraft.
Noumea (Magenta), Lifou (Chepenehe), Noumea: Tues. a.m., Wed. and Thurs. p.m.
Noumea, Mare (Tadine), Noumea: Tues. p.m.
Noumea, Mare, Lifou, Noumea, or Noumea, Lifou, Mare, Noumea, alternatively, Thurs. a.m.
Noumea, Koumac, Noumea (with conditional call as Plaine des Gaiacs): Fri. a.m.
Noumea, Lifou, Ouvea Is.: Wed. mornings.
Noumea, Ile des Pins, Noumea: Saturday and Monday afternoons.

22. Micronesia

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

23. French Polynesia Inter-Island Service

Messageries Aeriens Interinsular (MAI), with Amphibious Catalina.
Twice weekly service to the Leeward Group.
Wednesday: Papeete, Raiatea, Bora Bora, Raiatea, Papeete.
Friday: Papeete, Huahine, Raiatea, Papeete.
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Pacific Commerce and Production

What's Behind The Interest In Barikewa?

By the Finance Editor

After more than 20 years of searching throughout Papua, the quest for oil seems to be nearing its end.

The Minister for National Development, Senator Spooner recently announced in Port Moresby that the companies concerned would drill only one more well—at Kuru—after the present three wells were completed.

But, he said they were interested in retaining the Barikewa area where substantial gas finds were made.

Senator Spooner did not say why the companies want to retain the Barikewa area.

But one suggestion is that the gas there might be used in connection with the proposed bauxite refinery to handle ore from Weipa.

Of course, the possibility still remains of an oil find in one of the remaining wells to be completed. That would transform the whole situation.

But after so many years and so many millions of pounds it must be conceded to be a long chance.

The end was foreshadowed recently when Vacuum Oil withdrew from the partnership. British Petroleum is understood to have tried in vain to get a new partner.

It will be a bitter blow not only to the shareholders and to Papua but also to the Commonwealth's hopes of obtaining its own source of oil supplies.

Sharemarket reaction to the news was prompt. Oil Search shares dropped to 1/9 but recovered to 2/1, which compares with the peak price of 34/6 during the 1953-54 oil boom. Papuan Apinaipi fell to 1/-, and Timor Oil to 2/10—the lowest since the shares came onto the list last year.

April drilling report of the operating companies announces the virtual end of one of the three current wells. Komewu No. 2 reached basement at 9,950 feet, and routine testing of formations will be done before the well is closed.

Drilling crews will then be shifted from this well to Kuru No. 3 where operations will then begin.

According to Senator Spooner's recent announcement, this is the last well planned by the companies.

At other well sites, Barikewa has been deepened 1,663 ft to 10,262 ft, and Puri 1,385 ft to 5,980 ft.

SANGARA (HOLDINGS), LTD.: This cocoa and rubber plantation earned profit of £19,073 for the year to Jan. last, compared with £24,014 for the year. Steady dividends of 6-2/3 per cent. ordinary and 6 per cent. on preference require £19,216. Cocoa production fell from 4,453 lb to 12,313 lb but rubber was down by 1,743 lb to 473,475 lb, which arose from "certain staff difficulties" cut output between February and July which have now been eliminated, the state. July production was a record 1 lb, and subsequent monthly figures have an average increase of 3,871 lb over previous year's figures. Main causes of profit were a reduction of about 3½ p. the average price of rubber and the cost of cleaning the No. 6 area after Mt. Lamington disaster. High yielding trees equivalent to 70 acres have been replaced lost trees in the 600 acres 6 area. Further planting is proceeding. Expect an increase in production this year.

STEAMSHIPS TRADING CO., LTD., slightly improved results for the half-January 31 last. Overall volume of was more than maintained despite prices for rubber and copra. Interim dividends are unchanged at 6½ per cent. ordinary and 5 per cent. on preference payable on May 5.

BULOLO GOLD DREDGING showed a slight increase in production in the three months to Nov. 30 last. Production was 9,192 oz. from 1,793,400 cubic yards dredged, compared with 17,097 oz. from 2,555,000 cubic yards the corresponding period of 1956. Value down from 598,395 dollars to 321,720. Only one dredge was operating against the 1956 period. For the three months February 28, production was 3,209 oz. compared with 13,565 oz. in the same period of 1957.

TIMOR OIL, LTD., has stopped drilling well at Aliambata and is now proceeding field work aimed at fixing a new well. Difficulties had developed with formations brought back to mind the original preference to the company's areas as "complex" in structure. Subsequently the was played down by the company. Because the rather limited capital of the company sufficient for only about five wells—it is hoped that no such unexpected complications are met in subsequent drilling.

PAPUAN RUBBER: Steamships Trading Ltd., acting as agents, reports the production for February—Kerema, 33,000 (Jan., 33,300); Mariboi, 73,084 (Rubberlands, 33,000 (34,000); Lolorua, (40,485).

IRON ORE: Last year Australia's export steel industry found it necessary to import 146,605 tons of iron ore, most of which from New Caledonia. The company is mining new deposits of iron ore but appears to continue to need the New Caledonian for some time yet.

DYLUP PLANTATIONS, LTD., which near Madang, maintained copra production during the year, to January 31 last, total output was 1,201 tons, directors expect But the average price over the period

a ton lower than in the previous year. With the expiration of the British Food sales contract, directors do expect current year's prices to fall by more than 10 per cent. on last year's levels. They admit that final effects of the new system are still to be seen.

Production of 135 tons for the past year is regarded as satisfactory. Return from increasing yield is expected to assist the company to meet any lowered returns from

Directors will continue what they describe as this year's "considerable programme of expenditure".

They have appointed Mr. W. Theo Thomas as financial director. Mr. Thomas is stated to have had very extensive experience in the industry of cocoa and copra.

* * *

ALIAN GUARANTEE CORPORATION, LTD., has set up a subsidiary, A.G.C. (Pacific), Ltd., to provide a hire-purchase service throughout New Guinea.

M. S. Kemmis is in charge of the new company, which has established its head office at Port Moresby.

Since its formation in 1925, Australian Guarantee Corporation has grown to rank as the second largest of Australia's hire-purchase companies. In its last year it formed an association with the Bank of New South Wales, which has a 40 per cent. interest in the company. The result is more than 1,000 branches and the bank act as agents for the corporation.

For the year the corporation made a net profit of £1 million and paid a 15 per cent. dividend.

Turnover for the year was up by 10 per cent. to £66 million. Assets exceeded £100 million, including £31.7 million owed to the corporation by hire-purchase contracts.

* * *

SYDNEY STOCK EXCHANGE

April 8

lp	67/3	67/6
lp (SS)	45/-	45/6
antations	£407	£41
ntations	11/9	12/-
ntations	43/-	44/-
ntations	10/-	10/3
ntations	11/3	11/9
ntations	—	6/9
ntations	5/7	5/9
ntations	4/1	4/2
ntations (new)	69/-	—
ntations	5/-	5/6
ntations	56/-	56/6
ntations	45/6	46/6
ntations	2/9	2/10
ntations	12/-	12/4

OIL AND MINING SHARES

FIJI

Aug., '39 June, '57 Apr. 8, '58

b/9/11	b10/3	—
s25/6	b27/-	—
PAPUA-NEW GUINEA		
b124/-	b45/-	—
b1/10	b2/2	b1/11
b3/11	b14/11	b2/-
—	s2/-	b6d
b5/-	b6/6	—
b4/11	b3/6	b11d
b68/6	b101/6	b85/6
b1/5	s6d	b3d

NSW officially opened a modern, five-story building in Mango Avenue, Rabaul, on April 8. It's of two floors, in contemporary style, and is the third Bank of NSW building to be built in Rabaul. The first was destroyed by fire in 1942. The second was temporary premises and is now being pulled down.



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COPRA

British Ministry of Food 9-years contract, which governed Copra prices in Papua and New Guinea, Fiji, Western Solomon Islands, and Gilbert and Ellice Colony (and, to some extent, in Cook Islands) expired on Dec. 31, 1957; since when each Territory has made its own arrangements for production and marketing of copra.

PA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by Government; and the Board distributes and sales, and makes contracts to the producers. Production mainly to (a) Unilever (under contract covering 1958), (b) Australia (for consumption) and (c) crushing-mill haul. Prices generally arranged in accordance with ruling rate in Philippines. Unilever price: Manila FM grade with premiums up to £3A per ton for 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 are free to sell. Bulk of copra goes through mill in Suva, whose price for Suva, is announced each week. April 1, 1st grade, £F53/2/6; 2nd £F51/17/6; 3rd grade, £F50/10/-.

TERN SAMOA:—Official Copra receives all production, and sells and makes payments to producers. Proportion goes to Unilever, at rates FM grade rates, plus premium up to £Stg.3 per ton for hot-dried. Prices for first quarter, 1958—dried: £Stg.45/14/-; smoke dried £Stg.43/19/-; No. 2: £Stg.42/19/-.

AT:—Sales are under Government. Part of production goes to Europe, arrangement with Unilever company Philippines prices, and part open market.

IONS:—All production marketed through official Copra Board, at prices in Philippines market. Price dependent on—1st grade, £A53; 2nd grade, £A46.

RT AND ELLICE:—Production in Europe through official Copra at prices based on Philippines "stabilisation fund" charges.

OA:—Producers receive 4 cents lb. or £A40 approx. per long ton), bonus, if average proceeds exceed buying price and expenses.

HEBRIDES:—April 3: 7,400 Pac. about £A43/5/9 delivered Vila/

ISLANDS:—Local price is based 50/- per ton, f.o.b., Rarotonga. Premium of 50/- (NZ) for top grade. Shipping, handling, shrinkage charges reduce the outer price to about £NZ30 per ton, e.

Islands prices are based on the Ghana cocoa which on April 9 £335 per ton, c.i.f., London.

April 9: From £A400 to c.i.f., Sydney, depending on

MOA:—Last season's supplies ex-Nominal at £Stg.320.

April 9: Top grade,

5/6; other as low as 4/6 per lb.

PEANUTS:—P.-N.G.: April 9: Kernels 2/- into store; Virginia bunch, in shell, large, well cleaned, 1/5 per lb. del. Sydney.

RUBBER:—P.-N.G. price is based on Singapore rate, which on April 9 was: No. 1 RSS, spot, 77.25 Straits cents (26.82d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on April 9: New crop, c.i.f., Sydney, Tahiti White and Yellow label, processed standard packs 66/-, Green 64/-.

RICE (Australian):—Price from May 1, 1958—P.-N.G.: Dry brown and dressed, 112 lb bags, 5 tons and over, £61/10/- per ton, f.o.w.; under 5 tons £62 per ton. Vitamised and enriched white, 112 lb bags, 5 tons and over, £68 per ton, f.o.w.; under 5 tons, £68/10/- per ton. Other Pac. Islands: Dry, brown, etc., £70 per ton, f.o.w., Sydney or Melbourne.

PEARL SHELL:—April 9 quotation by independent pearlshellers: Sound, £A750; D, £A550; E, £A375; EE, £A205 (in store Sydney). Cook Is. - Penrhyn: April 9: Export price, £Stg.500 (approx.) f.o.b. Rarotonga.

TROCHUS:—Market still weak. Quotes nominal, NG, £A325; BSI, £A325; New Hebrides, agent reports "No business offering". Prices are less rejects and based on Sydney weights.

GREEN SNAIL:—1st quote: 1st quality, £A345; 2nd quality, £A280. Subject to vagaries of market. 2nd quote: £A290 nominal price.

London and US Quotations

Copra:—London, April 8: Philippines in bulk April-May \$193 (seller). April 3, Straits/Borneo, fair merchantable, del weight, c.i.f., UK/Nth. European ports, April-May, £Stg.69.5 (buyer). April 8, Philippines, c.i.f., US Pacific coast port, \$184 asked.

(£1 Australian is about equal to 2.25 US Dollars.)

Coconut Oil:—London, April 8, Straits, crude, bulk c.i.f., April-May £Stg.101/10/- seller. Ceylon, in bulk, c.i.f., fair, UK-Nth. European ports, April-May £Stg.109, reseller.

Rubber:—London, April 9: RSS No 1, spot, 23½d Stg.; July-September, 23½d Stg.; March, 1959, 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/-.

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 \$.

COOK ISLANDS COPRA CONTRACT

Following negotiations between Cook Islands main copra exporters, the Cook Islands Administration, the NZ Department of Island Territories, and Abels, Ltd., who own the only New Zealand crushing mill and handle the entire Cook Islands copra output, it has been announced that an agreement has been reached on the price to be paid during the first half of 1958.

Abels, Ltd., of Auckland, have agreed to purchase two grades of copra in accordance with recommendations of the Cook Islands Legislative Council. First grade sun dried or hot air dried copra will be known as No. 1 Grade and will command a premium of 50/- over f.a.q. copra known as No. 2 Grade. The price will be based on No. 2 Grade and is fixed at £NZ50 per ton f.o.b. Rarotonga to the end of June. At the end of June the price will be reviewed on the basis of world free-market prices then ruling.

The shippers signing the contract are Donalds, C.I.T.C., D. C. Brown, Napa, Tapai, John Williams, Harrington, and Seventh Day Adventist Mission.

COCOA MARKET PROSPECTS

LONDON, March 28.

In spite of cocoa buyers' discontent with the prices they pay, the quotes for cocoa continue to rise.

The costs of production, however, do appear too high. No doubt the high prices obtained for years have made the planters careless in the cost of curing.

Even with the bigger pay provided for the workers, costs appear out of reason; and, unless they can cut their cloth according to their income, they are in for some shocks, as the buyers sooner or later will force lower prices.

Now that the Samoans have control of all cocoa production, I think they should have three or four central curing depots. They should arrange a series of fermenting boxes, to take wet beans from A on Monday, B on Tuesday, and so on. If they worked on a co-operative basis, all wet beans could be put together—after weighing and agreeing on a basis of percentage of shrinkage—and then they could sell the lot as Samoan No. 1, or No. 2 (as the case may be). The manufacturers then would get a fairly large tonnage of equitable merchandise, and the proceeds of each lot would be divided in proportion to the agreed percentage of shrinkage.

SMALL DEMAND FOR BECHE-DE-MER

Because of the slump in shell prices, residents of the Pacific Islands who try to make some income out of the surrounding seas have been asking about the possibilities of the well known sea-slug, Beche-de-Mer. It is generally thought that there is a profitable market for it in Chinese communities where it is a recognised food.

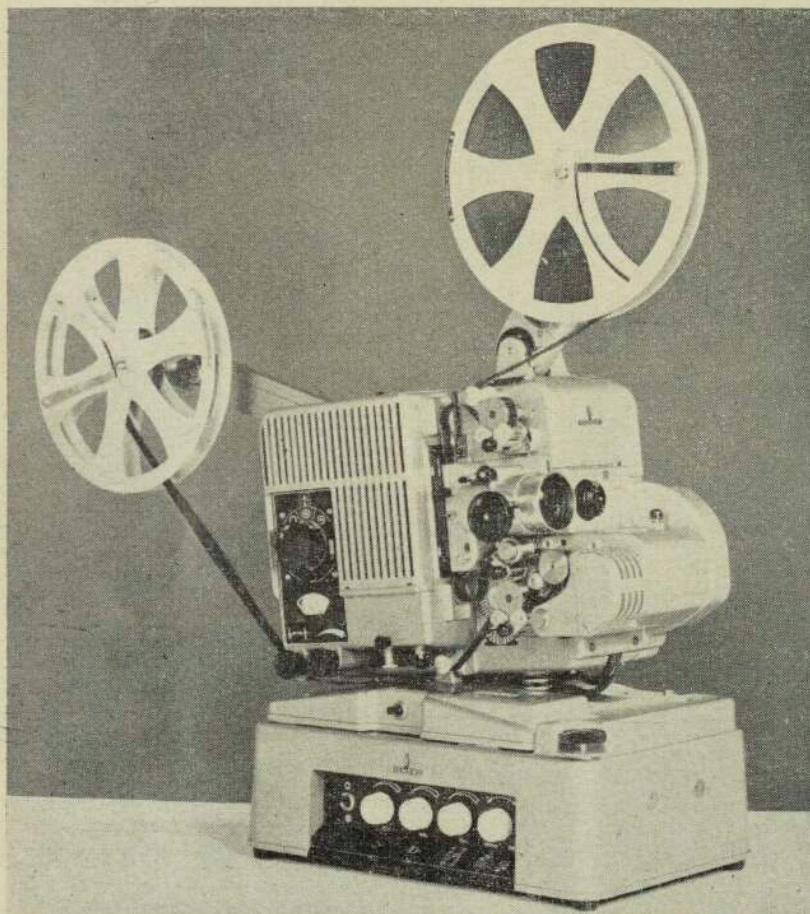
Inquiries made of Messrs. Intercontinental Enterprise Pty., Ltd., Sydney, who handle various tropical marine produce, indicate that there is not much in Beche-de-Mer.

"There is a market," they reported, "but it is a very small one, and there is little demand. The price now offering barely pays for the gathering and curing of the thing."

"There are 12 types of Beche-de-Mer, and only three of these types are saleable. The producer must not only know whether the sea-slug he has gathered is one of the three wanted, but he also must know how to cure the sea-slug—a certain amount of know-how is needed here. We will take samples and try to find a market. But there should be at least six samples of each line."

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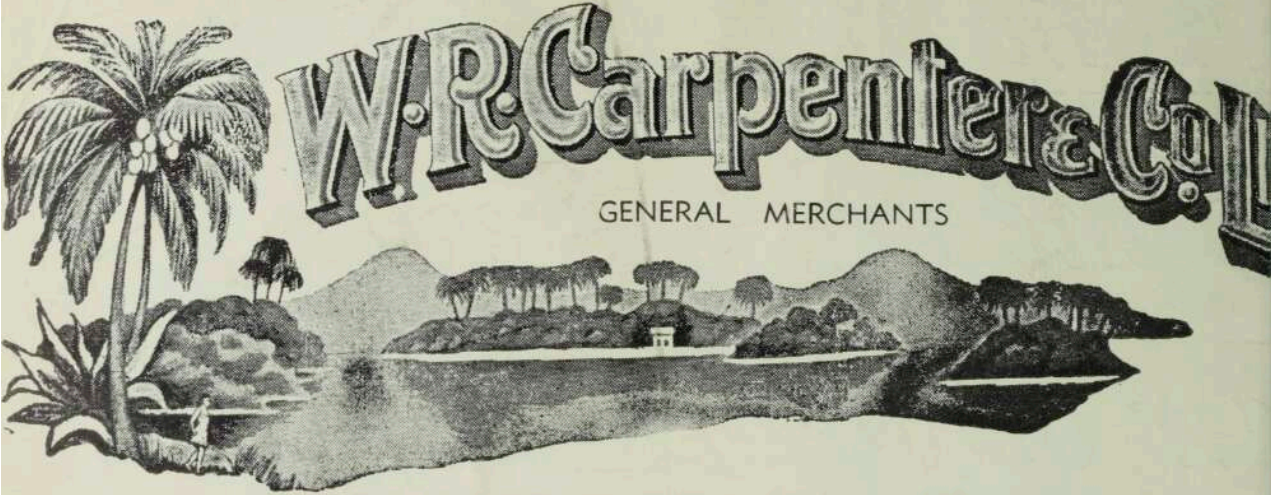
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Island Products Ltd.,
Port Moresby.

IN FIJI:
Morris Hedstrom Ltd., Suva.
W. R. Carpenter & Co. (Fiji) Ltd.,

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