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NATIONAL LIBRARY OF AUSTRALIA

JUNE, 1958 Vol. XXVIII No. 11

PACIFIC ISLANDS Monthly

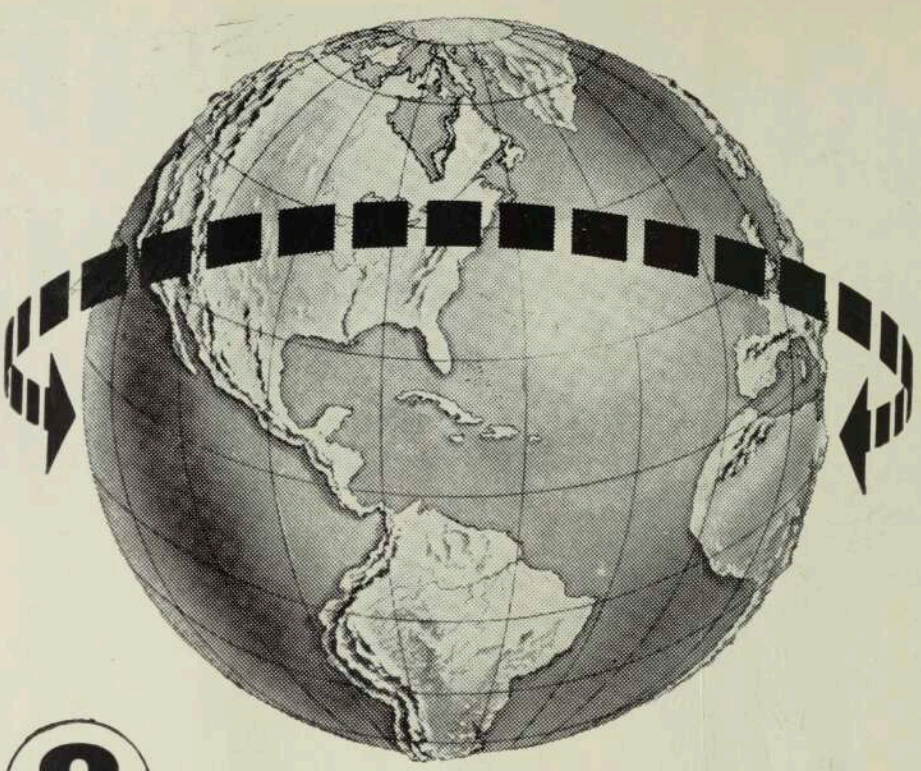


Five little girls from school. The place: Tabituea, Gilbert Islands.

lished 1930

ered at the G.P.O., Sydney,
nsmission by post as a newspaper]

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Coleman

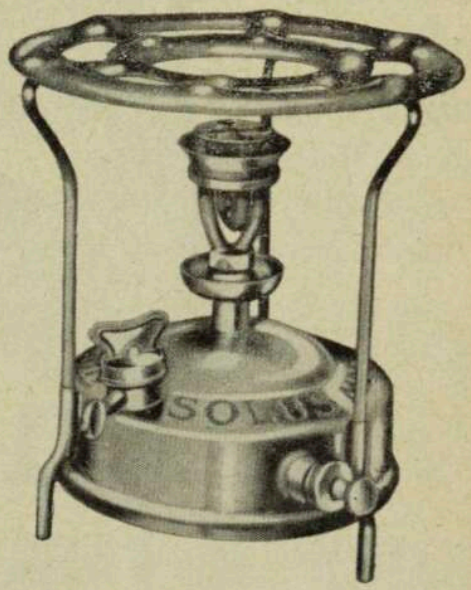
Solus STOVES

MADE IN ENGLAND



Model No. 532E
SILENT TYPE

These two Coleman Stoves are of the one burner kerosene type and are available in both silent and roarer models. Their dimensions are height 8½ inches, diameter 8½ inches, approximate weight 2¾ lb. Both models have the same outstanding features.



Model No. 531E
ROARER TYPE

1. Full-Size Fount with Filler Plug of wing type.
2. Air release on side of Filler Plug
3. Heavy Brass pressure-tested Tanks.
4. Fount and Burner firmly soldered together.
5. European-type pump.
6. Grate and Grate Supports detachable to reduce shipping space.
7. Spare parts interchangeable with similar European Stoves.

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NEW
DOUBLE-WRAPPED
MOISTURE-PROOF
PACKETS

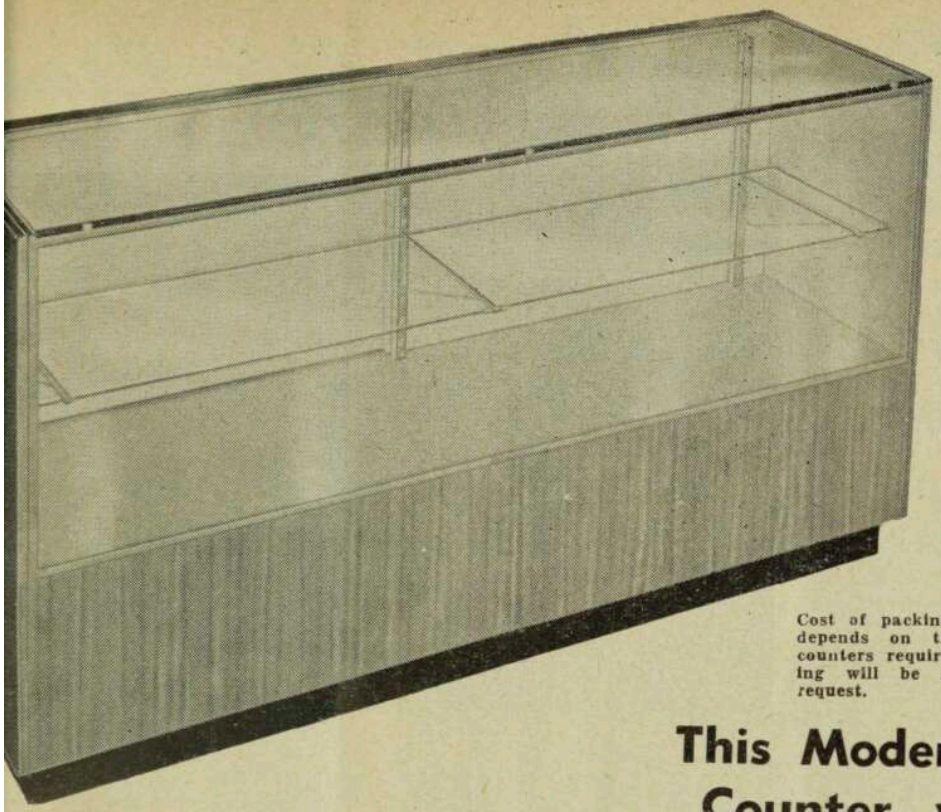


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KEEP IN A CLOSED
TIN TO MAINTAIN
CRISP FRESHNESS.

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famous
Biscuits

There is no Substitute for Quality

X/EXS/2



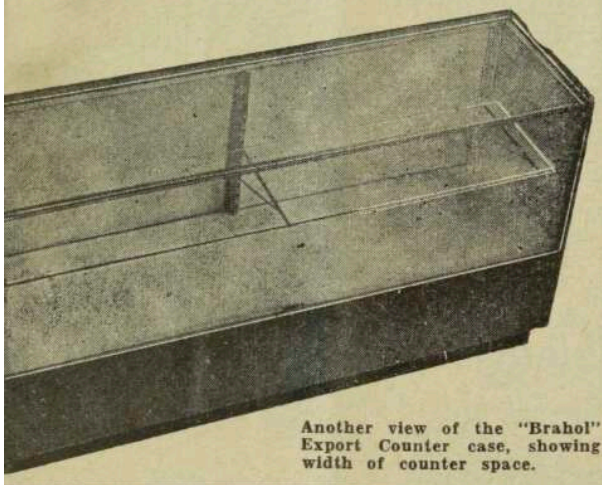
Cost of packing and transport to wharf depends on the number and size of counters required. A quotation for packing will be submitted promptly upon request.

This Modern Display Counter will Help to Sell More Goods in YOUR Store!

(and it's specially built for Export)

As smart as those in leading Australian City stores, and built by a firm that has been making fine store and office fittings for over forty years.

Moreover, it is specially built for export, so that it can be readily securely packed, and assembled by anyone, from simple directions, in an hour, with no tools other than a screwdriver. Retailers all over the world have learned the selling value of modern display equipment, and this "silent salesman" will soon pay for itself in increased sales.



Another view of the "Brahol" Export Counter case, showing width of counter space.

BRIEF SPECIFICATIONS:

you get an accurate picture of the "Brahol" Special Export ounter Case, here are the main specifications: Overall size is ft., or 8 ft. long x 1 ft. 9 in. deep x 3 ft. 3 in. high.

rom first-class well-seasoned Queensland Maple or Silver nd French polished to natural colour.

arts are ¼ inch British plate glass.

side is lacquered ivory colour, and the recessed base is d burgundy.

s a pair of solid core sliding doors, and one glass shelf, 14 wide, on adjustable nickel-plated brackets.

space below is 11 inches high.

te glass front is 22 inches high.

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New Guinea Australia Lin

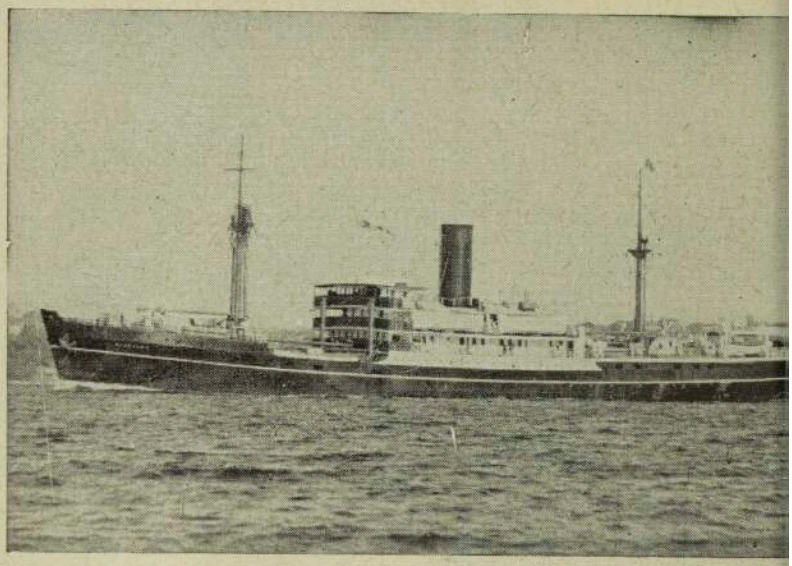
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NEW GUINEA: Colyer Watson (NG) Ltd., Lae, Madang, Rabaul. Cable: "Colyeram".
New Guinea Co. Ltd., Kavieng. Cable: "Camohe".

BRISBANE: Wills, Gilchrist & Sanderson Pty. Ltd., 400 Queen Street. Cable: "Wilgilsand".

MELBOURNE: John Sanderson (Shipping) Pty. Ltd., 111 William St Cable: "Syndicate".

ADELAIDE: George Wills & Co. Ltd., 33 Gilbert Place. C "Willsandco".

JAPAN: Butterfield & Swire (Japan) Ltd., Tokyo, Yokohama, O Kobe. Cable: "Swire".

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SWIRE & YUILL PTY. LTD. 6 BRIDGE STREET, SYDNEY. CABLES: "SWIRESHIP". BU 1712.

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PEOPLE

. Tatara Samuela, Senior
th Inspector, Cook Islands,
esented that Territory at a
) seminar in Port Moresby
g May.

* * *

. H. A. Levestam, who has
acting-secretary to the Samoa
rnment, has been confirmed
ie appointment. He went to
a in 1952 and has served for
time as official member of
Executive Council and the
lative Assembly. The appoint-
has met with general ap-
tion.

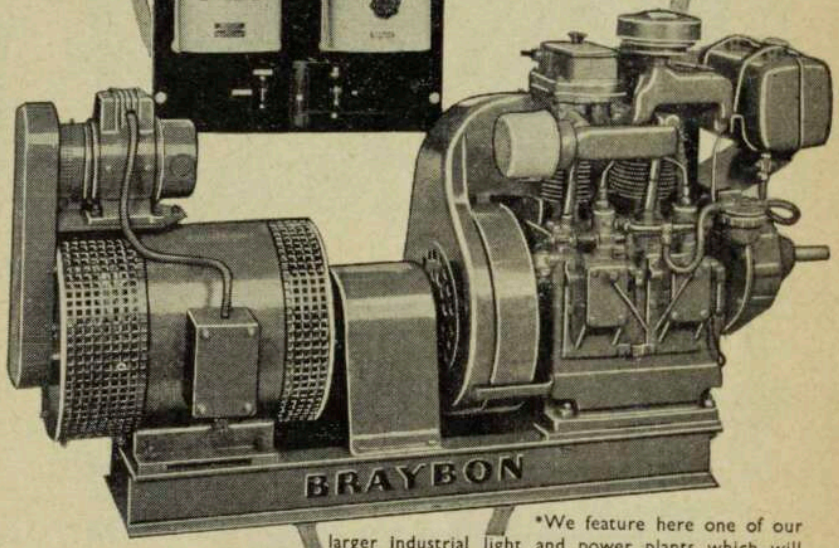


g that Silver Acorn Look is P-NG
of Education, W. C. Groves, who is
Chief Scout Commissioner for the
The Silver Acorn is there too—
ust above the spot marked X. It is
s second highest award and only six
stralians have won it. Mr. Groves'
r his services to P-NG Scouting since
—was presented at a Scout ceremony
Moresby on St. Georges Day. On the
casion Mrs. Marian Heape presented
photograph of Lord Baden-Powell to
t Headquarters in memory of her
the late Mr. Ben Heape, who was
District Scout Commissioner. During
noon, Area Commissioner J. Colman of
as presented with his Wood Badge.
Photo Papuan Prints.

land Territories Department
ced on May 27 that Mr.

BRAYBON

*7½ KVA DIESEL SETS



*We feature here one of our larger industrial light and power plants which will operate motor up to 5 H.P. 3 phase. Sets are available in petrol or diesel from 1½ to 100 KVA capacities.

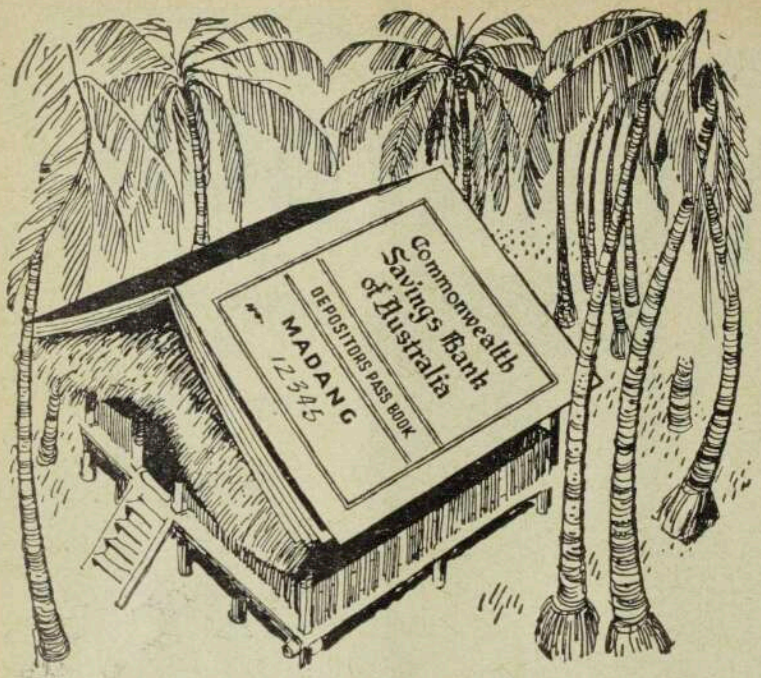
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A BRAYBON BROS. REPRESENTATIVE WILL AGAIN BE VISITING NEW GUINEA, arriving Port Moresby, June 25th. The ports of call over a period of approximately seven weeks will include—Lae, Goroka, Minj, Wabag, Madang, Wewak, Kavieng, Rabaul and Popondetta. For any enquiries relating to the electrical field that our company could assist with, Please write our office, or P.O. Box 74, Port Moresby.

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There are branches at the following places:

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Goroka	Kavieng	Lae
	Wewak	
Madang	Honiara	Norfolk Island

In addition, 57 agencies operate throughout Papua-New Guinea, 5 agencies in the Solomon Islands, and others at Fanning Island, Lord Howe Island, Nauru and at Vila and Santo (New Hebrides).

For all your savings bank needs use the Commonwealth Savings Bank—the bank that serves you best throughout the Islands and Australia.

COMMONWEALTH *Savings* BANK

Guaranteed by the Commonwealth Government of Australia

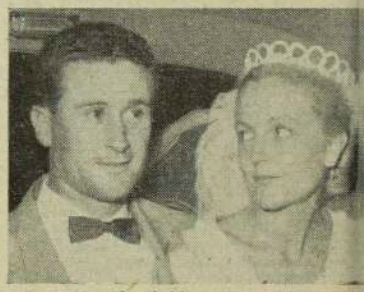


Newly engaged couple, Ramona Ben Lami, Suva, and her fiance, Mr. Ross M of Sydney. They were photographed Polynesian Society party in Sydney recen —A Tele

Jock Malcolm McEwen, ac secretary of Island Territories the retirement of Mr. J. B. W has been appointed secretary

Mr. McEwen has just retu from an Islands tour with Minister; he made a very fa able impression in the Cook Isl partly through his ability to s the native language fluently.

He was born at Feilding, N 1915, educated at Palmerston N Boys High School and Wellin University. After a time with a firm he joined Maori Affairs partment in 1935, transferrin Island Territories to become dent Commissioner at Niue in cember, 1953. In August, 1956 was appointed assistant-secr of Island Territories. He has cently spent some months in Cook Islands familiarising hi thoroughly with affairs there. doubtful whether a more suit man could have been found where for this position.



Port Moresby bride, Miss Kath Coate married Mr. Desmond Francis at the C Church in Port Moresby on May 16. Photo: Papuan

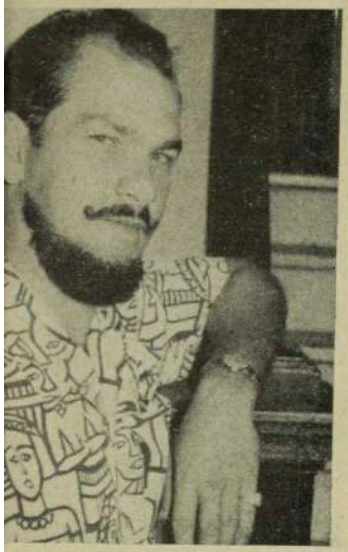
Miss Margaret Drake-Brock and Miss Brenda Cherry, trained nurses of Perth, West tralia, arrived in Suva by *Orcades* in June. They will be tached to the staff of the Me Department in Fiji for two y

* * *

Another traveller by *Or*

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is entering the Fiji Public ce, for three years, is Dr. J. nyi, a chemist, from Adelaide. vas accompanied by his wife he is joining the staff of the rtment of Agriculture.



shirt and that beard, attracted a lot tion in Sydney, before their owner, Mr. Dexter, of Papeete, Tahiti, returned May.

Photo: Telephoto.

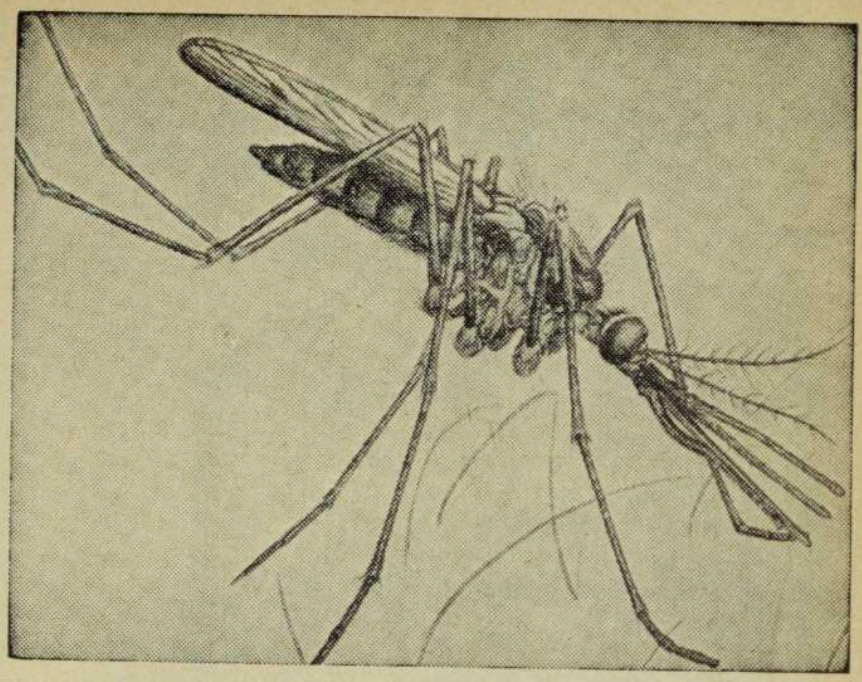
e is no Anglican clergyman known in the Pacific Islands the Rev. G. W. Whonsbon- the bachelor Chaplain of n Samoa. He has served in Guinea, in Fiji and in Poly- He will retire from Western (where he has been since n November, and will return service of his Church in s Archdeacon. Between the when he was Vicar of , (1939) and Vicar at a, he spent five years in the Guinea field. He is noted as ch-builder. He built a church ika, and the church he built stern Samoa has been de- as one of the loveliest in cific Islands.

* * *

Peter White, lately Press and Relations Officer to the Commander-in-Chief, Far r Force, has been appointed ry of the Fiji Visitors' in succession to Mr. R. A. t. He is 37, and went to Suva y as an announcer for the oadcasting Commission. Mr. has been three years in ore; and Bob Howlett has roceeded to that same city ome Director of Tourism

* * *

delegation goes from West- amoa to the forthcoming Nations Trusteeship Council g. Annual reports on the Trust Territories are due



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Effective Single Dose Treatment for

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SPECIALLY FLAVOURED TABLETS AVAILABLE FOR CHILDREN

SUPPRESSIVE DOSE—

For Adults:

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

For Children:

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

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

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For Adults:

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

For Children:

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

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

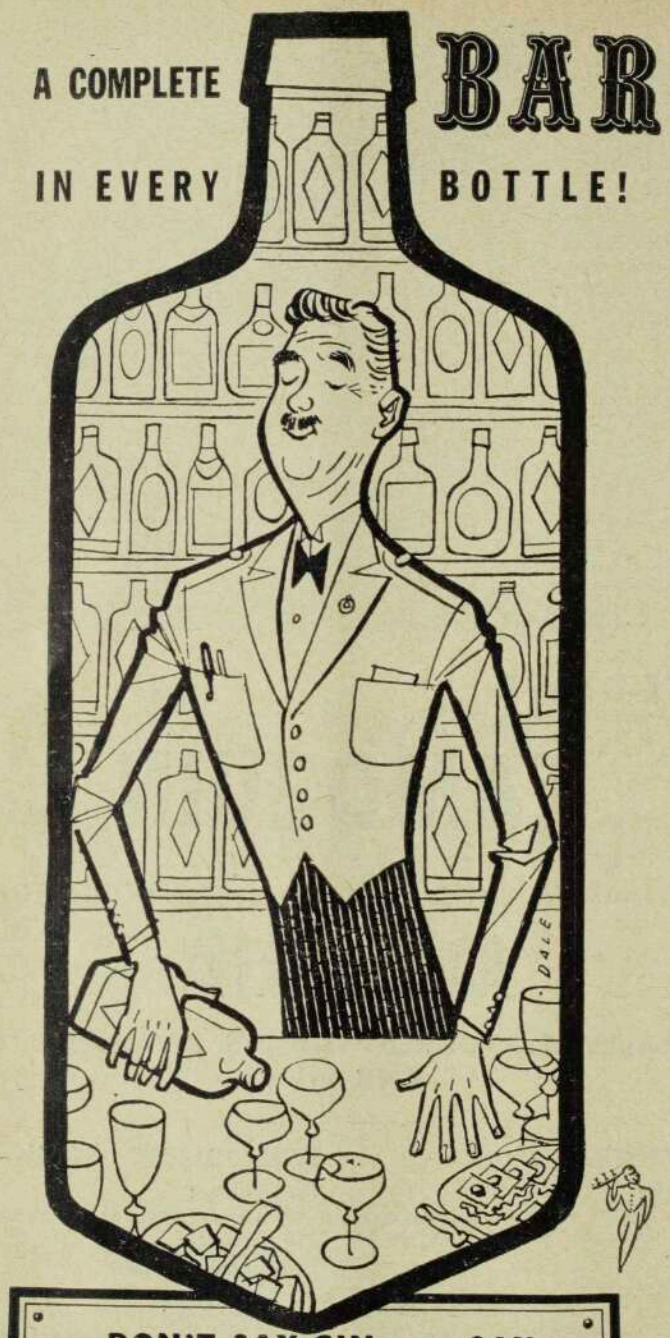
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GILBEY'S
THE INTERNATIONAL FAVOURITE
39C9

for discussion again. NZ
Commissioner in Western S
Mr. G. R. Powles, with Mrs. P
left Apia on *Thorshall* on M
Three Samoan High C
Tamasese, Malietoa and Ma
Fiame, will follow later in tim
the meeting (in July). Thei
is to explain to the sceptical
teeship Council why the Sa
do not want universal suffrag
prefer their matai (heads of fa
system of political represent



Mr. Raphael den Haan, newly-ap
Netherlands New Guinea Liaison Officer
Moresby under a scheme of greater co-o
between the Australian and Dutch Ter
He was formerly a District Commissi
NNG. His opposite number is Mr. Ha
West, formerly Acting-DC in Southern Hi
District of Papua (see below).
Photo: W. E.

Mr. Charles McPhee, an
tralian artist who has won
fame for his paintings of Polyn
Islands scenes, and for his
on velvet, reports that he n
"swamped" by commissions,
all parts of the world. At pr
he is living in New Zealand,
Auckland; but he and his Tal
wife hope soon to return to F
Polynesia.

* * *

The man chosen as Papua
Guinea's liaison officer in Ne
lands New Guinea (see abov



Mr. and Mrs. F. J. Carriage afte
marriage at Taurama Chapel, Port Mores
May 3. The bride was formerly Mr
Whitmore. Phot: Papuan



the first wedding held in the Salvation Hall, Boroko, Port Moresby, on April 20, . Wheeler was married to Mr. R. Burnicle. Photo: Papuan Prints.

pposite number) is Mr. Harry am West, who for the last six hs had been Acting District nissioner in the Southern lands District of Papua. He d P-NG's Native Affairs Dept., four years military service, in 1946 and has climbed the r along the usual route from l Officer, ADO, Acting District r etc. His service has been in be, Sepik and Highlands Dis- . He is 36 and was married a nonths ago.

* * *

Percy F. Parkes who has on the staff of W. S. Tait and ty. Ltd., Sydney, for 59 years, d at the end of May. Mr. s, aged 81, has been deputy nan of the firm for 20 years n the board of directors for years. He was mainly con- d with shipping and marine nce and has a wide circle of ls throughout the Pacific who him well in his retirement.

* * *

re-appointment of Mr. G. as Resident Commissioner of ook Islands was confirmed by Zealand's new Labour Gov- nt in April. This was reported e Rarotonga Island Council ing Mr. Nevill's return from and from consultations with overnment in New Zealand.

* * *

Karlo A. Andersen, recently ed as having resigned from sition of manager of Manuae plantation, Cook Islands, has re-appointed manager, but is relieved by Mr. Kare Masters e leave overseas. Manuae has widely advertised for sale.

* * *

Edward Hallstrom was taken early June after he returned a three days visit to New a to attend the half-yearly g of the Hallstrom Livestock auna Trust. Sir Edward flew ent three days and then flew



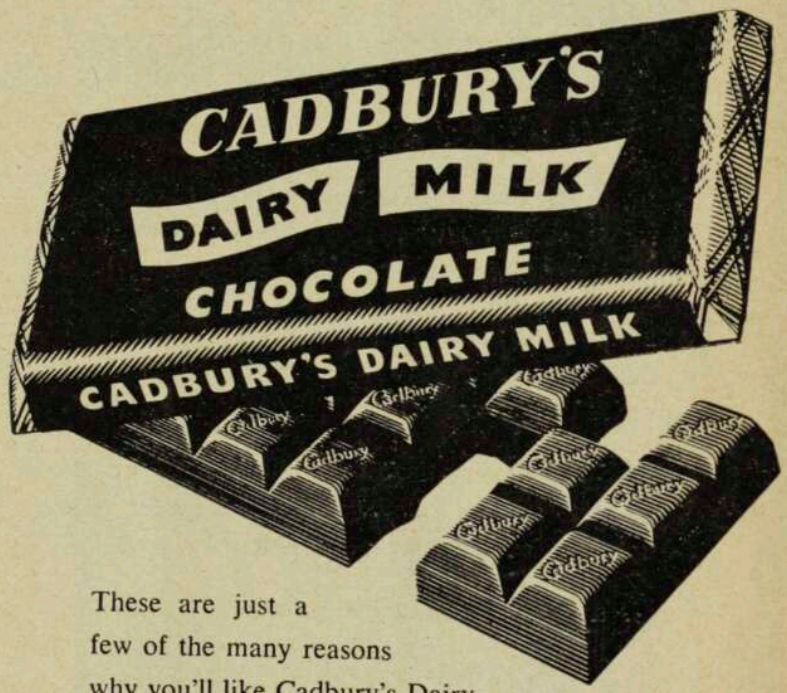
21 chunky squares



rich satisfying flavour



so smooth . . . so creamy



These are just a few of the many reasons why you'll like Cadbury's Dairy Milk Chocolate. Take a deep bite of Cadbury's Dairy Milk Chocolate. Mmm . . . it's so smooth . . . so creamy . . . so satisfying. There's wonderful eating enjoyment in each of the 21 thick, chunky squares. Nourishing, too; there's a glass and a half of pure, fresh, full-cream milk in every ½ lb. Buy a block today.

Cadbury's Dairy Milk Chocolate

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HONIARA, B.S.I.P. . .. .. MADANG. C. W. D. Rock.
E. V. Lawson.

Insurances at Lloyd's and Companies

back. He is due to leave for Eu at the end of June.

* * *

Yet another expert is makir long visit to Papua-New Gu He is Dr. S. A. Wurn, Senior F in linguistics at the Austr National University. He will s five months amongst the Guinea Highlanders taking their speech, legends and storie a tape recorder. He hopes to termine how many language gr there are — already known t plenty—and this may throw light on the migration and o of these people.

* * *

Concurrently an English ant pologist, Anthony Forge, is st ing the place of Art in the of the Sepik District natives of He will take a year for the while he lives among them. Th supposed to be a "new appro (However, he is not the firs that field—not by a long Longer ago than we like to rer ber, one of the editors of lived in the same area and collected Art. You should have up and seen some of her *tamba* sometime.)

* * *

The world Conference of Sev Day Adventists being held in United States has attracted gates from many lands but got more publicity than 6 ft Parkin Christian, 73, of Pit Island, former Chief Magistra the little island and great-g grandson of Fletcher Chri leader of the Bounty mutir (There are over 50 other Pitcai bearing the name of Christian.)

* * *

One of the early VIP's t north this year was the Mi for Belgium in Australia, Mor W. Stevens. He paid a 10 days to Papua-New Guinea at the of May.



Mr. and Mrs. Ron Chadwick who were married in New Guinea. The bri Miss Ann McDonald. They chartered in Port Moresby for themselves and and flew to Wau to be married. Th live in Rabaul.

Photo: Papuan

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Mr. H. Jenkins, and his wife, left for Wewak on the "Malekula" where l spend two or three months with son, and his wife. Mr. Jenkins is well as the managing director of William Cigarettes, and this is his first visit Islands. LOWER: Mr. J. A. G. Miller, rveyor for the Australasian Petroleum , Ltd., in New Guinea, returned to Port on "Shansi" with his wife after 3½ leave spent touring Australia. They en living in New Guinea for the last .

to his old stamping ground ay went Mr. J. H. Jones, official of Papua - New 's Native Affairs' Department then called District Services Native Affairs). He is now lia's special representative at Jnited Nations Trusteeship l and was back in the Terri- get a refresher course be- attending the Trusteeship l meeting in New York soon. ones, before he left Port y, went on record as saying e development of the natives he last two years "amazed

* * *

ain I. J. Sanders, New Zea- Army, who has been Com- of Tonga Defence Force e past two years, has been led by Captain P. R. Hockley. n Hockley, who arrived at lofa with Mrs. Hockley in was recently Adjutant, First on, Wellington Regiment, ealand.

* * *

itch couple who did well in ew Guinea, in the five years eaving Indonesia, have now in Brisbane where they are g a house and six shops

Not one
not two...
but three
medicines in one
for
HEADACHE & ALL PAIN!

Vincent's A.P.C. contains three wonderful medicines — Aspirin, Phenacetin and Caffeine. Each one is a tried and proven ally for many years in medicine's struggle against pain and physical discomfort. Vincent's A.P.C. gives you fast-acting, triple-action relief. Vincent's Powders or Tablets work safely, surely and speedily to end your headache, and soothe all other pain.



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ALWAYS FRESH
CAKES KEEP LONGER
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CONSTANT FULL STRENGTH

To give your cakes and pastries extra freshness and lightness you must be confident that the ingredients you use are fresh. That's why you can be sure of first-rate results with Aunt Mary's Cream of Tartar Baking Powder. It never deteriorates and is always dependable. You also cook with the added advantage of adding the rising agent when you do your mixing—that is the right time—the best time for sure results.

Aunt Mary's
Cream of Tartar
BAKING POWDER
ALWAYS ASK FOR AUNT MARY'S



Mr. and Mrs. A. Curry were aboard th "Malekula", headed for Port Moresby, Mr. Curry (shown) will be working Jackson Airport, for the Department o Aviation. This is the first trip to the for Mr. and Mrs. Curry.

which will be the nucleus of income. They are Mr. and Mr H. Jansen. He has been wo in Lae as a motor mechanic, dozer operator and a collecto scrap. They have two chil Marianne, 6, and Peter who born while his parents were in Territory.

* * *

Passengers arriving in Auck per April *Maui Pomare* from Cook Islands included Mr. Ingram, Rarotonga business and theatre owner, Mr. H McKegg of Cook Islands Tra Co., Mr. W. Ryan, head of P Works Department, and the Fr. Placidus Rovers. Dr. N. M ham and Mr. A. Stenhouse medical research team also turned after several months in the Cooks.

* * *

A successful dairy farmer started from humble beginn was awarded a medal and Ce cate of Honour for good cit ship in Fiji on May 21 by Governor, Sir Ronald Garvey was Jagessar Chaudhary, a years old Indian who arrived in Colony in 1910 as an indent labourer.

* * *

Newly born Mavis Kam H fourth daughter of Lae mercl Mr. Kam Hong and Mrs. Hong, will probably be one of first and youngest Chinese to quire Australian citizenship. was born at the Lae Hospita May 18, and her father naturalised on June 4. Mr. Hong now has four daughters a two sons for whom Austr citizenship is a matter of app tion. In New Guinea, chil born to European parents have to be "naturalised".

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ication for Australian citizen- by the parents is more or less matic, but unless it is applied the children's birthplace re- is Trusteeship Territory where le are normally just are "Aus- an protected persons".

* * *

daughter was also born to Mr. Mrs. Cedric Chee at the Lae eral Hospital on May 20.

* * *

is reported that Mr. T. Hamil- organiser of the Burnt Pine stment Co., Norfolk Island, is g over the interest of the shareholders and assuming control of the Paradise Hotel.

* * *

fellowship provided through Rockefeller Foundation will le Manek Lal Vithal, 20, of three more years at Otago ersity, New Zealand, where he dying physics. When the three are complete he will return ji as a lecturer at the Central cal school.

older brother, Maganlal l, aged 30, is studying law at burne University; and a ger one, Champak Lal has a Government of India Fel- ip and will study for a BSc e in India. All are sons of an n barber of Suva. A fourth er, Prahhubhai Vithal, is ing on the family business now the father is too old to do so.

* * *

poral J. W. Litchfield, 21, of Regular Fiji Military Force, ttend an officer cadet school rtsea, Victoria. He is the first from Fiji's Regular Force to —previously they went to cadet ls in England.

* * *

first Fijian to go to India iversity is Mikaeli Yasa, 20, has won a Government of scholarship to study for a in agricultural science at abad.

* * *

famous Fijian, Ratu Sir Lala a, buried this month with traditional ceremonies among n people at Lakemba, was on urth visit to Europe when he t sea. He went first to Lon- n 1913, when he became a t at Oxford University. After in the French Foreign in World War I, he re- to London in 1920. He went o the centre of the Common- , as a special guest, at the ation of Queen Elizabeth II, 3.

* * *

e has been a general-post in Department of Education. G. Rodger has moved up Deputy Director to Director. McGrath has gone up from Inspector to Deputy. Mr. Bay, a New Zealander, who en 21 years in Fiji, now be-

(Continued on page 145)



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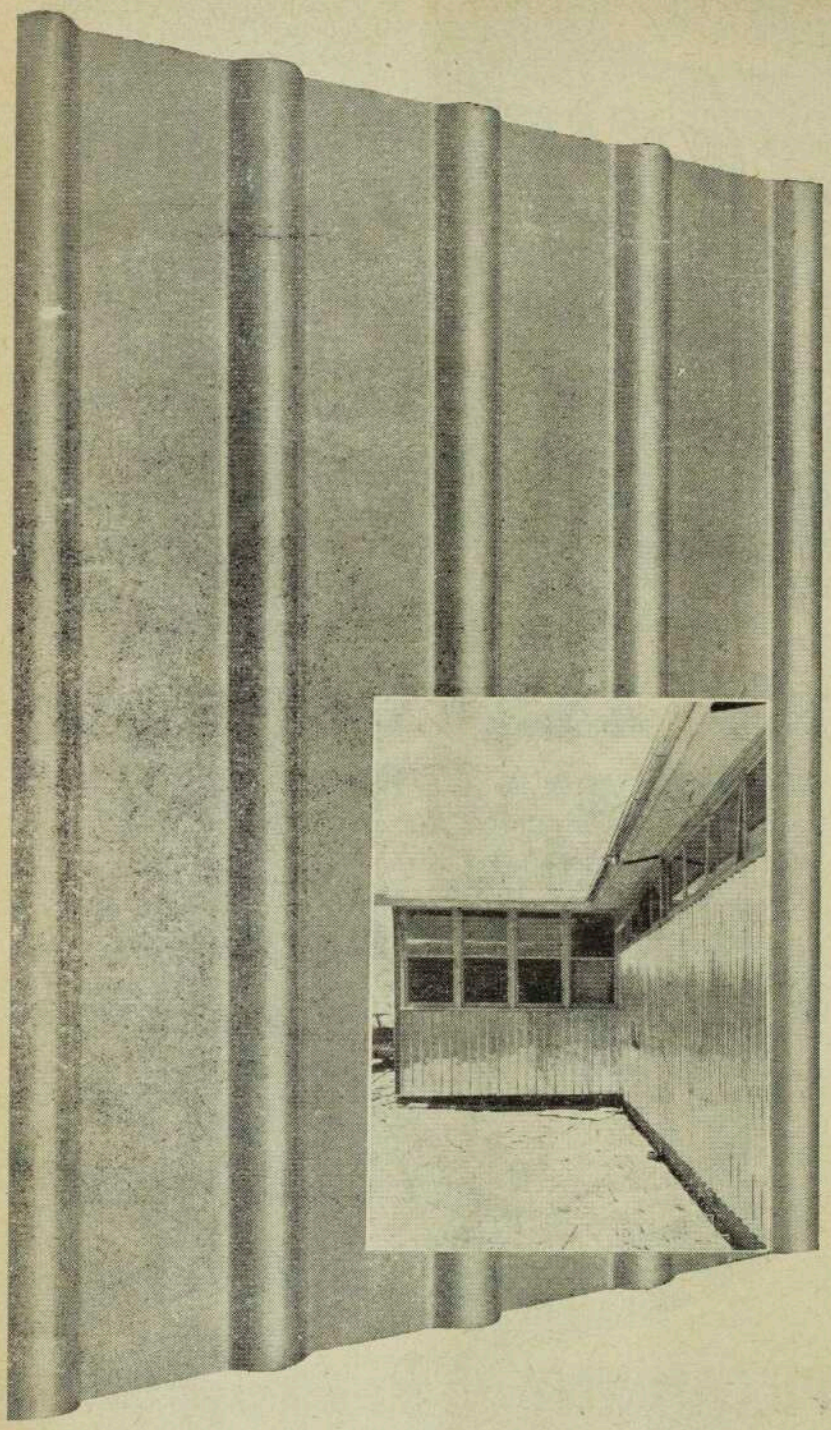
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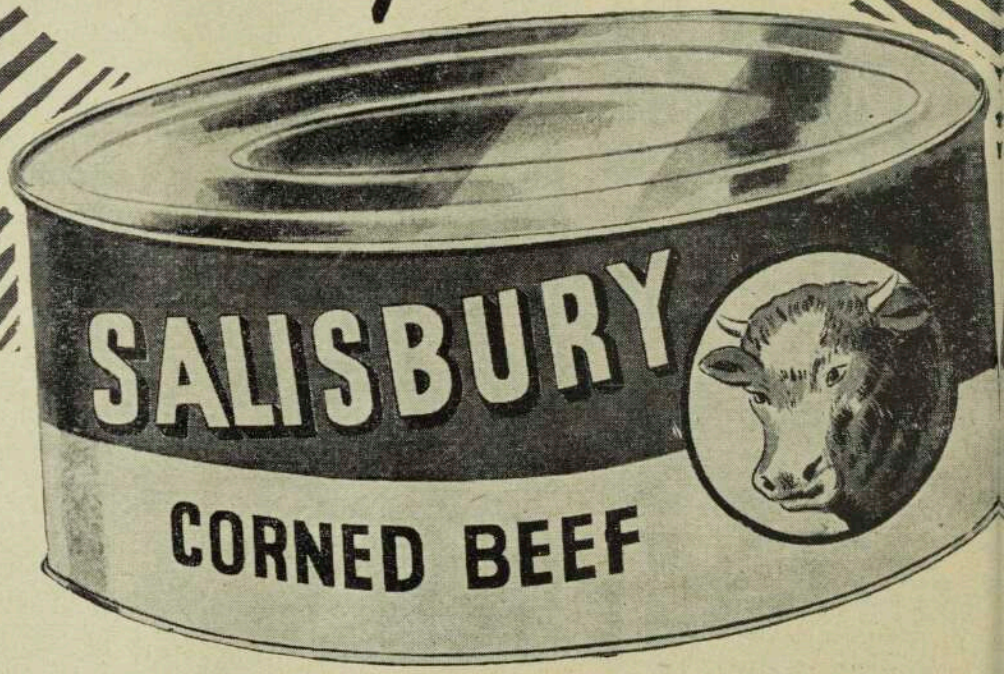
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Follows Australia into

£12,000,000 Deal For American Aircraft

When the Australian Government announced on May 22 it had approved the purchase of 11 turbo-prop Lockheed Electras—three of them for Tasman Empire Airways Ltd.—caused something like an Australasian Incident on the other side of the Tasman, where a lot of people were sold on British jet pure jets.

ST of the criticism came from he New Zealand Opposition nd the newspapers. The NZ nment closed up its ranks insisted that everything was t, in a beautiful world.
t of the anger in NZ—and it that some hot-headed Kiwis like to declare war on Aus- over the business—was based e belief:
hat buying American was dis- to the UK.
hat by having the same air- as Qantas, Qantas was being a "good position to take over ".
hat the Comet was the better ft—carrying the same num- passengers, almost 200 cubic ore cargo, 110 miles per hour

was said that the only reason Qantas wanted the Electras hat they would get a good in deal on their present Super llations. By being committed bo-props after 1960, the pros- f TEAL ever being competi- n jet-age aviation was that slimmer, wailed the Auckland

same newspaper said that the Australia-New Zealand n conference in April, TEAL entatives were kept hanging in corridors, were called in their piece and then dis- . They didn't know what was on until they read it in the

Zealanders are also worried he monopoly that TEAL has enjoyed in its trans-Tasman ions, might be broken by an lian - New Zealand agree- which, according to the NZ er for Aviation, has "not been d yet".

the Electras Will be Used

ably the New Zealand critics least partly right, and that e has been brought to bear AL and the NZ Government e on planes it would rather ve had.
it is unlikely that the move ased entirely on the desire of Australia, the bigger partner, to cut New Zealand down to size, as some New Zealanders seem to believe.

It is an advantage both for defence and for the flexibility of peacetime operations to have the aircraft of the two Government companies, Qantas and TEAL, interchangeable.

Four of the new Electras will go to Qantas; two each to the Australian internal airlines, TAA and Ansett-ANA; and the three remaining to TEAL for its trans-Tasman and Auckland-Fiji services. Whether they will be used on the

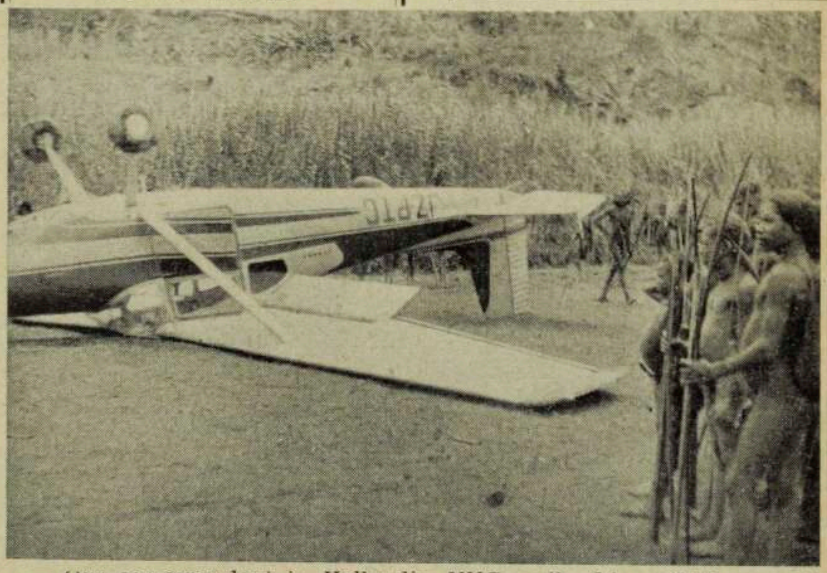
(Continued next page)

PACIFIC REPORT

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

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IT'S AN UPSIDE-DOWN WORLD



Our correspondent in Hollandia, NNG, calls this a "little crash". And, no one seems unduly put out about it, including the local gentry on the right. If these crazy Europeans want to land their planes with the wheels turned up, they say, well, it's just about what you'd expect.

The place is the Central Highlands of Netherlands New Guinea, the plane a Cessna 180, and the people who own it, the Missionary Aviation Fellowship, which supplies the air transport for a number of American and one Australian Mission operating in NNG.

Photo: W. P. Hamers.

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far, are lacking entirely in Tahiti, and are not up to Electra standard in Western Samoa or the Cook Islands.

Qantas will operate the Electras on its services to the Far East, Singapore, Papua-New Guinea and Noumea, where it at present operates either Super Constellation aircraft or Skymasters.

When it takes delivery of its Boeing 707 pure jets next year for its services to the UK and USA, Qantas will get rid of all its Super Constellations except one, which will continue to be used on the Sydney-South Africa route, across the Indian Ocean.

More Passengers Getting There Faster

The Electras will carry a capacity of 80 passengers and cruise at 400 mph, at 20,000 feet. They will cut down the flying time between Sydney and Port Moresby from the 10½ hours at present taken by Skymasters, to seven hours.

The Sydney-Noumea service will take only three hours 35 minutes in comparison with the six and a quarter hours at present taken by Skymasters.

The Electras cost £A1,065,000 each and the first of them is expected to be delivered to Qantas about November, this year.

Port Moresby airport is expected to be ready for the bigger planes at the end of this year. But it will probably get Super-Constellations at first, switching to Electras later in 1959.

NADI'S £2½ MILLION FACE LIFT

The announcement in mid-May that the £Stg.2½ million contract to lengthen and strengthen the two runways at Nadi International airport, Fiji, had been let, did not find the successful tenderers on the wrong foot: They were expecting machinery to do the job to arrive from the UK within three weeks; and expected to be shifting the first of the 500,000 cubic yards of earth involved before the end of May.

The contractors are the UK firm of Taylor, Woodrow (Overseas), Ltd., in association with an Auckland (NZ) firm, D. B. Waite, Ltd.

One Nadi runway is to be lengthened over 3,000 ft. (to 10,700 ft.) and the other strengthened and repaved. There is also a control tower and other buildings to be built.

One hundred three-room houses will be taken to Fiji and set up for the workmen.

The work is being done to cater for the jet aircraft which will be on the Pacific service at the end of 1959 but most of the concreting work is expected to be finished by the end of this year.

Some disruption may occur to existing air services at some stage during reconstruction—but the airline operators are "keeping the matter under review".

The contractors have announced their intention of using only British-made machines on the job—those people who "buy Yankee", please note.

New Bid For New Guinea Service

• The disclosure by Mr. C. A. Butler that he had applied for a licence to operate an air service between Australia and New Guinea surprised aviation circles in Australia on May 23.

Ansett Airways Ltd. (Mr. R. M. Ansett) has also renewed an application (turned down last year) to run a similar service.

MR. BUTLER was founder and director of Butler Air Transport. He resigned from this company a couple of months ago when Ansett-ANA obtained control of BAT after a long battle with Mr. Butler and his supporters.

Mr. Butler said that, if successful with his New Guinea application, he would run a daily service with Viscount 810 turbo-prop airliners, and would found a company with a capital of £1,500,000—all Australian. Mr. Butler made a personal application for the licence—not on behalf of any company.

Ansett Airways, before it absorbed Australian National Airways, made application, in May, 1957, to run a service to New Guinea in opposition to Qantas.

The application was rejected, but Ansett later renewed it. In September, 1957, the Prime Minister of Australia, Mr. Menzies, promised that the whole of Papua-New Guinea's air transport problems would be "completely reviewed" and that an announcement of policy would be made "as soon as possible".

On May 31—nine months later—the Minister for Civil Aviation (Senator Paltridge) left Sydney for a week in New Guinea where, with officials of his Department, he "investigated whether the Territory was capable of accommodating a second daily air service from Sydney".

Senator Paltridge promised that no snap decision would be made and that it would be many weeks before it was decided who would get licences—if any.

"I cannot say whether Mr. Ansett or Mr. Butler, or both, will get a licence", he told reporters. "It is possible that no new licences will be issued at all. It may be necessary to let Qantas carry on as sole operator to New Guinea."

Three Lost

AIR CRASH OFF LAE, NG

WAILING sirens from Lae port brought cars and b quickly to the spot at 8.20 on June 8 when a two-eng Hudson plane of Adastra A Surveys Ltd., Sydney, looped crashed into Huon Gulf w making a landing approach.

The plane broke in half and appeared immediately but s time later two of the crew picked up and rushed to the hospital. They were navigator rick Joseph Murphy, 23, who on the way to hospital; and ph grapher Gordon Murrell, 21, died shortly after reaching hospital.

The pilot, Captain Alan teram, disappeared with the p and his body was not recove

The Skymaster from Sy which arrived at Lae at 8.30 heard the last signal from doomed plane advising that it going in to land. The Skym captain said later that condi at the Lae airstrip on appr were very gusty.

The Hudson had gone out from Lae on a routine ph mapping trip but returned v the weather deteriorated. When proaching over the old Japa wreck, which is just off the strip, the starboard propellor feathered; the propellor on the engine raced, the plane lifte one side, banked, did a com loop and crashed into the sea

Captain Motteram's wife been living in Lae with their young daughters for the last months.

In the past year another Ad aerial survey plane was inv in a fatal crash in the T Strait area.

Lae is an air town and an dent of this sort can be likene a mine-disaster in a mining ce it affects the whole communit

Air accidents have been rare last bad one at Lae was wh Qantas Drover plunged into sea killing all seven occupant July, 1951.

This plane was on a ro flight from Wau and Bulolo; weather was thick off Lae an pilot was told to hang off f while. He flew out over the Gulf and when he did not a after a few moments the ma the control tower became an and raised the alarm.

The wreckage was later f not far off the mouth of the M ham River. Three of the b were recovered but two parti divers failed to find the £ worth of gold bullion that had shipped in the plane.

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THE IRON LUNG THAT WOULDN'T WORK

Lae residents are angry. They have ason. When the fatal air crash curred on June 8 (see opposite) two ung men were launching a new speed at; they were on the spot just as the il of the plane disappeared, Murrell me up, head down, still strapped to s seat a few minutes afterwards, and urphy shortly after. They got them ickly to shore and took them to spital in utilities (The ambulance t there an hour late—it had a flat re).

When they arrived at the hospital th Murphy they were met on the randah by a harrassed doctor who ved them in. A native doctor-boy ected them to an ante-chamber off operating theatre where the iron- g stood. They were told to put rphy in the lung.

They found the lung in two pieces— piece in another room. The men re mechanics and they quickly tried put it together. There was no power nt in the ante-room and they had to a double-adaptor to connect it to next room power point. Murphy s now in the lung and they thought was working, but could not under- nd why the needle indicator was wing nothing. Then they discovered t the two pipe inlets were not con- ted, and knew that the lung was less.

The lung probably would not have ed Murphy. But what if it had been ded for a half-drowned child, or a rt case?—P.R.

New Caledonia Calm

SYMPATHY FOR DE GAULLE IN HIS EFFORTS FOR FRANCE

From Our Noumea Correspondent

The news broadcast from Radio Algeria that New Caledonia, amongst other French Colonies, had elected a Public Safety Committee and had ranged itself alongside of the Algerian colonists and Army came as a great surprise to New Caledonia.

COMPLETE calm on the political front existed in New Caledonia throughout the recent crisis in France, no matter what might have been private feelings.

Following the official news of the investiture of General de Gaulle as Premier of the Metropolitan Government, the High Commissioner for France in the Pacific and Governor of New Caledonia, M. Aime Grimald, sent a message to the new chief assuring him of the whole-hearted co-operation of the peoples of New Caledonia.

M. Lenormand, Deputy and Vice-President of the Assemblie Territoriale, did likewise.

In a radio broadcast, M. Grimald praised the people of New Caledonia for their calmness in the difficult hours that the Mother Country had passed through.

If the people of New Caledonia merited praise, M. Grimald also merits his share.

The Governor of New Caledonia has shown in the several years that he has held the important post that he is the right man in the right place.

During the important elections of the Loi Cadre and its latter application, and in the recent French crisis M. Grimwald has proved himself a man of immense tact. Sympathy for de Gaulle and his efforts to reunite the French nation is strong in New Caledonia. Almost everyone is agreed that the present Parliamentary system must be radically changed if France is not to remain the laughing stock of the world.

All are in agreement that there is only one man with the prestige to control the Nation and that is Charles de Gaulle.

The General has many admirers in New Caledonia—one might cynically add that they are many more than he had during the War.

New Caledonians hope that under the General France will again take her place amongst the leading nations of the world.

THE BUTTER FACTOR IN COPRA PRICE

The large surplus stocks of butter held in Europe and rticularly in the United Kingdom has posed problems for the rgarine manufacturer—and thus for the copra producer.

a result of this oversupply, utter prices have fallen from bout 3/6 Stg. per pound in n in 1956, to an average of 2/3 Stg. in May 1958. (The government announced late that it intended to assist the alian and New Zealand butter cers by putting a "brake" on ental imports; but the effect s is not expected to be felt y because of high UK stocks. fall in the average price of has brought this commodity in price to the higher grades le margarine (in UK ranging 2/2 to 2/6 per pound)—and turn affects copra producers. nilever subsidiary manufac- 75 per cent. of all UK marga-

ing the first half of May, of copra climbed steadily, ng a peak of £Stg.70/18/- c.i.f. And it seems clear that this would have been exceeded if ners had not curtailed the copra by 20-30 per cent. ards the end of the month eased (getting as low as 7/2/3 c.i.f., London) as unmed rumours that Indonesia was resuming shipments began to circulate. This in turn made Philippine sellers nervous and willing to accept lower prices.

All indications are that the price will continue to fall — probably back as far as end of 1957 levels— as the Indonesian situation eases and larger Philippines supplies— held back because of drought—become available from July.

Average London c.i.f. price for May was £Stg.68/17/6.

P-NG Producers Get £252,222

For Papua-New Guinea producers the high-light of the month of May was the distribution of £252,222 of undrawn profits arising from trading in the years 1954, 1955 and 1957. (See *PIM*, May, p. 163).

Copra Marketing Board trading for the first period of 1958 is regarded as very satisfactory but no distribution of profits is being made as capital is required to finance the Board's current purchases. Thus the Tentative Price, fixed in January, remains unchanged. (p. 163).

—Based on bulletin issued by P-NG Copra Marketing Board, on June 2.

FOR TOP TERRITORIES POST



Mr. J. M. McEwen who was appointed Secretary of NZ Island Territories Dept., in May. (See "People", this issue).

Photo: J. P. Shortall.

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NEW GOVERNOR OF FIJI

THE British Colonial Office announced on May 20 that it had selected Mr. Kenneth Phipson Maddocks, at present Deputy Governor of Northern Nigeria, for the post of Governor of Fiji. In the Birthday Honours in June he received the KCMG.

Sir Ronald Garvey, KCMG, retires from the Fiji Governorship and from the Colonial Service in October next. He has been Governor since 1952. Sir Kenneth Maddocks will assume office in October.

He is 51 years old, and has served all his official life in West Africa. He went to Nigeria as a cadet in 1929; and there he has been promoted step by step, over the last 29 years, to his present position. He was Acting Governor of Nigeria in 1956.

Sir Kenneth was educated at Oxford. In 1951 he married Miss Elinor Radcliffe Russell, daughter of Sir E. John Russell.

(See also Editorial Commentary, and article on Fiji's Constitution on page 49).

—AND OF NNG ALSO



Dr. P. J. Platteel, who recently took the oath of office as Governor of Netherlands New Guinea, before Queen Juliana. Dr. Platteel is due in Biak on June 17, and will proceed next day to Hollandia where at a session of the Council of Heads of Departments he will enter into office.

HOME BASE

By Sydneysider

Sydney is the hub of the South Pacific, and its news is yo news. Here are some of the things that made June headlines.

Sydney's hottest May on record slid off into a near heat-wave in early June, clocking up 79 degrees on the 5th day of Winter. Sydneysiders were boasting, "We haven't had a fire yet"; coal and coke merchants were despairing; and the big stores were having their fashion calendar disrupted as showings of Spring cottons were rushed on before selling had commenced in the woolly pants dept.

Scientists said it all was because the world was getting hotter, and the Polar ice-caps melting. But before those with desirable waterfrontages could think of unloading, right at the end of the first week in June, along came a high pressure system, down went temperatures, back came Winter.

It's us for the woolly pants; and no Spring cottons—not till next September.

* * *

Leader-writers, politicians, financial experts and others have all been having a go at the all time Australian record £A11,676,000 profit announced for the year ending Dec. 31, 1957, by General Motors-Holden's Ltd., early this month.

Criticism is that Australia is not getting enough out of it. Australia is getting plenty, of course, but mostly indirectly. What is directly apparent is the £5,678,000 that goes to the General Motors Corporation in the US which holds all the ordinary shares in GM-H.

The US company has got its capital back many times over and it sees that it gets its dividends out smartly. Only £33,695 goes to Australian holders of six per cent. preference shares. (The other £5 million-odd is ploughed back into the company).

All this is a bad drain on our dollar resources, say the quidnuncs. There should be more real Australian capital in the Co. In 1945, of course, when the then Labour government invited motor companies to build an all-Australian car, GM-H's bid for the honour did not look such a bright idea as it does today.

Biggest "shareholder" in the outfit is the Australian Government. Its rake-off in 1957 was £8,000,000 in tax directly from the company and another £24,000,000 in sales tax paid by the customers when they boug the cars.

The first Holden appeared 1948; success was immediate a has continued phenomenal. 1957, 46.3 per cent, of all n passenger and commercial v hicles registered in Austra were Holdens.

Biggest squeal of all is for t company to pare price of t vehicle to bring it back into li with that early promise of "people's car". (It is calculat that a passenger vehicle n about £170 profit).

* * *

THE PRESS: The montl headline that rocked us most appeared in the Sydney S during the height of the Gaulle rumpus) "WOMA WITH NO ARMS TO MARRY

* * *

SPORT: Bookies will banned from mid-week races leaving the field to the tote. T jack-pot tote, after a six mont trial run, will cease—havi failed, it is said, to attract mo people to races, and havi benefited only big punters. T Australian Empire Games tea got another £8,000 expense mon from the Australian Governme —after first being refused b cause the team "could sa £6,000" by travelling Qantas i stead of by Canadian Pacific previously booked. The Gover ment heart-change came aft the Games organisers also had change of heart—and decided travel Qantas.

* * *

CULTURE: The Australia Encyclopaedia, in 10 volumes a published by Angus and Robert son Ltd., made its appearanc Price £50. At their first conce in Sydney, London's famo Amadeus quartet stopped pla ing in the middle of an ite told off a chorus of coughe Audience was "shocked in silence". No more coughs.

* * *

PERSONALITY: H. B. Far combe, one of the most high decorated men of his time, w in 1951 retired from the RA with the rank of Rear Admi after 38 years (including se going) service, was admitted the Bar in Sydney on June

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GUINEA CHINESE TOME W AUSTRALIANS

. AUGUST CHAN, president of the New Guinea ese Union, and his wife were irst to receive their Australnaturalisation papers from ndiary Magistrate G. F. Hall e presence of Minister for tories Hasluck, in Rabaul, ne 2.

ut 60 other members of New n's Chinese community also ed their papers at a mass ony in the Rabaul District

r, the new citizens and their s were entertained at a cockrty by the New Britain Dis- Commissioner, Mr. J. R. Foldi; as followed later that night e spectacular New Citizens

r in the week, Mr. Hasluck ed naturalisation ceremonies dang and Lae, on the main-

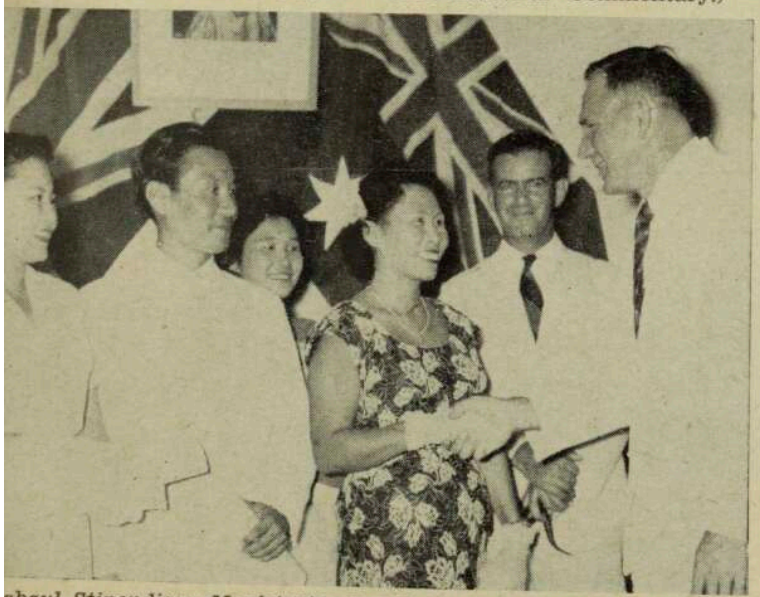
announcement that New Asians could apply for Aus- citizenship was made over ago. The wheels of the Adation (and Australian Government) have been turning slowly over the matter ever since.

Probably, 2,000 Asians in New Guinea are eligible on residential qualifications—but only a few hundred have applied; and, of these, only about half had got far enough through the procedures to get their papers at the first ceremonies.

Interviewed at Port Moresby, on his way through to Rabaul on May 30, Mr. Hasluck said that the Australian Government had already faced up to the possibility of a number of New Guinea's Asians migrating to Australia, once they had become naturalised.

There was no objection to these Asians entering Australia, he said: it was considered that the spreading out of these groups would be more beneficial than having them gathered in enclaves.

(See Editorial Commentary.)



abaul Stipendiary Magistrate, Mr. G. F. Hall, congratulates Mrs. Chan after the mass naturalisation ceremony. Left to right: P. Ngan, Mr. A. Y. Chan, Miss Rosemary Chan and Mr. J. K. ng, chairman of the Rabaul Town Advisory Council.

Photo: C. H. Meen.

Wives Worth More; Husbands Same Rate

The British Solomon Islands Government has at last got around to paying Government wives, who work, at the same rate of pay as single women doing the same job.

Previously, wives got only four-fifths of the rate, and this singularly cock-eyed piece of Colonial Office (or BSIP Government) logic caused a lot of heartburnings—as well it might.

It sounds like an excellent reason why one should not acquire a Government husband.

Full pay for wives is to be retrospective to January 1.

Government husbands who were hoping for a pay rise on their own account, don't appear to be going to have this same luck. The Secretary of State for Colonies has made it known that any rise will have to come from the Protectorate's own resources—and that would mean more taxes.

Rabaul, 1959

PLANS FOR SPC CONFERENCE

SUITABLE accommodation must be found for at least 200 people —mostly men—who will assemble at Malaguna, in Rabaul, in April or May, next year, to attend or service the Fourth South Pacific Conference.

The first and the third Conferences were in Suva; and the second in Noumea.

In each case, they called for something approaching a maximum effort in local organisation—and there were considerably more facilities for handling an assemblage in Suva and Noumea than there are in Rabaul.

There now is less than a year to go. The effort of transporting delegates from all over the South Pacific, and from some parts of the North Pacific; of housing them adequately in Rabaul for from two to three weeks; and of returning them thereafter to their homes, is considerable.

In a transportation sense, Rabaul —like Noumea, in New Caledonia —is "out on the end of a limb". Special air transport will be called for—the present services would not be capable of handling a quarter of the Conference personnel.

The Agenda

The following is the approved agenda for the Conference

Problems resulting from the impact of participation in economic development, with reference to native land tenure and the growing of permanent crops;

The extension of tourism in the Pacific region and the economic and social implications for the people;

Study of the role and function of custom and beliefs in relation to infant and maternal welfare;

Broadcasting in the life of Pacific peoples;

The training of local leaders for participation in aided self-help projects;

The place of recreation, including sport and youth activities, in the community;

The impact of the modern technical and industrial world on the life and culture of South Pacific peoples.

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It is Too Late For Many

CREDIT SCHEME FOR EX-SERVICEMEN IN PAPUA-NEW GUINEA

Most Papua-New Guinea ex-servicemen agreed that it was a step in the right direction when it was announced in May that veterans who have settled in Papua-New Guinea are to be granted loans of up to £25,000 on easy terms, including interest at 3¾ per cent. But some were not happy about all the conditions attached to the scheme.

IT was typical of the lack of *rapport* between Port Moresby and Canberra that over a week went by after Mr. Hasluck's Ministerial pronouncement from Canberra before anyone in Port Moresby could tell intending applicants what the procedure might be.

The Administration in Port Moresby "did not know anything about it officially".

It appears now that the necessary bills will go before the September meeting of the P-NG Legislative Council. In the meantime, a number of matters have to be ironed out.

The requirement that an ex-serviceman should be a minimum five years in the Territory before becoming eligible for a loan is the clause that so far has come under most fire from the RSL in the Territory.

Long Fight by RSL

The concession has been made as the result of representations made to the Commonwealth Government by the Papua and NG Branch of the RSS&AILA.

The announcement is very welcome, but, unhappily, for most men, it is about ten years too late. It would have had greater significance, and helped much more in the development of P-NG, if it had been made soon after the end of World War II—not 13 years afterwards.

The plan (to provide credit) will apply to ex-servicemen who are already occupying agricultural land holdings in the Territory, or who obtain agricultural land holdings through the normal method of application for land advertise available for leasing.

A Credit Board will be establ under Territory legislation to minister the scheme. A class tion committee (on which wi a servicemen's representative) be appointed to consider eligibility and suitability of plicants.

Those eligible will be ex-ser men who served in Second W War and who, since discharge, resided in Papua and New Gu for at least five years prior to not necessarily immediately pri the commencement of the sch and those with service in Korean and Malayan opera "who have certain reside qualifications in Papua and Guinea".

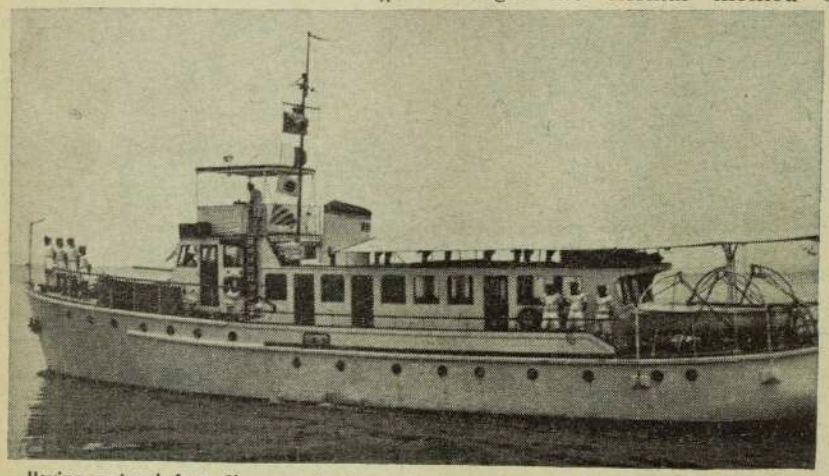
Must be Experienced

Applicants must have know and experience of tropical culture. A settler with capital be expected to invest in the pro such proportion of his capital considered reasonable in the cumstances of his case; but of capital will not preclude eligible person from assist under the scheme.

The maximum amount of a will not exceed £25,000 excep special circumstances; and gene the maximum period of repay will be 25 years. Interest wi 3¾ per cent.

Loans may be for the purpo providing working capital, ps for and effecting improvem equipping stock, plant and e ment, and discharging any m gage.

HANDSOME FIJI SHIP— SOUR TAXPAYER



Having motored from Singapore to Suva, nearly 6,000 miles, in 31 days, the Fiji Government's new yacht "Ra Marama" (above) berthed on June 2, under the critical gaze of some hundreds.

She is 87 feet long, weighs 92 tons, and was built in Singapore at a cost of £66,000 (see Shipping Section, this issue).

According to "Fiji Times", the reaction of a section of onlookers was sour. One man, who said he was a taxpayer, lifted up his voice in a request to be informed why the Fiji Government could not use the resources of the shipbuilding industry of Fiji to produce a small ship suitable for the work of carrying high officials around the archipelago.

No one argued with him.

The "Ra Marama", described as a handsome vessel, very well equipped, made several calls on her way out—at North Borneo, Timor, Darwin, Port Moresby, Honiara and Vila.

"FIGHTING EIGHT YEA FOR THIS"——BUNTIN

The credit scheme would a long way towards develop the Territory, the President the Papua-New Guinea Bran of the RSL, Mr. R. Bunti stated in Lae on May 24.

"We have been fighting this for eight years", Mr. Bu ing said. The development Papua-New Guinea was lagg far behind that of oti countries and Australia had moral claim on the Territory she was not prepared to deve it.

With this government assi ance, ex-servicemen would able to spread out among natives and open up new are Their contact with and exam to the natives would play great role in bringing country forward.

Many ex-servicemen h a been "hard put" to keep th farms going, Mr. Bunting sa Some had already sold out.

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p Press

GAULLIST REVOLT N N. CALEDONIA

SYDNEY, JUNE 23

CE June 17, when the article n page 15 (indicating New aledonia's peaceful acceptance he De Gaulle regime) was ed, there has been a serious cal outbreak in New Caledonia. orts received here are con- and confusing.

ere has been sharp conflict en Left and Right. Governor Grimald has taken emergency ures to dismiss the local t Government; to assume, nally, full responsibility for nistration; to control the ists; and to await instructions Paris.

h New Caledonia and French nia, under the Constitution of Fourth Republic (now being changed by De Gaulle) were given, after World War II, a large measure of self-government and a franchise which allowed all classes (including semi-literate natives) to vote; and both Territories in recent years, thus elected Assemblies with Leftist majorities.

New Caledonia has been governed by a group of Leftist Ministers (including natives) under M. H. Lenormand; and Oceania, similarly, under Cesar Jerusalemy and Pouvanaa a Oopa.

There was a Rightist revolt in Tahiti in April-May (May *PIM*, p. 14) against new taxes and a threat of separation from France. But there has been no word of any Tahiti reaction to the installation of De Gaulle.

In Noumea, on June 18, Rightist demonstrators placed a wreath on the De Gaulle memorial—the latter commemorating New Caledonia's decision in 1940 to adhere to De Gaulle and Free France.

That evening, De Gaullist supporters assembled in force before Government House and demanded an assurance that the Government be dismissed. After a parley, the Governor agreed.

Meanwhile, inland, at Bourail and elsewhere, there were clashes between Right and Left wing politicians. One report says that Rightists seized and imprisoned a number of Leftists. Another, that four of Lenormand's Ministers are in hiding.

On the 19th, the Governor assumed full political responsibility.

WO OF OUR YACHTS WERE MISSING

he 60-ft. yacht "Ventura" was cked on uninhabited Musgrave off the Queensland coast on e 13. Owners, Mr. and Mrs. J. rke, of USA, were picked up ely. They had been missing a week in a cyclone. the same weather, John zwell, round-the-world UK ehander, in his 20-ft. "Trekka" also missing. Plane and sea rch for him was abandoned on e 14, but he arrived in Moreton unscathed on June 15.

Lae's Very Important Occasions All Came at Once

Wednesday, June 4, was really quite a day for Lae, New Guinea. On that occasion the town got seven new Australian citizens, a new brewery and a new newspaper.

The citizens were Chinese residents who took new nationality at a ceremony presided over by Territories Minister Hasluck. (See page 133).

The new brewery was Guinea Brewery Limited, which Mr. Hasluck officially opened (page 133); and the new newspaper is *The New Guinea Courier*, the new weekly edited by Mr. Colin Thwaites from his office in Lae but printed in Port Moresby. With the *Courier*, P-NG now has four newspapers every week—the *South Pacific Post* publishes twice a week now and the *Rabaul Times* once. All are owned by the same group of companies. (See page 137).

Krupp Plan May End Papuan Industry Hope

SYDNEY, JUNE 21

Today's announcement about the German Baron Krupp's proposal for development of the North Queensland Blair Atholl coalfield could mean the end of the plan to refine Weipa (Queensland) alumina in Papua, with either hydro-electric power or oilfield gas (see May *PIM*, p. 13).

Krupp spent some time in N. Queensland in May. He now is discussing with Queensland Government and COMALCO (formed by Commonwealth Zinc Corporation and British Aluminium Ltd.) a suggestion that Krupps:—

- Take over Blair Atholl coalfield (on which COMALCO has a five-years option);
- Extract petrol from the coal;
- Use the residue (charcoal) for generating massive electric power, which would be supplied to Mount Isa (zinc, lead, etc.) and to the aluminium interests for refining the alumina derived from Weipa.

The plan, which depends for development upon the goodwill of the Australian Governments and the British metal corporations, would represent about £200 millions expenditure.

Set to Go . . .



Honiara, BSIP, has got a new airport and a new airport terminal ding. This is the terminal building. The new airport is the reconned US Marines' airstrip, Henderson Field. It came into operation s new form late in May at the same time that Qantas changed from a three times a month service to once a week, Lae-Honiara return.

BSIP residents are now hoping that that proposed service, Laeara-New Hebrides-Noumea-Sydney, won't be long on the way.

Photo: C. Gurner.

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COMMENTARY

cerning a New ernor in Fiji

would be unfortunate, and rong, if Fiji or any friend of iji, gave the impression that Crown Colony is unhappy in ssociation with Britain. That, itely, is not so.

e Fijian race, especially, and as an organised country, have ed incalculable benefits from sh rule, protection, encourage- of industry, and the selfless of several generations of ial Office men.

, like every Colony, has ed the usual proportion of sh "stuffed shirts"; but the helming majority of public nts have maintained the ble record of British colonial nistration, and helped both the al Fijians and the late- g Indians to benefits of which forefathers never dreamed, a ry ago.

time marches on. Rightly rongly, "colonialism" is out. if Fiji were like Samoa, and no racial problem, Fiji—like a—would now be demanding ncreasing measure of self- nment.

inter-racial situation in Fiji nakes a revision of the gov- ntal machinery imperative. rticle on page 49).

t has been apparent for l years. Thoughtful men, who Fiji, have discussed it with sing frequency and urgency. s believed that the Colonial would see the plain writing on all. It was thought, in 1952, here was significance in the on, as Governor, of Sir Ronald , an experienced admini- who had a lifelong know- of Fiji and its very peculiar ns.

the announcement in May a New Governor, to follow Ronald (retiring very soon) that the Colonial Office has w ideas about Fiji, and is ng the same old system.

new Governor, Mr. K. P. cks, probably is a gentleman standing qualities—men who t so endowed seldom attain nk of Governor—and will nothing from the fine l records of British Gov- in Fiji.

does not alter the facts that s spent the whole of his life in West Africa (see page d that he now is so near iring age (he is 51) that he be expected to devote much time and constructive energy to consideration of Fiji's problems. He probably will not have settled in at Suva until late in 1958, and he cannot acquire a working knowledge of the Fiji scene, with its background of unusual history, racial unbalance, and Kai Viti influences, in less than two years.

A man, at 51, is "set" in his ideas. There are vast differences between Nigeria and the South Pacific tropical islands, and between West Africans and the racial groups he will meet in this awakening corner of Melanesia.

There is urgent need for reform in the machinery which controls the administrative and judicial systems of Fiji. Apparently, when seeking some movement towards revision, it is no use our looking towards Whitehall, which regards Fiji mainly as a quiet and peaceful place to which to send a deserving middle-aged administrator, so that he may retire with the pension of a minor governor.

If Fiji wants reform, so that it may avoid grave political troubles in the early future, it must itself take the initiative—just as the initiative has been taken in many other British Colonies in the recent past.

☆ ☆ ☆

Rabaul Chinese Go in— Suva Indians Stay Out!

ABOUT 80 New Guinea Chinese have been admitted, through naturalisation, to Australian citizenship.

They are free, now, as Australian citizens, to enter the country which is known throughout the world for its "White Australia Policy"—which will not allow persons of other than European blood to settle in Australia.

Many people—especially people in the adjoining Australian Territory of Papua—do not like the new development. Inevitably, it means that sooner or later New Guinea Chinese will go to live in Papua and in Australia.

Australians now must decide on the real meaning of "White Australia Policy". Is it a racial or an economic discrimination?

For many years, Asians have been protesting with increasing bitterness against the Policy. They object strongly to the suggestion that they are kept out of Australia because they are Asians.

Increasingly, Australians have been saying that the barrier is not raised against Asians because of the colour of their skin, but because of the danger that they may undermine living standards, which have been built up slowly, and at painful cost.

The tragic over-population of most Asian countries has set, for Asians, standards of life which Australians will not tolerate, for one moment. Invariably, when they transfer, *en masse*, to European countries, they continue with social and industrial practices which are a menace to European standards. We have had countless examples of it, all around the Pacific and Indian Oceans.

For that reason, direct immigration from Asian countries to European countries like Australia and New Zealand cannot be contemplated. There, the socio-economic argument is sound.

But can that argument be sustained if the Asians arrive in Australia, not directly from Asia, but from places like New Guinea and Fiji, where they have been established for a couple of generations, and have adopted European ways of life and European education?

The standard of life of the second or third generation of the New Guinea Chinese, or Fiji Indian, is not very different from that of Australia. Industrially and socially, he is no menace.

Racial discrimination is not tolerated, now. Whether they are right or wrong, the people who advocate Apartheid in South Africa, and the Jim Crow laws of United States, are now a dwindling minority.

* * *

Having made the decision in relation to the New Guinea Chinese, Australia soon will have to more clearly define her attitude towards Islands immigrants (whether Islanders or Asians, or mixed). How can she maintain the bar against educated Fiji Indians, while admitting Rabaul Chinese? She admits New Zealand Polynesians (Maoris) because NZ insists; but she still refuses permanent residence to other Polynesians and Melanesians.

The situation is illogical, and absurd, and calls for clarification.

Having made fish of the Rabaul Chinese, Australia cannot continue to make fowl of other South Pacific Islanders who are equally good citizens.

☆ ☆ ☆

The Heroism of Charles de Gaulle

FRANCE has abandoned the political system which has brought her—and perhaps the nations of Western Europe—right to the edge of national disaster. Charles de Gaulle has taken over. (Over)

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But is he in time? How deeply has the rot penetrated?

France, in her long and splendid history, usually has given her neighbours—and especially Britain—a lead in socio-political development. The chain of events which has culminated in the partial collapse of the National Assembly, and the request to General de Gaulle to assume control, has much significance for us.

Most British countries today are struggling with Parliaments which now are more or less a shell. Governments no longer are the instruments of the elected Parliaments—instead, they are shaped and directed by political party machines.

Parliaments are now little more than luxuriously-equipped social clubs, wherein professional politicians, mostly indolent and overpaid, go through the farce of Parliamentary membership. Very few are men of ability. An astonishing proportion of them actually are illiterate.

(The writer of this commentary spent many years, a fascinated observer, in the Parliamentary press galleries of four British countries).

Because of the poor quality of the men who gain portfolios, an ever-increasing proportion of the decisions of government is taken by bureaucrats, generally as arrogant as they are overpaid; and they are responsible to no one.

To an increasing degree, the attitude of the great majority of voters towards the Parliaments ranges from indifference, through cynicism, to active dislike and contempt.

In a phrase, Parliamentary government has deteriorated almost beyond recovery—step by step, ever since it was superceded by the system of party machines and caucuses. This writer actually has seen it happen, within the span of 50 years.

A similar decay, in France, has gone faster and farther.

As the only means of saving her Parliamentary system from complete collapse and anarchy (the result of parties, political machines and bureaucracy) France has sought a dictatorship. She has surrendered her government to de Gaulle for six months, in which he is to try to reform the Constitution and restore the rule of Parliament.

Where France is today, the members of the British Commonwealth probably will be tomorrow.

EVENTS in France are of importance to us in the Pacific. Here, the only other European language spoken is French. French Polynesia, in the east, and New Caledonia, in the west, are our very near neighbours, and our friends. Their future condition inevitably affects us.

Hats off to de Gaulle who, at 67, for the second time in his life, sacrifices every personal consideration, in his endeavour to save his beloved France from anarchy, and Western Europe from Communism.

Irresponsible newspapers screech, and Red commentators jeer, but whatever happens now, nothing can tarnish this proof of the man's simple heroism. If he succeeds, the gain will be for France, and little for him, at 67. If he fails—and none knows better than he that the hour is very late, and the chances are against him—the mobs will tear him to pieces.

☆ ☆ ☆

Education—At Home Or Abroad?

ONE of the sacrifices that parents sometimes have to make when they go to live in the tropical territories of the Pacific is that they must part from their children at an early age. So far as Papua-New Guinea is concerned, the Australian taxpayer has been making the parting a little easier for European and Asian parents by subsidising the cost of their children's secondary education to the tune of about £135,000 per annum.

They now will continue to do so for another two years—when it will be reconsidered—although earlier it was announced that the subsidy would end with this year. (See Pacific Review section, this issue).

The subsidy is paid because there has been, up till now, no secondary schools in the Territory. But parents who, for this reason, have come to accept it as their right, were in danger of being hoist on their own petard when subsidy withdrawal was threatened: most of them much prefer that their children should go South to schools of the parents' own selection rather than attend any school provided by the Administration in the Territory.

When it comes to the education of their children there probably are few European parents in P-NG quite so sold on tolerance as the P-NG Administration (for which read Department of Territories, Canberra) who plan the non-segregated secondary schools of P-NG's future. With or without subsidy most will contrive to send their children away—but, while it lasts, accept the £145 (which covers no more than one-third of the cost) and that air-fare, gratefully.

It's not entirely a matter of racial prejudice either. It is just that a lot of people are going to remain unconvinced that an old school tie from the right establishment has lost all its value, and that new schools in the Territory, that take all comers, can give their children the right start in life.

Fiji has fared much better than P-NG in the matter of secon education — having got on establishing these schools before the cult of all-in-tog became so important. It separate schools for Europeans part-Europeans, Indians, Fijians—and the Chinese munity conducts a couple o own.

Children of all races in Fi go away from Fiji to scho New Zealand and Australia, many do not and included am the latter are some from "the best families", who don't appe have suffered much in intellect or social adjustment.

We will probably be able t the same for the products o New Guinea schools—in a ge tion or so. The thing is, w going to start the ball rollin

☆ ☆ ☆

Don't Let's Buy—Let's Sell

THE business of each co clapping on import restri while at the same time ing government salesmen o boost sales to others, is rea the point of *reductio ad absu*

In May, the New Zealand Go ment was getting ready to la a trade-drive on Fiji. The fact Fiji last year sold £Stg.4 worth more to NZ than it b was annoying someone. It wa suggested that NZ have a pact with New Caledonia.

At the same time, New Cale tied to the tail of Metrop France's kite, and severely stricted in overseas spending importing eggs, potatoes and milk from France when less 1,000 miles away in Australia are abundant supplies of commodities at cheaper price in certainly fresher condition

A banana delegation set out Fiji for New Zealand on Ju Its business is not so much New Zealand to buy more ba as to induce it to buy as ma previously. (When New Ze slashed imports at the ning of this year, Fiji bananas included. The restrictions were temporarily modified).

The Governor of Fiji, in refe to the impending negotiations, "The Government and peop New Zealand have been our friends for many years now I do not believe they will any difficulties for us in rega this matter".

For the sake of the growers who have, over the half dozen years, been urg produce more and more ba for the apparently insatiable Zealanders, we hope the Gove optimism is justified.

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The Editors' Mailbag

Edited
erspout

your blockmaker have a day Dr hasn't he come in touch subtle tones before, demands Wright—in respect of a picture water-spout on page 107 of *PIM*—which was attributed to s Fiji PRO photographer.

says that some of his friends he faked it, and he obviously ls the publication of it in this as an unfriendly act.

waterspout was real enough, was Rob's photo; the fiddling one by one of *PIM's* editors emale partner) with more en- sm than skill.

se subtle tones Rob speaks were at fault; at the hands photo-engraver they would ost 25 per cent. of definition; r 25 per cent. would have n the printing with the result here would have been nothing at all except black sky. So pressed for time, the editor stion borrowed a pot of white d a paint brush and before uld say waterspout, there it

rtunately in this event, the aker went to a great deal uble to get all the subtle and the printer also put his ot forward, with the results ined of by Mr. Wright.

ow, those who still do not can visit *PIM* offices and see ginal photo, with the offend- hite ink now carefully re- with a wet finger. This will that there was a water- and that it was that shape. meantime, the editor re- le is sticking to editing and photo-retouching to those ave graduated BSc in this

ating Those
fficers

Ian McDonald, of Port y, takes *PIM* up on a couple ements made in April issue he command, past and pre- f the Pacific Islands Regi-

Don Barrett, who has been known planter and citizen in since the war, and whom usurping the place of the nt's 2IC, Major Mackie, is ng to do anything of the Major Mackie will remain while Don will be a Liaison —a sort of go-between for ian officers and Papua-New Guinea troops—the point at which, most people in the Territory agree, the PIR troubles started a few months ago.

Mr. McDonald reminds us, too, that Colonel H. T. Allan was not the war-time commander of the Pacific Islands Regiment. Major Bill Watson commanded the Papuan Infantry Battalion (a forerunner of the PIR) which first went into action when the Japs landed at Buna. Colonel (later Brigadier) Bill Edwards was the first Regimental Commander of the Pacific Islands Regiment—he relinquished command about the end of September, 1945, and it was then that Colonel Allan took over. (Don Barret arrived in New Guinea and in the PIR about the same time.)

(This is quite true, of course. In the November, 1945, PIM we reported: "An interesting appointment was made in September when Colonel H. T. Allan, OBE, who was in Australia awaiting discharge after five years distinguished service (in Tobruk, Middle East and New Guinea) was suddenly given command of the Pacific Islands Regiment consisting of three battalions of Papua and New Guinea natives. . . . The battalion was formed in the last two years." There had been some PIR trouble just previously and the PIM editorially thought Col. Allan might straighten it all out.)

Memories of Abemama Royalty

From Mr. Nevill Chatfield, of Sydney—a former Supercargo on Burns Philp trading ships:

I was interested in your article (*PIM*, May, p. 83) about Agnes Murdoch, who married into the royal family of Abemama, and whose son became the paramount chief of that area. You have stated that the daughter of Captain James Smith (whose photograph you publish) married the young man (Agnes's son) who became "king".

Here is a photograph, taken by me personally about 53 years ago, of the three daughters of Captain Smith, who married a Nauru woman. They were well-educated, attractive girls. It was the one in the centre, then a teen-ager, who became "queen".

Stories of old King Binoka, to whom you refer, were current when I was in the Gilberts, over 50 years ago. He bought a large iron safe. Some time later, the safe was at the bottom of the lagoon, serving as a mooring for his boat. He had lost the key so the safe was useless. The duplicate key was no good either—it was in the safe.

Twist—An Islands Currency

It is estimated that about 400 tons per annum of strong, black twist tobacco is sold each year to the southwest Pacific Islands—especially Papua, New Guinea, Solomons, Hebrides.

Hitherto, it has come mostly from United States.

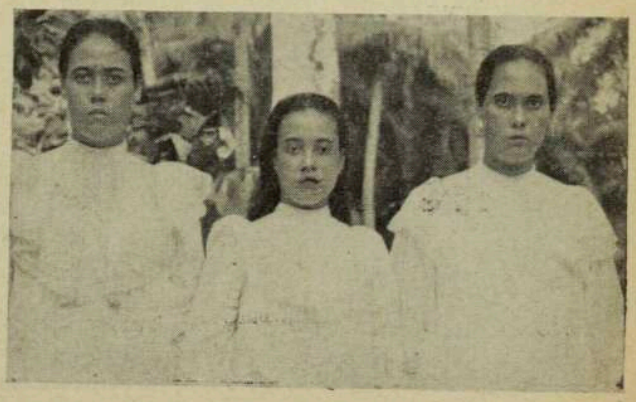
Last month, *PIM* published an article on how a firm in Madang, NG, is manufacturing it. Now, a Brisbane firm has moved into the industry, and already has contracts to supply 100 tons annually to the Pacific Islands. It brings in leaf from Rhodesia and America.

Upon which Papua old-timer, S. H. Chance, makes interesting comment:

The boys like their rank Emu brand . . . Reynolds Co. of Winston Salem, USA, used to be the most-used and the real McCoy.

Once, the Port Moresby Government Stores got up a lot of caddies of another brand. It was very well packed, none of that thick squashed leaf at all—the bane of people trying to keep a check of sticks issued and paid out—but it was just sticks. They were dark brown and not dark black.

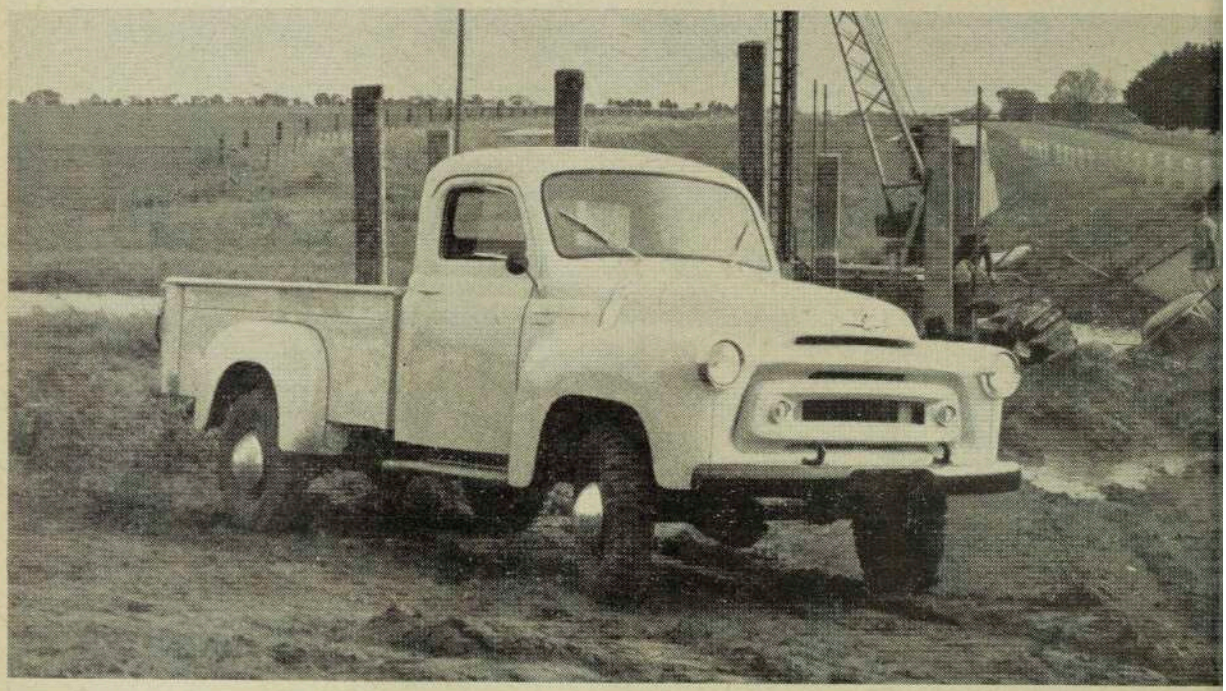
"'E no sitrong, taubada"—and the brand did not last long and was never popular. As everybody knows, tobacco (tambak, kuku) is one of the most important things to the working native.



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Rugged dependability—

. . . . . *WILL GO ANYWHERE!*



INTERNATIONAL 4x4 ONE TONNER

This International **goes places** with all four wheels geared to it's responsive 141 h.p. engine. Fitted with a sturdy 8-foot pick-up body (or wooden tray), the big one-ton capacity ASW-120 has ample load space and cab seating width for three large adults. The ASW-120 has a 4-speed transmission operating through a high/low ratio transfer case—this gives 8 forward and 2 reverse speeds. A front-mounted winch is available if required.

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PAPUA AND NEW GUINEA: Steamships Trading Company Limited, Port Moresby and Samarai. Dealers: New Guinea Goldfields Ltd., Wau and Lae. Rabaul Trading Co. Ltd., Rabaul. DUTCH NEW GUINEA: H. Englebert n.v., Hollandia. SOLOMON ISLANDS: Mr. K. H. Dalrymple Hay, Honiara. NEW CALEDONIA: Agence Automobile, Noumea. TAHITI: Hintze & Company, Papeete. NEW HEBRIDES: Kerr Bros. Pty. Ltd., Sydney. FIJI: Niranjan's Service Station, Suva.

International Harvester Company of Australia Pty. Ltd. District Sales Offices in Capital Cities of Australi
Works: Dandenong and Geelong, Victoria.

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TERRITORIES TALK-TALK

By Tolala

ted:
e Winds

overseas correspondent has en to me asking for a copy hat tropical tome by Robson Tudor, *"Where the Trade ds Blow"*, now out of print. yone in the house with a spare ? If so drop me a line (c/- Box 3408, Sydney), mentioning rice desired.

rs Are
he Ball

last it would seem the RSL NG is to have one of its long- ing requests granted by the al government—a scheme for ing the land settlement of rvicemen. And about time,

se who may benefit will be to send up a little prayer of s for the pertinacity of ients Whittaker and Bunting, ave so doggedly persevered in eague's fight for this right.

RSL in the P-NG has always a force to be considered and h the League in TNG, fol- War I, did not obtain a c Land Settlement Scheme, s instrumental in securing ential treatment when the board properties were put up nder, and afterwards, when crashed, succeeded in ing a moratorium which the economic life of most of gger planters.

h these advantages the names l Grose, Jack Mullaly and y" Clark will always be ated.

ing of
SL

establishment of the TNG of the League goes back to tter part of 1920, and well remember the inaugural g, held in a small building ngo Avenue, Rabaul (where the Agnes Wisdom Library oused).

Jolley, Business Manager of xproboard was chairman and Saunders was Secretary. f the audience—who became tion members to a man—xproboard employees, for the was composed of 99 per cent. s.

e are few of that gathering w—very few. In fact I can e sure of one—Jack Gilmore, who now rusticates amid the scenic beauties of Madang.

The biggest chip on our shoulders at that first meeting was the fact the government would not permit the wives of married employees to join them in the Territory, despite ample accommodation. Many of us had spent little time with our families in Australia after returning from France.

The Chairman of the Board was responsible for this segregation policy; strongly-worded protests, however, from the meeting, coupled with some judicious publicity touched the heart of Billy Hughes, the then Prime Minister, and the ban was lifted.

Let's hope the League's latest victory in securing the Land Scheme works out to everyone's satisfaction. Well, let's hope it works.

Cynic that I am, I fear delays and more delays, with the possibility of the Scheme becoming an accomplished fact—too late.

Incidentally, one assumes that those eligible to participate will be non-native ex-servicemen. In these days of desegregation enthusiasm definitions often become confused. (*This is one of the matters that "have to be defined". But it seems Native ex-servicemen are to be in on it, too.—"PIM" Editor*).

Postal Amenities

Suburban residents at Lae, I see, are anxious to have their mail delivered to their homes, and natives trained as "posties".

And why not? The excuse, no doubt, will be high wages of the postal employees.

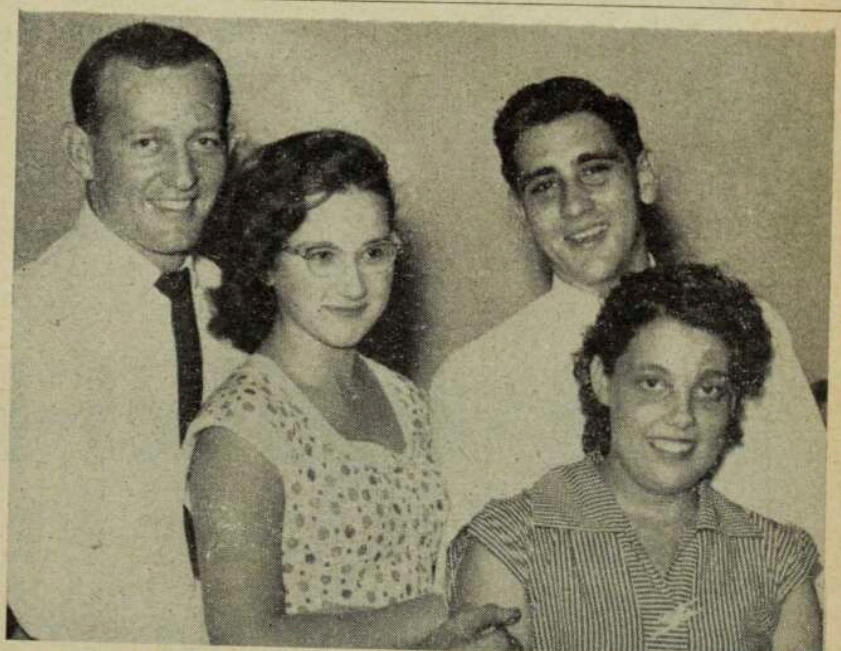
Into the limbo have gone those days of "marks" and a couple sticks of tobacco. But the delivery of mail in the old days used to be looked upon as something almost sacrosanct—and the more isolated the addressee the more meticulously was that obligation carried out.

Well do I recall the many occasions when, living 10 to 30 miles from the district office, a day after the arrival of the mail at the station there would appear at the foot of my verandah steps, a police-boy with a couple of carriers with mailbags on their shoulders.

A short note from the government official invariably told me the p.b. had a job of work in a neighbouring village and the carriers were enlisted for the job. "Give them a feed and a smoke and send them back".

That was friendly service and no doubt still operates in some of the more isolated areas. Strange how the more civilised people get the less friendly they become!

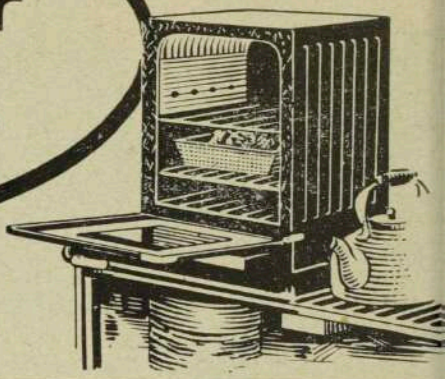
In those days, no planter's home was complete without three or four mail-bags put to good use as

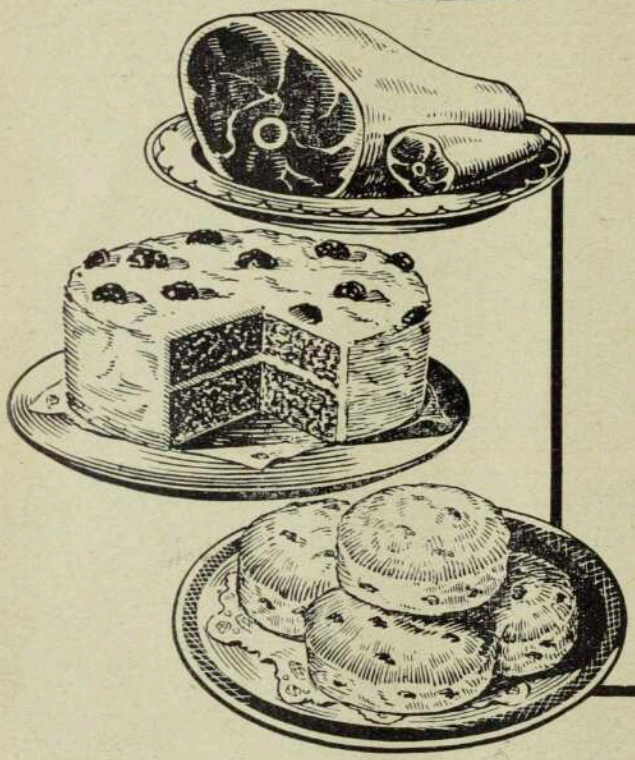


Young Islanders in Sydney: Mademoiselle Chantal Michel and Anik Rolland of Noumea, New Caledonia, with Bob Cavanagh of Sydney and Henri Gardette of the Seychelles Islands at a recent Polynesian Assn. party.

Photo: Telephotos.

For better cooking . . .





. . . change to Mobil-Laurel Home Kerosene in your kerosene cook stove. Its clear, unvarying, flickerless flame makes it ideal, particularly for stoves and refrigerators where smoke, soot and smell are to be avoided at all costs.
Order from your hardware store, grocer or Mobilgas Service Station.



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HOME KEROSENE
More Heat – Greater Economy – No Smell

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This Man Was Mad When Someone Paid His Taxation

visitor to PIM's Sydney office in
e was Mr. J. N. Russell who had
arrived from Port Moresby on
"Bulolo". The unusual thing
it this is that he should not be
at all—but be paying the penalty
tax-defaulter somewhere in the
itory. According to Mr. Russell
is the story:
is the man who nailed his
urs to the mast some months
when they introduced Capitation
in P-NG. It was due to be paid
larch but he said he wouldn't pay
nd challenged the Administration
rosecute him.
e Administration was evidently
very anxious to do this, and
itime time marched on and Mr.
as due to go on leave.
cording to the regulations you
to have a tax clearance before
leave the Territory. This might
proved awkward but sometime
pril Mr. Russell received a tele-
e call at his place of business
a woman clerk in the sub-
ury in Moresby town to say that
inutes before a young man whom
had never seen before had paid
Russell's tax. Had he authorised

. Russell had not authorised it
was very annoyed. But no amount
nvestigation since has revealed
identity of the young man who
ysteriously paid the tax—except
he was wearing long trousers and
irt with a tie and arrived in a
wagen.
Russell was unable to repudiate
ayment; the Administration said
eceipt was good enough for them.
Russell thinks it was all a con-
y to prevent the case going be-
a Court where, he believes, the
would have proved to be un-
itutional.
is now in Sydney looking for a
He has been nine years in the
ory, latterly as a customs agent
urns Philp (NG), Ltd.

linen containers, or weather-
coverings for suit cases or
when travelling.
time when I was travelling
lanter's launch, with a Police
ntendent as passenger, one
native crew, sitting for'ard,
ed glued to his position while
sengers disembarking had to
ver him.
t's a bit hot, isn't it?" I
ed to the planter after we
nded. 'Why didn't you make
y get up?"
owner took me back to the
and pointed out where the
d been sitting—on a stout
f canvas nailed down to the

d been a mail-bag, with the
ettering "NSW" still plainly

ing in the direction of the
officer, my friend remarked:
bit queer about mail-bags".
ie time the GPO people from Sydney sent out a memo requesting the return of all mail-bags, hinting that there might be trouble if His Majesty's property was found in unauthorised places.

They made a big haul. I forget how many thousands.

Does This Add Up?

I noticed in a recent issue of the *South Pacific Post* that a government member of the TAC in PM alleged that Treasurer Reeve "had £300,000 which he didn't know what to do with".

On the same page Director of Posts and Telelgraphs Carter complained he "could not get enough money to give Boroko an adequate telephone service". No provision had been made in the estimates.

Sounds a bit cock-eyed to me; or is it just the usual brush-off by bureaucratic euphemisms?

Follow the Louisiana Purchase

In the "good old days" of colonialism—back in 1803—the USA bought Louisiana from the French for a mere £5.5M; and then later, in 1867, purchased Alaska from Russia and thus solved some rather ticklish territorial problems.

With these events in mind, an old timer wrote recently suggesting that the Dutch New Guinea question might be similarly dealt with by Australia buying the remainder of the island from its present owner—the Netherlands—and thus circumventing the claims of "Indonesia".

Such a transfer would naturally be frowned upon by the Asian-Afro block in UNO, although there are certain features worth considering.

Expansion of territorial rights, however, went out with the creation of the League of Nations, and it is doubtful if a transfer to Australia would be acceptable, notwithstanding the fact that "Indonesia" is scratching the bottom of the pan for finance.

With this thought in mind it occurs to me that DNG, which is probably the most primitive country in the world and least developed, would be a most suitable area to be declared a "Sanctuary for Primitive People", allowing only health organisations to operate under a benevolent supervision, which in no way would interfere with existing native customs and traditions for a long range period.

The idea is born of an old German scheme which, years ago, isolated Tench Island (off the New Ireland coast) and its people in order that they might continue life along their own primitive lines without interference from modern civilisation.

For years the scheme worked and then an over-enthusiastic missionary broke the isolation barrier and the whole idea went pfutt.

Adequately policed the same theory might be carried out in Netherlands New Guinea, and if successful, might be found at the end of a few decades to be the one part of the world in which it was worth living.

A thought, anyway, for our international politicians.

(Continued on page 145)

THE PACIFIC ISLANDS SOCIETY
(Founded 1937)
Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.
Regular meetings and social gatherings, with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St., Sydney, on the fourth Thursday of each month, at 8 p.m.
Address for correspondence:—
THE PACIFIC ISLANDS SOCIETY, Box 2434, G.P.O., Sydney.

LAUNDRY BLUE

1 - oz Squares packed in 1-lb packets — 1-cwt wooden cases.

If local Supplies not available write:—

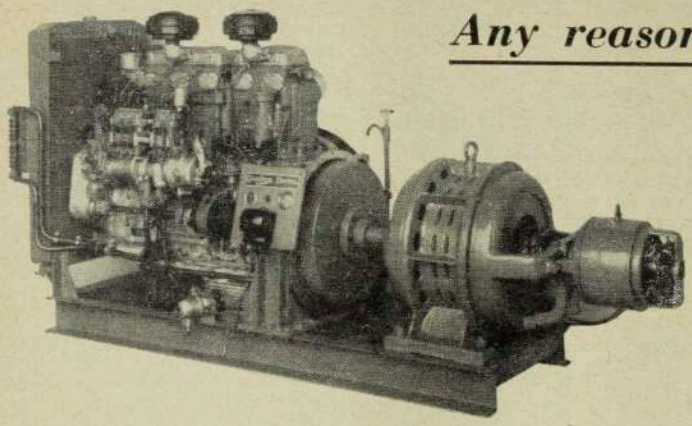


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GARDNER Compression Ignition Oil Engine LW Series of 6 Cylinders rated at 60 BHP at 1,000 rpm.

Coupled to:

42½ K.V.A. at .8 P.F. 415 volts MARELLI Alternator complete with control panel.

The engine is fitted with Bosch fuel pump, Gardner injectors, electric starting equipment, 2 fuel filters, fuel tank, alternate hand starting arrangement, water circulating pump, air filters, Amal pump, fan and drive. Standard set of spares, tools and instruction book.

This auxiliary generator plant was installed in 1952 during electrical shortages, to provide power and lighting for our five floor building in which is situated our factory, workrooms, offices and large department showrooms and connecting elevator. Its use since installation has been negligible and can be regarded as being in almost new condition.

The Agent has stated that Gardner Engines retain their value, and this particular Engine, having had constant care and regular test running, can be considered a most attractive and satisfactory proposition for a purchaser.

Steady power supplies enable us to offer this valuable plant for sale. It may be inspected by arrangement with Angus & Coote Pty. Ltd., Manufacturing Jewellers and Silverplate makers, 500 George Street, Sydney.

Enquiries should be addressed to

The Secretary

ANGUS & COOTE PTY. LTD.

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FOR FOOD SERVICE SEND TO McILRATH'S of SYDNEY

"KIA-ORA" SOUPS

TOMATO—VEGETABLE—PEA
ASPARAGUS—SCOTCH BROTH
CELERY—PEA WITH HAM

8 oz. tins, 14/6 doz.; 16 oz. tins, 22/6 doz.

"I.X.L." BAKED BEANS

4 oz. tins, 8/- doz.; 8 oz., 13/6 doz.; 16 oz., 23/6 doz.

Our trained Island order staff specialise in attention to every order.

We also carry and supply a full range of quality groceries at competitive prices, together with leading brands of Australian Ales, Wines, Spirits, Tobacco and Cigarettes at competitive in bond prices. Wheat, Bran, Pollard, Laying Mash, Poultry Pellets, Potatoes and Onions also available.

All prices f.o.b., Sydney, no additional charge for ordinary cases or packing.

Subject to stocks and market fluctuations.

"TOM PIPER"

SAUSAGES & VEGETABLES
BR. STEAK & VEGETABLES
IRISH STEW

8 oz. tins, 19/6 doz.; 16 oz., 33/- doz.

"I.X.L." SWEET CORN

4 oz. tins, 11/3 doz.; 8 oz., 18/9 doz; 16 oz., 29/6 doz.

"I.X.L." SPAGHETTI IN SAUCE

4 oz. tins, 8/6 doz.; 8 oz. tins, 14/- doz.; 16 oz., 25/- doz.

"TONGALA" STERILISED MILK

Pure Homogenised.—14 oz. cartons of 4 doz., 13/6 doz.

"I.X.L." TOMATO JUICE

7 oz. tins, 11/6 doz.; 15 oz., 19/6 doz.; 28 oz., 33/- doz.

RINSO 17 oz. carton, 22/6 doz.; 32 oz., 41/- doz.; 48 oz., 61/6 doz.

PERSIL 16½ oz. carton, 22/6 doz.; 31 oz., 41/- doz.; 46½ oz., 61/6 doz.

SURF DETERGENT POWDER

13½ oz. carton, 34/6 doz.

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Cable Address: "ROTUNDA", Sydney

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FEE INVESTMENTS ERED NEW GUINEA

esponse to a formal inquiry, resident of Sydney received a ter, of which the following is act copy:

KA COFFEE (HOLDINGS) LIMITED
Commonwealth Bank Building
Goroka T.N.G.
Phone Goroka 68.
lian Agents:
Coffee Pty. Ltd.
54 G.P.O. Sydney.

April 9th, 1958.

aaway, Esq.,
adford Street,
AN. N.S.W.

ir,

reference to your enquiry regard-ffee-growing in New Guinea, we ike to point out that we have made ul personal survey of the Highland rowing areas of New Guinea by old-time planters and experts.

survey has proved to us that New Coffee offers the greatest potential estment in the Southern Hemi-today.

ave backed it with our own cash, ve registered Goroka Coffee (Hold-imited in New Guinea to purchase f the largest Coffee Plantations in uinea, one of which, known as " is producing and marketing an of 2 tons of coffee per week, at of 5/6d per lb.

ave also arranged to purchase a controlling an European Store— d Spirit License, and eight Native tores in strategic positions. This has a wonderful potential.

is no Company Tax in New and apart from interest our pro-fers a quick Capital gain.

have not yet registered as a Company in N.S.W., we cannot moment issue a Prospectus—but it ready and by appointment e glad to show it to you, and explain our ground floor proposal. iter has recently returned from inea.

Yours faithfully,
A COFFEE (HOLDINGS) LIMITED.
Sgn. Frank Powell.
Public Relations Officer.
Phone:

statements made by Mr. will be of interest to resi-f New Guinea.
ns in Australia, who are to take part in this invest-rill naturally follow the usual s practice—namely, they will vice from someone with l knowledge concerning the d investment in New and they will consult a le sharebroker concerning ucture of the company or ies controlling the proposed ent.
vriter of the letter on behalf roka Coffee (Holdings) is "Frank Powell".
s a gentleman of the same ho engaged in a telephone ation with the publisher of *ific Islands Monthly* (Mr. R. bson) on April 17, 1957.

Within sixty minutes of the termination of that conversation, a process-server handed Mr. Robson a Supreme Court writ claiming £100,000 "damages". It had been issued following that conversation, by a firm of solicitors acting on behalf of Arabica Coffee Limited, incorporated in New Guinea, and Arabica Coffee Pty. Limited, incorporated in New South Wales.

The action, thus initiated, was not proceeded with.

Except for the similarity of names, there is nothing to indicate any connection between the Goroka Coffee companies, named in the above letter, and the Arabica Coffee companies, which were being widely advertised in Australia in 1957.

Real Cost of Production

RECENTLY the Highlands' Farmers' and Settlers' Assn. of New Guinea, collected all the information available on the economics of establishing an average

Coffee Planters in Sydney Shop Windows

Since the Sydney "Sun" made its investigation into Goroka Coffee (Holdings), Ltd., and printed the result (see page 160, this issue), there has been no more lavish double-spread advertising by the company in the "Sunday Sun-Herald". Most of the Sydney advertising is confined to a window display in the Churchill Coffee Shop in Pitt Street.

And that is interesting in itself. Along with some green and some roasted coffee (in Trobriand Islands wooden platters) and a grass skirt for a bit of local colour, there is a group of photographs taken in NG Highlands coffee plantations, etc.

One of the photographs is of Mr. Jim Leahy, veteran coffee-planter of Goroka, delving into a bin of coffee beans, with a rotary coffee dryer for background. Elsewhere in the window there is a small card indicating that the coffee came from Kinjibi Plantation. The inference is that everything else does, too. (People who are interested in investing in Goroka Coffee (Holdings), Ltd., are asked to contact Mr. F. Powell (address given) or to inquire at the coffee shop).

We do not know if Mr. Leahy knows or approves of his being used like this to sell the produce of another plantation; but it seems extremely unlikely.

Another of the photos on display in the shop window is of Mr. Jerry Pentland, also a well-known coffee planter in the NG Highlands.

This use of other peoples' names, carrying with it the inference that the venture has their support, was the very point upon which PIM first crossed swords with Mr. Powell when he started off with his Arabica coffee company.

Now Available

Handbook of Papua & New Guinea

2nd Edition

The Handbook of Papua and New Guinea, 2nd Edition, will be published this month and will shortly be on sale throughout the Pacific Islands and Australia. Price is 10/- (posted: 1/- extra within British Empire; Foreign, 1/9) or $1.50 U.S. (including postage).

Comprising 288 pages, with a special map of the two Territories, it contains all details of the administrative and commercial organisation in both Papua and New Guinea, plus a complete list of all European residents.

There is a description of each of the 15 Districts, with some local maps; a list of all Departmental officers, showing correct names, titles and positions; lists of all trading firms in each District; details of all communications—such as airfields, radiophone networks, timetables; lists of fees and taxes; the Customs tariff.

The structure of the Administration is described, with an outline of the activities and responsibilities of each Department.

A section is devoted to the Statistics of the combined Territory.

There are particulars of commerce and industry, and of the Missions.

This is a Handbook which any person dealing in any way with Papua and New Guinea must have on his desk.

Copies may be obtained at most bookstores in Australia; at all stores in Papua and New Guinea; and from the publishers

Pacific Publications Pty. Ltd.,
Technipress House, 29 Alberta Street, (PO Box 3408), Sydney.

or from the Papua-New Guinea agents: **Pacific Publications (NG), Ltd., Theatre Block, Fourth St., Lae, NG.**

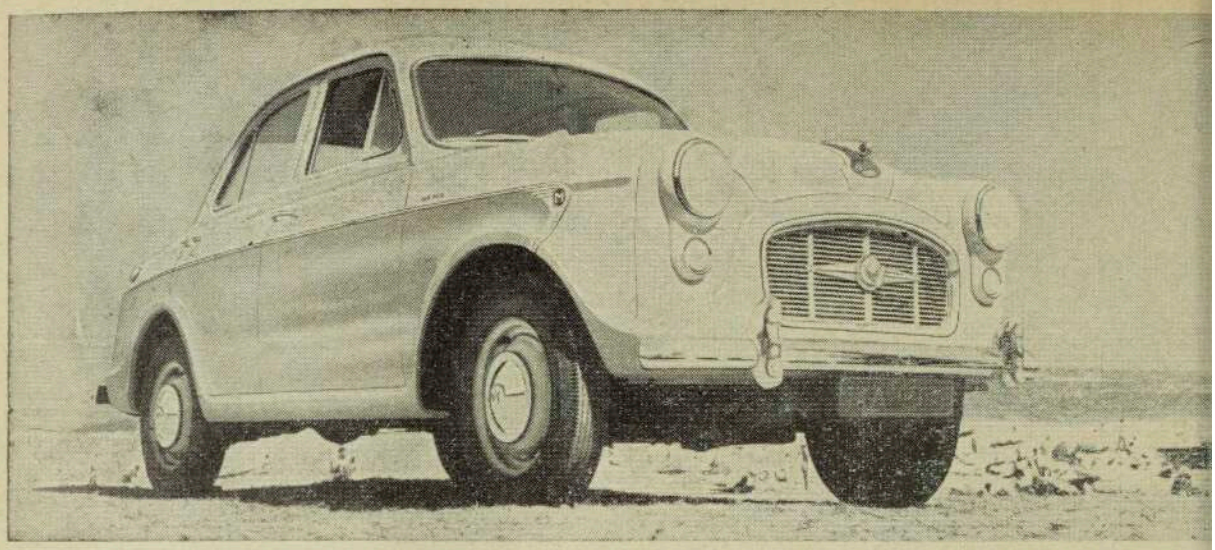
In Melbourne: Pacific Publications Pty., Ltd., Newspaper House, 247 Collins St.

ORDER FORM

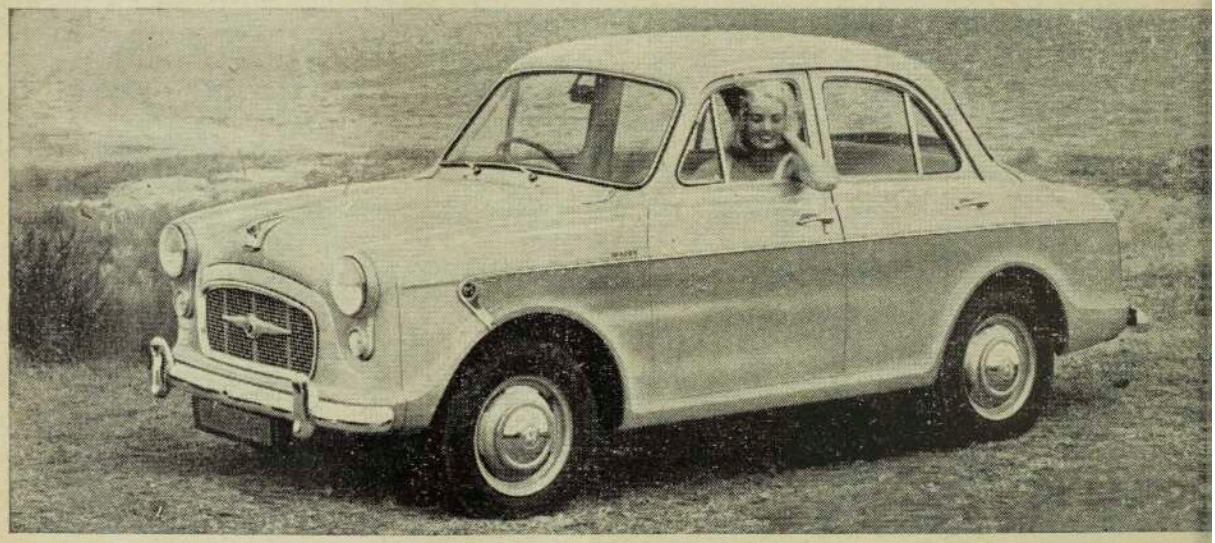
Please send ..... copy (copies) of the Handbook of Papua and New Guinea, 2nd Edn., to the address below. Remittance (cheque, M/O, P/N) is attached for ..... to cover cost of the Handbook and postage.

NAME .....
.....
ADDRESS .....
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From the stable that engineered the world-beating Morris 'Minor' comes a *new* car destined to create a new set of standards for its class. It's the triumphant Morris 'Major' —Big Brother to the famous 'Minor' and big in every way. Big in power, big in styling, big in space, big in comfort and biggest of all in economy. If you're in the market for a car do yourself a favour and see the 'Major' first. If you're satisfied with the car you have, see the 'Major' and then see if you're satisfied. It's going to be the most talked-about, most driven-about motor car in years!

The Morris 'Major' is backed by B.M.C. Approved Parts and Accessories

BIG BROTHER to the famous 'Minor'

Morris 'Major'

NMJF.48.BMC.202S

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Sold and Serviced by Authorised Nuffield Distributors and Dealers Everywhere

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d coffee plantation, and the of producing coffee when the tation was established.

l these figures are exceedingly resting, as it is the first time anything of the sort has been npted in relation to coffee, but we will confine ourselves to figures relating to the cost of uction.

e material has been made able to us through Mr. Ian ns, MLC, President of the HF A. (For the purposes of the wing figures an average plan- n is taken as 100 acres, pro- g 50 tons of processed coffee s per annum).

UCTION AND MARKETING COSTS

annual expenses of running and aining the plantation, picking and ting the processed coffee are esti- as follows:

	£
ative Labour: Calculated at 1 it per acre for 6 months and units per acre for 6 months. st per unit 6/-. Working ys 250	9,375
anagerial Salaries: 2 Euro- ans required, being paid or awing £1,300 per annum ch, plus leave pay and fares ovision of £250 each per num	3,100
trol, Oil, Lubricants, Vehicle penses: Vehicle repairs, in- rance, registration, fuel and ricants, together with fuel d lubricants for factory and antation use	500
ose Tools: Picking bags, vels, picks and so forth	120
ationery and Office Expenses	50
edical Supplies and Equip- nt: This figure is also vari- le dependent on the distance m the nearest centre. In larial areas where anti- larial medicines are required s figure has been proved to as high as £500 for the year	60
rtilisers: 2 lb per tree, i.e. 76 lb per acre at £96 per (includes air freight). This estimated at the minimum uirement to produce the .5 s per acre used in these ures. The Association can ve the fertiliser:production ationship — less fertiliser ans less production	4,608
rays and Insecticides: Weedi- es, pest eradicators, etc. imated at £5 per acre	500
ice Replacement: Steel posts ng unprocurable, wooden ts must be used, and need lacing every two years. The t per annum	150
ntals and Non-Trading ences: Rental calculated at per acre. With larger leases total obviously would be her	30
ling Charges: This includes t of transporting coffee to rest centre, air freight to stal port, shipping to Aus- lia, agent's handling and ing commissions. Calcu- d at 6½d per lb	3,033
rkers' Compensation—Native our: 7/6 per employee	56
rkers' Compensation—Mana- al: Annual salaries £3,100 30/- per cent.	46
surance of Residences: our quarters, factory build- , contents, etc.	118
15. Depreciation: Residences, quarters, factory buildings, equipment, vehicles, etc.	1,806
TOTAL	£23,552

Cost per ton (for yield of 50 tons) £471 (4/2 per lb approx.).

In the above figures no provision has been made for bank interest—which with most producers, is a very real factor, indeed. Nor is it taken into account that on many properties irrigation is essential and this, with insurance, operating costs and depreciation, can run into £300 per annum. Most of the coffee properties are on 99 years lease, but no provision is made for amortisation in the Association's figures.

Maintenance of access roads has not been provided for as a separate item. It is considered that the normal labour force can usually carry out this work. Some plantations however, would require additional labour for this task.

Annual Profits

By applying the above annual costs to the gross proceeds from the sale of coffee at varying market prices, the following profit results are obtained:

Selling price per pound	4/6	5/-	5/6
Gross proceeds	£25,200	£28,000	£30,800
Expenses	23,530	23,530	23,530
	£ 1,670	4,470	7,170

INSURANCE

CHIEF AGENCY FOR FIJI

Old-established FIRE, ACCIDENT & MARINE Insurance Office with world-wide business, invites applications from persons, firms or companies of good standing and business capacity for Chief Agency representation in the Fiji Islands.

Company representative will visit Fiji to interview principals who should address their applications in the first instance to—

UNDERWRITER,

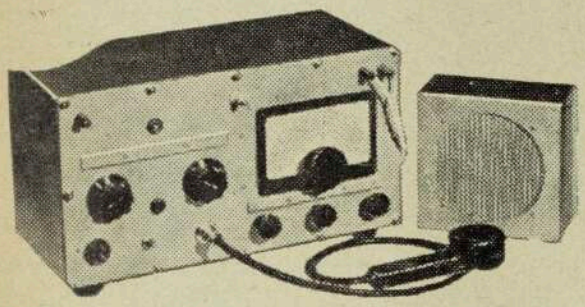
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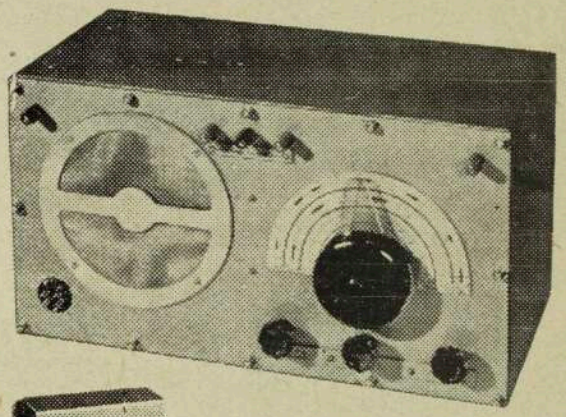
All applications, which will be treated in strict confidence, should contain all background detail necessary to warrant full consideration.

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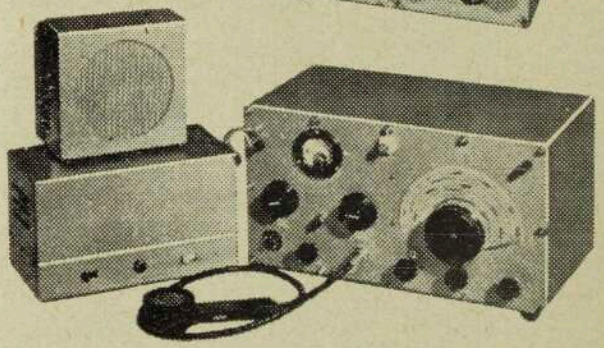


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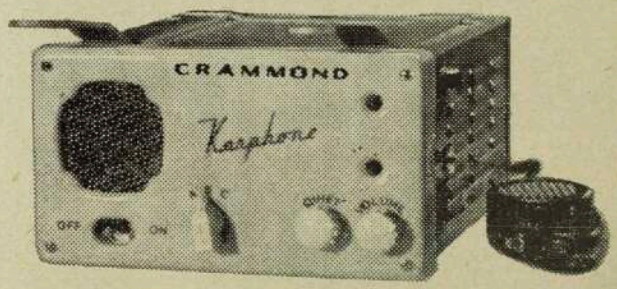


CRAMMONDS "CTR 8"

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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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Has a Trade Tobacco Factory, but—

FIJI HAS STARS AND CROWNS

Anything New Guinea can do, Fiji can do better. That seems be the theme of the story sent in this month from Suva, following publication last month of facts about Madang's new stick-tobacco ustry.

iji there are two factories in- lging in the sophisticated in- stry of making cigarettes.

bably what Fiji does not e, however, is the place stick, rade, tobacco has in New a.

well as a smoke it is a m of trade, as the name im- Until very recently — if not o a degree—one did not give cook-boy money to go to the ng "bung", but trade tobacco he exchanged for your break- eggs and lunchtime salad .

this tobacco in sticks is a r upon which the New Guinea is a connoisseur; Churchill not be more fussy about his than the NG native is about ade-tobacco.

s a pretty fair guess that it ier to make a cigarette to than it is to produce success- the Christmas-pudding mix- hat is trade tobacco.

Cigarettes for All

iji the output of the cigarette es is not for native con- on, of course. All-comers in noke the two brands manu- d locally. Why not? They ade by the two well-known Carreras and W. D. & H. O. The Wills factory was opened n late 1955; Carreras in May

cigarettes are cheaper than ed ones—9d for 10 now, since ji government increased the duty in April. Previously, in hat the new industry should e established, the Govern- held excise to a minimum. April, the price of cigarettes .

information and pictures upplied by Carreras.

their machinery came from d and so did the managerial rom the beginning the ven- as a success and the factory work overtime all the first fill orders.

1956 premises have been d and now take up the of the company's site at Bay. More machines have stalled.

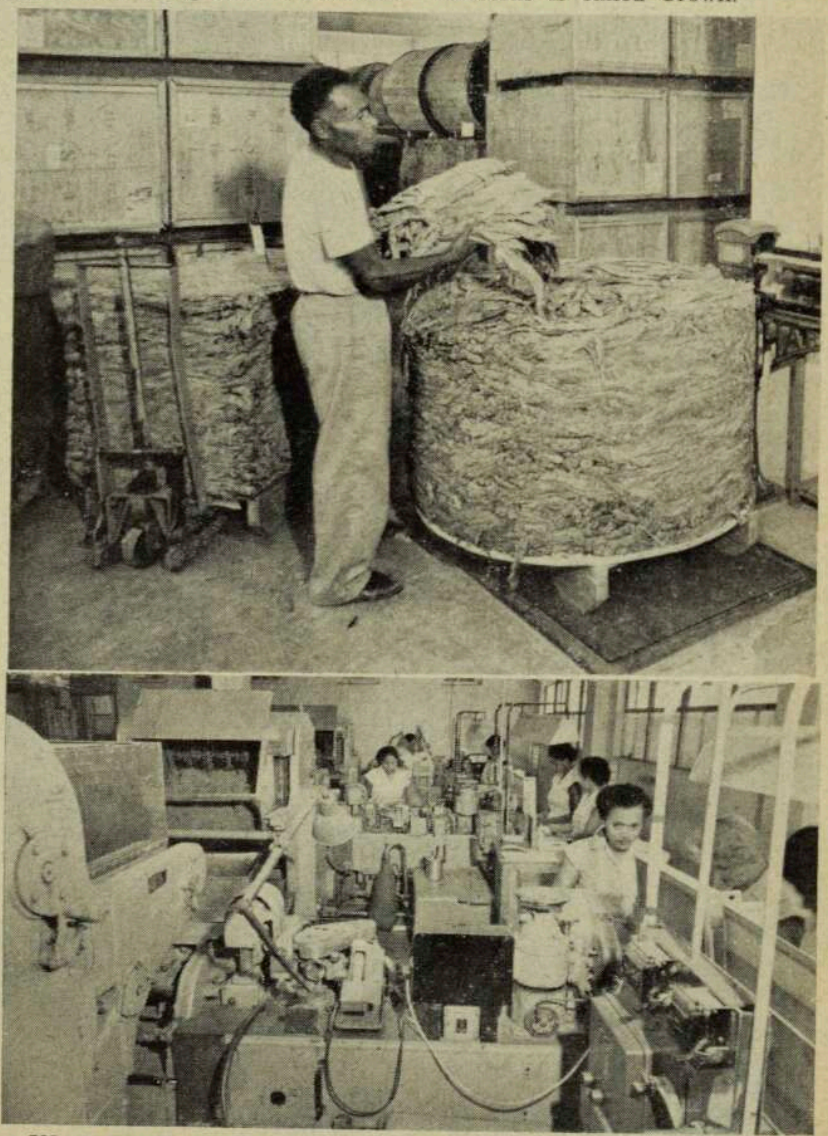
nally the staff consisted of n and seven girls. There are x men and 40 girls working factory. The majority are but there are Indian, Chinese and part-European girls together with some from other Pacific Islands Territories.

All races get on well together and have quickly adapted themselves to their new way of life. Careful training schemes introduced by the company have resulted in native staff being able to tend the high speed automatic machinery involved in the large scale production of cigarettes.

The social side of modern industrial life has not been forgotten. There is a canteen in the factory where the staff have their tea breaks and their mid-day meal. The staff have formed their own Sports and Social Club.

In 1957 Carreras Limited introduced another cigarette — Cina — manufactured from tobacco grown within the Colony and experiments have been carried out on the growing and manufacture of local tobacco.

The Wills cigarette is sold under the brand-name of Star; and Carreras is called Crown.



TOP: A Fijian employee weighing tobacco at the start of the blending process. LOWER: Girls tending the cigarette-making machines, each of which produces 850 cigarettes per minute, which is an awful lot of cigarettes in an eight-hour shift. After the cigarettes are made they go to the packing section where other automatic machines put the cigarettes in their distinctive packets.

Photos: Stinsons.

There is a HOWARD for your EVERY NEED

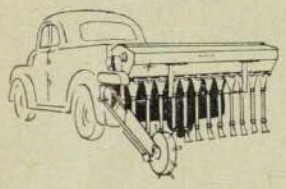
ALL AREA CULTIVATION

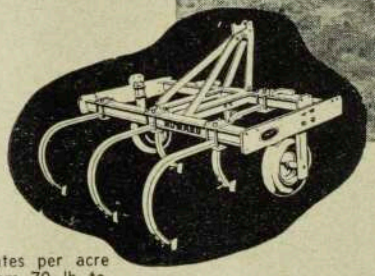
No matter the size of your land, you'll find a Howard agricultural implement for the job at hand.

HOWARD Chisel Plough

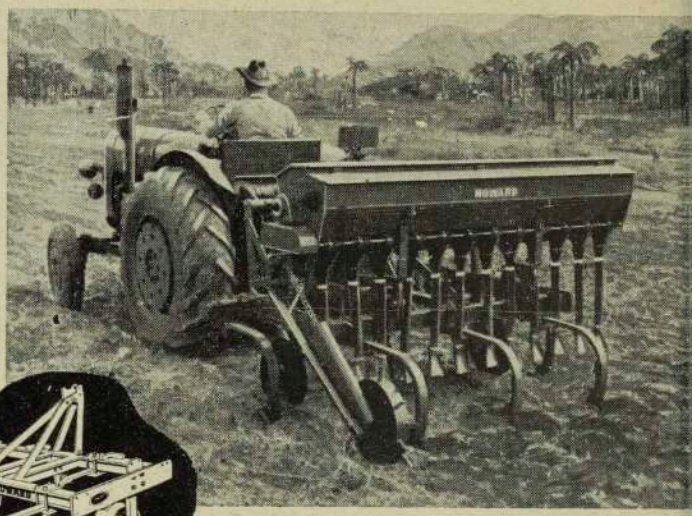
Strongest chisel plough made, either 3 pt. linkage or trailer type. A continuous pull of 10,000 lb is guaranteed. Can be used for sod seeding, over-seeding, drill sowing—with special tyne points as a tiller, ripper cultivator.

HOWARD Seed & Fertiliser Box





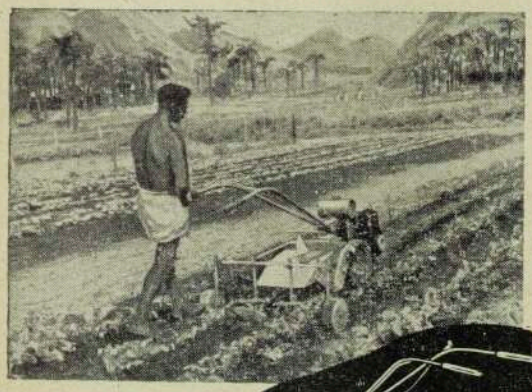
Can be carried on most tillage implements or used independently of the tiller on trucks and tractors. Over-seeding, sod seeding, drill sowing. It will sow at any of 100 different rates per acre and at the same time drop fetriliser from 70 lb to 600 lb per acre.

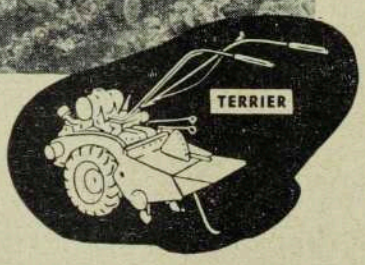


A Howard Chisel Plough with Howar Seed and Fertiliser Box is the ide combination for pasture improvemen

SMALL AREA CULTIVATIO

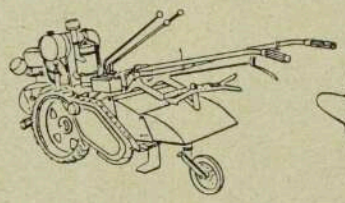
Implements designed for smaller areas to do a re big job.





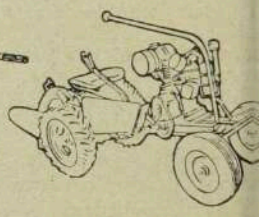
HOWARD Terrier Rotary Hoe

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



HOWARD Junior Rotary Hoe

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



HOWARD Kelpie

Low cost small tractor, lb drawbar pull, powered b a 4.5 b.h.p. engine.

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Been 50 Years Coming, but—

IT COULD BE THE GARDEN OF PAPUA

From William Gasson of AAP-Reuter, in Port Moresby

• Already rich in history, beginning with the pacification by ministration patrols, to the gold rush era, the advance and retreat the Japanese during World War II along the famous Kokoda Trail d, more recently, the gigantic eruption of Mt. Lamington—the rthern District of Papua is expected to develop into one of the hest areas in the Territory.

DAY it is becoming rich in ubber plantations — it is stimated that the rubber pro- ion this year will be more than ,000 lbs, about a seventh of the production for the territory— e, cocoa and cattle stations.

cently the Administrator, adier D. M. Cleland, returned a flying visit round the ct, seeing at first hand the s development. He was full of e for the European settlers.

ty six years ago, another nistrator, Lieutenant-Governor, P. Murray, later Sir Hubert ay, made a report on the ern District, then known as Kumusi Division. He said:

the Kumusi Division, patrols visited the practically un- red country of the Managulasi e south of Mt. Lamington and y, I think, now be said that hole of the Division is known, ast, superficially."

t flowing rivers that sweep bridges and wash out roads been the main cause for the f development throughout the ern District. Brigadier nd, appreciative of the sity for access to the area, has for a top engineering inquiry.

First in were Miners

dy gold miners were among irst Europeans to penetrate he district at the turn of the y when gold was discovered dda. Their life was hard and ain. A magistrate's report at ime gives an example:

regrettable incident occurred e gold field when a miner not dead by one of his native yees whilst writing in his "

r the years administration s pacified the area. Settlers ally filtered into the country, up rubber plantations. Two first and now the wealthiest se pioneers, are the Kienzle rs who, with six leases of control 9,700 acres of rubber tions and cattle grazing y.

Kienzle brothers went into rea in 1934. From mining urned to rubber and, before ar, had between 800-900 acres ature trees planted. Since ar they have planted between 400-500 acres of high-yielding trees from Malaya and their target for the next few years is to clear and plant 100 acres of land each year.

At present their rubber production is 560,0000 lbs and, within the next ten years, they plan to increase this by 50 per cent.

Now Come the Farmers

Three years ago the brothers began cattle raising. They shipped cattle from Queensland and now have two herds—one of Aberdeen Angus, the other Polled Shorthorns —totalling 367 head.

Molasses, elephant, kikuyu and para grasses have geen imported from Australia and South Africa to improve the pastures.

Other agricultural work in the area includes big development in the planting of cocoa which is expected to produce about 460 tons within the next four years. Several hundred acres of coffee have been planted.

Experimental work in coffee, cocoa and coconuts on the District's grass-land soil is being carried out at the Popondetta Agricultural Station. A native agricultural training centre is being developed to train young men as agricultural assistants.

Running through the northern district is the war-famous Kokoda Trail, upon which the invading Japanese forces were halted by the Australians as they crossed the Owen Stanley Ranges in 1942, then driven back to the northern coast.

United States armed forces joined with the Australians to push back the Japanese. Today, a link with the Americans still exists.

The Anglican Mission hospital at Eroro, two miles from Oro Bay on the north coast, which was established in 1946, was formerly the bakery for American Forces who were based there.

A few years ago, one of the American servicemen who had been working in the bakery during the war, sent a donation to the mission for the purchase of operating theatre equipment. He explained that the local natives who had worked with him had talked so much about the mission in the area and the work it had done that he wanted to help with a donation. Later he sent another.

Mt. Lamington Eruption

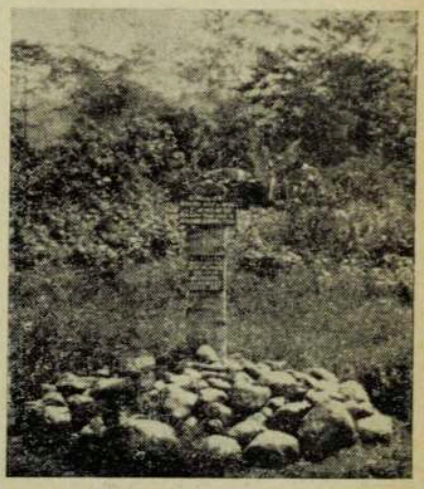
The Northern District later made world headlines when the side of Mt. Lamington, a volcano that had been dormant for years, blew out with a terrific explosion. The death role was 3,000 Papuans and 35 Europeans.

Today the area is likely to become one of the wealthiest and most productive agricultural districts in the territory. The develolpment of the country and of its people is a far cry from this administration report made in 1906:

"Progress in the northern division has been less continuously successful as regard native affairs than in some of the other divisions. It is strange that the Koko and Ausembo tribes should still be the most troublesome.

"These people live near the Kokoda Station, but they soon weary of the role of law-abiding citizens and are compelled from time to time to seek distraction in murder or cannibalism, though not in a combination of both. About Kokoa the murderer does not eat his victim, he eats somebody else's and somebody else eats his.

"These lapses will become less frequent as time goes on and at last the tribe will settle down to the humdrum existence of modern civilisation: But is seems to take some natives a long time to accustom themselves to the loss of the excitement incidental to their old life."



WHERE THE JAPS WERE STOPPED. A member of PIM staff, then in the AIF, took this in 1943. The inscription on the rough memorial said (in part):

In Memory of the Officers, NCO's and Men who gave their lives in defending Turnbull Field. This marks the westernmost point on the Jap advance Aug.-Sept., 1942. 85 Jap Marines lie buried here.

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BEANSTALK . . .

the *F-A-S-T-E-S-T* erected shelvi

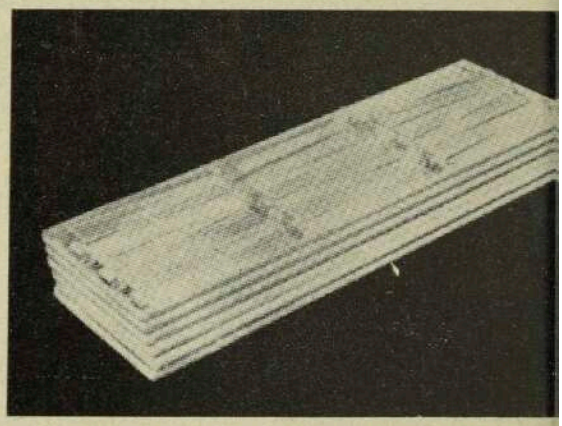




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finish. Sold in 70 countr

The picture on top is merely a variatio the unit below. BEANSTALK can be dismou and reassembled in a few minutes. No nu bolts or angle bars or cross braces.

Here is a 6-tier unit measured against a cigarette packet.



Erected in a twink it will make a bay 3 feet and six feet high. Additional tiers can be a to meet expanding trade. Backing sheets of plastic impervious to climatic conditions fresh bloom to tired or faded walls.

From 8 simple components it is possible to c changeable displays in your windows—or ters—around pillars—against walls—make i counters where the customers cannot help s your slow moving lines.

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acific Federation

›rly Received By 'Conservatives'

From a London Correspondent

ou people of the South Pacific ›uld like to know how you and ur thinking are regarded by illars of the British Conserva- 'arty, you may read this sum- of the Conference of the Con- ive Party's Commonwealth il, which meets annually and ses Colonial affairs.

was held in April under the manship of Lord Soulberry, OBE, MC, and was a triumph ganisation.

ground had been thoroughly red, The papers had been n, edited, scrutinised, printed istributed among the numer- epresentatives, so that they be pre-digested.

re was a large attendance. ites of non-European races in considerable force, and very vocal from the floor.

agenda was heavy. Malta Cyprus were prominent. The Pacific Territories were al- a humble position at the end two-days programme.

paper, whatever its length portance, was given five s for presentation, and each r from the floor got three s.

principal speakers (all high- the political world) were the secretary for Foreign Affairs an Harvey, MP); the Under- ry for Commonwealth Affairs . M. Alport, MP); the Par- tary Secretary for Education dward Boyle, Bart.); and the ian of the Parliamentary onwealth Affairs Committee.

summarised the discussions, nted on the various burning ns presented, and directed nking.

per on "The Future of the Pacific", prepared by a Per- No Importance, was squeezed ne end of a long programme. eeming feature was the resented" to the Conference erson of Very Considerable ance, who treated it with respect it deserved.

contradicted a statement Christmas Island (of atomic fame) which had come from Australia; he queried ion figures, which had been by some other high-up; and e rattled on at full speed, the remainder, with a dis- ng side-glance at the South Commission and the propo- a Federation of South Islands — matters which ormed the gist of the paper. Person of Considerable Im- e didn't seem to think much r the subject or the paper. ver, the Person of No Im- e did manage to get a very brief innings from the floor, in which he high-lighted these two features—especially the question of Federation.

Then he dropped a brick. He actually suggested that Britain should call a Conference composed of Australia, New Zealand and Britain to confer on this matter of greater unity between the British South Pacific Territories.

This strangely, was very favourably received by the principal speaker (the Parliamentary Chairman of the Commonwealth Affairs Committee, Sir Ronald Robinson). At least, he said, it was something "they" might be able to do something about.

Generally, the press ignored the Conference.

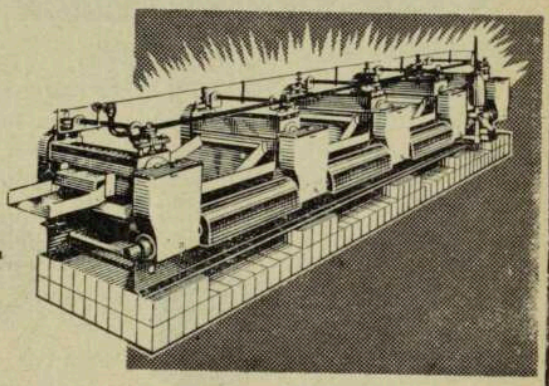
P. Moresby's the Place for Sons

People who want sons might consider shifting their quarters to Port Moresby if the trend noticed in the last three or four years continues.

The Acting Director of Health (Dr. R. F. R. Scragg) describes as fantastic the fact that for every 100 girl babies born in the town over that period there were 140 boys.

Only Port Moresby has the secret however; in other towns in the Territory registration of boys and girls shows the race to be just neck-and-neck.

Economy demands that rubber producers use HUTTENBACH RUBBER MACHINERY



Faster production reduces costs, with the Huttenbach I.H.S. Sheeter, (above). Moderate Speed and hand-driven sheeters also available.

Continuous and non-continuous sheeters, running on frictionless ball-bearings, and incorporating the special arcuated rolls, give thinner, tougher sheet rubber. Creping Batteries of first-class design and workmanship give superior c epe rubber at less cost and are available with direct drive, backshaft drive or individual drive. Dryers for crepe or sheet rubber give higher grade results in less time and with less expense.

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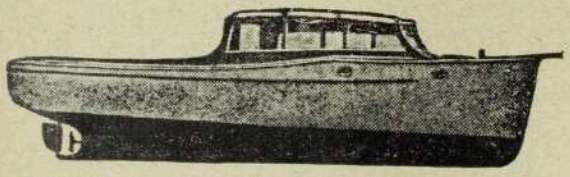
Fiji, Samoa, Tonga: Morris Hedstrom Ltd., Suva, Fiji.

Solomon Islands: Mendana Enterprises Pty. Ltd., P.O. Box 73, Honiara.

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KOPSEN'S—

The Marine Specialists

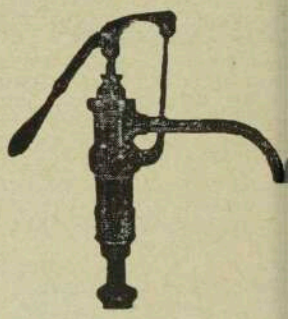


KOPSEN MOTOR CRUISERS

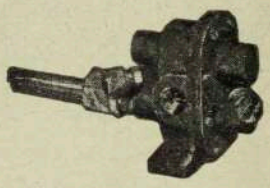
14ft open, 18ft, 20ft and 22ft cabin—Carvel or clinker planking—Built for cargo carrying if necessary. Delivery 6-8 weeks. Write for leaflets and price list.

PANTRY PUMP

All bronze chrome plated double action with swivel handle. The most popular Galley Pump made. Price 109/3 ea.



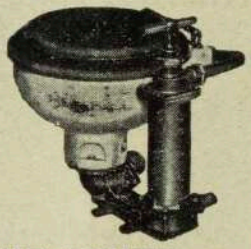
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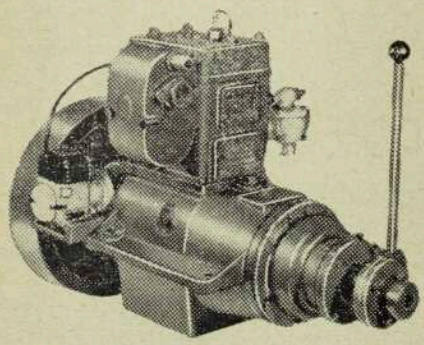
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ORE FACILITIES R FIJI EP SEA FISHING

From Frank Ryan

e growing popularity of what alled light-tackle fishing must tually attract attention to tropical waters of the South fic.

itable varieties for this sport, h many claim calls for more and gives more thrills than ame fishing, or spear fishing, lentiful in Fiji.

e main difficulty in publicising attaction, has been the ab- of suitable launches. But Captain Trevor Withers run- regular trips from Lautoka to asawas with his well-equipped luxuriously-fitted launch, *Blue m*, and with Mr. S. H. A. Lee, iva, having specially designed built a large, powerful launch ishing charters, Fiji is now equipped.

offers the choice of both big- fish, and the lighter fighting ies. In the Yasawas, big-game re to be had throughout most e year, but are most plentiful January to May.

heory that swordfish are only ji while migrating from New d to northern waters is dis- ed by some local fishermen oint out that they are plenti- Fiji at the same time that are plentiful in New Zealand. hat is more important in view e trend toward light-tackle is the fact that good-fight- arieties are available in Fiji e time.

FIGHTING FISH

wahoo, thought by some to cross between the walu and erce fighting oga, has been , weighing about 120 pounds world's record being 134.

i Mahi (a dolphin) have caught up to 50 and 60 lbs, orld's record being about 65

ol tuna are of an average of about 38 to 40 lbs; walu 0 to 70; and oga (barracuda) 0 to 60.

e are about half a dozen of saqa (jack crevalle), and, ep fishing, schnapper and od.

best fishing period is in the ng season, from September is.

y Terry, one of Fiji's best fishermen, who is Fiji rep- tive for the International Fish Association of New York, receives many inquiries from American fishermen regarding Fiji's possibilities.

He believes that, now a suitable launch is available in Suva, deep-sea fishing could be built up as a popular attraction. He is giving Alf Lee's venture every assistance, particularly in regard to tackle.

His son, Roy Terry, follows in his father's footsteps, and is Fiji representative of the Oceangraphic Foundation of the University of Miami.

FISHING GROUNDS HANDY

Mr. Lee plans to work in co-operation with Deuba and Korolevu hotels, where most of the tourists spend several days, and to provide fishing excursions of short or long duration. Handy to both hotels, with a fast launch, is the big Beqa lagoon, where the light-tackle men or spear fishermen would find splendid sport.

This would suit a visitor making a short stay-over in Fiji en route to Australia or New Zealand.

Mr. Lee's new launch, the *Sere ni Wai* ("Song of the Sea") is 38 feet overall, has a gross tonnage of 14.12 tons, and is powered by two 100 hp six-cylinder engines. She is equipped with radar and a ship-to-shore two-way radio telephone. Passenger accommodation is very comfortable.

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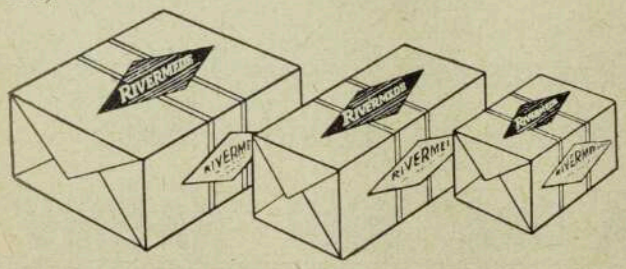
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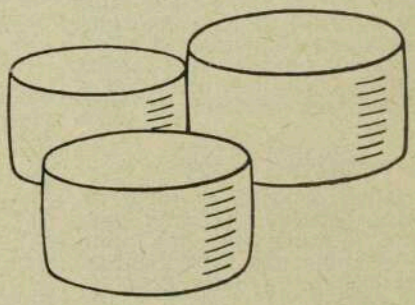
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FIJI TALANOA

NAKATAWA TALKS OF THIS AND THAT

One result of the reconstruction of Nadi Airport will be e disappearance of the Fiji Mocambo, the colourful lounge, ith bar and dining room attached, which has become well- nown to thousands of air travellers passing through Nadi since e war.

E name Mocambo comes from Hollywood night club, of ourse, and Fiji's Mocambo came existence as an officers' club Nadi became an American tional base during the war.

ere must have been someone g the Americans with a flair interior decoration, and ex- t use was made of local rials, including bamboo. The mbo influence can now be seen mes, offices and hotels in many s in Fiji.

, never far from the minds e US soldiery (or any other ry, for that matter) found its in the Mo- bo decorative ne, too.

ind the bar, was roofed a thatched bure, was a mural. It de- l a GI, seated llic rapture on ropical beach, offered the of the land by oup of well- ped young n dressed only ass skirts.

caption below mural came an American tte advertise- "So round, so so fully- d".

en the Mo- was no longer icers' mess, but ting place for neral travelling ic, Authority, an eye turned to propriety to wartime y, decreed that ural must go.

it was trans- to the Nadi t Club, whose ers were pre- ly considered susceptible to corruptions of esh than air- passengers.

Fig Leaves And Wolf Whistles

The Americans had another playful device at the Fiji Mocambo.

On the wall of the Ladies' Powder Room was a life-sized painting of a man, naked except for a wooden fig-leaf, hinged at the top.

On the fig-leaf were the words, "Do Not Lift".

The device came into full operation at dances and other festive occasions when there were female guests.

Those patrons of the Powder Room who could not resist the temptation to disobey the instructions found that lifting the fig-leaf set a loud wolf-call ringing through the main lounge of the Mocambo.

There were still further calls, this time from eager American throats, when the unfortunate victim of feminine curiosity eventually gathered up enough courage to emerge, through the only exit, into an expectant ball-room.

Strong Hotel Hopes

Since the war, the Fiji Mocambo, with its related sleeping accommodation, has been run by Barry Philp, as a hotel.

Barry has spent a lot of money on the bedrooms and has improved the accommodation greatly, but nothing could overcome the basic functionalism of the buildings. They were put up as a transit camp, and a transit camp in which people are coming and going at all hours of the day and night can never become a luxury hotel.

Barry has plans for something which will deserve that description, and which architecturally will create the South Seas atmosphere, as the Korolevu Beach Hotel in the



Nadi Airport, Fiji, such as the Americans left it, but now to have a face lift. The Mocambo, which Nakatawa writes about here, is tucked into the triangle formed by the intersection of the two runways. Before it was an airport, this area was used for growing pineapples, and the unavailability of this land was a factor in the failure of the Fiji pineapple-canning industry a couple of years ago.

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Pacific islands monthly : PIM.

thern Hotels chain does so essfully now.
arry's plans, designed for a site Vamaka, overlooking the airport, a place in the proposals of the rican group, headed by Mr. C. Rehnborg, who announced he intended to build a chain otels across the tropical South fic.
tle that is definite has emerged except the purchase of Les iques in Tahiti by Mr. nborg—but financial discussions said to be still going on in the ed States and hopes are still in all the Pacific Territories erned.
anwhile, there are rumours at least one of the major air- using Nadi Airport is thinking uilding a hotel near the airport accommodate air-crews, pas- rs and general tourists.
rthern Hotels Ltd. is already established at Lautoka, 15 miles , and at Nadi township, three away from the airport.

t Steps
Governorship

e people of Fiji, always fair, within limits, prepared to wait see whether the wise, strong imaginative leadership they l for from their new Governor be forthcoming from the ial Office choice, Mr. K. P. ocks.

they have been studying his l record without any enthu- at all.

1. He was appointed a cadet geria in 1929.

2. He became an Admini- ve Officer, Class III, in 1932.

3. In 1943-44 he was clerk e Legislative and Executive ils of Nigeria. (In Fiji, this handled quite competently ijian clerk in the Secretariat).

4. The wheels of promotion l and in 1947 he became an nistrative Officer, Class II.

5. Still further up the scale, saw him an Administrative , Class I.

6. In 1955 we was appointed Secretary of the Northern n of Nigeria.

7 came a year later, when s made Deputy Governor.

he is to be Governor of Fiji.

s 51, and Colonial Governors retire at 55.
er the best of circumstances, ore, Mr. Maddocks will have more than three years as nor of Fiji.

nas sent word ahead that he s to travel from London by Fiji Government regulations, ced a year or so ago, require civil servants to travel by air, ce the time spent away from work, but this apparently doesn't apply to Governors).

The new Governor will arrive at the end of October, a few days before the Budget session of the Legislative Council opens.

This means that the financial policy for next year, which in effect means Government policy generally, will have been decided without him.

A fairly reasonable question which Fiji might ask the Colonial Office is, "What sort of people do you think we are?"

Could Be A
Muzzle For Maurice Scott

Last month the question was asked in this column whether a Speaker for the Legislative Council of Fiji is really necessary.

Since Mr. H. Maurice Scott was chosen for appointment to the post, lots of other people have been asking the same question. (See *PIM* article, page 49).

Mr. Scott is a man with years of active political life ahead of him. His lineage, legal training, war record and his skill in debate all make his voice one that should be heard, and continue to be heard in Fiji.

Now he must become politically neutral and remote.

There are many people here who look with deep suspicion on the moves of certain of their Betters, and they have been looking for Hidden Motives behind the selection.

There probably weren't any; but suggestions are not lacking that Mr. Scott was becoming too effective and too vigorous a spokesman for the Fijian people.

• *This seems to fit in with other ideas, which were given expression in the Governor's address last Cession Day. Students of Fijian affairs believe that he then gave notice that the Colonial Office intends to throw overboard the repeated pledges given to the Fijian people, in the name of the British Crown, that their interests will continue to be paramount in the country which their forebears gave to Queen Victoria.*

In the Legislative Council a month or two ago, Mr. Tui Johnson said that he had been shocked by that address. He was by no means the only one.

Saved By A
Lottery—Almost

Every now and then somebody comes up with a bright idea to solve Fiji's financial problems.

It is always the same idea—Run a lottery.

Do hospitals need money? Have a lottery.

Do the roads need straightening or tar-sealing? Have a lottery.

Are more schools wanted? Have a lottery.

In Legislative Council Ratu Edward Cakabau has several times suggested a State Lottery.

The *Fiji Times* has always backed the idea and has added one or two good causes of its own which it would like to see supported by the same magic means. (Over)

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is the view of this column that enthusiasts don't learn very n from experience. It is true a lot of money goes from for Australian lotteries, and many bets are placed each through agents on Australian

t the number of people involved atively small, and the amounts ted would not support the sort ottery that would bring in ands of pounds every week

e Government tried the idea n 1952, with the £5 Premium scheme in which it was sible to lose anything, in the run.

ll the bonds had been bought, rst prize at each of the annual ngs would have been £1,250. w bonds were in fact sold that 1,250 came down to a little 300.

Suva Rotary Club are having the same experience. They oted a lottery, with 5/- tickets £2,000 as first prize, for a y cause—a Suva Youth Centre reports say that they, too, nding it hard to sell all their s. The full prize money will, rse, be paid, but as a money- g scheme the lottery will t certainly be not as good e club had hoped.

explanation, or one of the ations, may well be the quite one that there are not h people in Fiji with £5 or spend on lotteries to make things the money-spinners ave been claimed to be.

Have Been Tatt's.

s not generally known that as nearly the home of another

Fiji Times told the story y. It said that the late J. Collins, father of the table Johnny, who is soon up the post of secretary of pra Board, was the promoter. ran race meetings in Suva he turn of the century, and rst monster "Consultation", 00,000 tickets, was to have n the Suva Cup.

e was apparently a tie-in Tatt's, and a Tattersall's was also to have been held e Suva Cup, while both ations intended to offer in a Melbourne Cup sweep. the 100,000 tickets from Fiji o be sold in New Zealand.

Mission pressure in both nd London brought Govern- ction, and the Fiji venture o an end before it started.

MAIL RATES GO UP

ostal rates, including airmail, n Western Samoa and New d have been increased by 25 nt. Airmail letters to NZ st 8d per half ounce. Other rates are unchanged.

A Minister Among the Coral Heads

MR. MATHISON BACK HOME WITH NEW IDEAS

It has happened many, many times in the last 50 years. Another Minister of the Crown, having made his first grand tour of the Islands, has returned with a lot of new knowledge, and eager theories for the betterment of Islands residents.

MR. J. MATHISON, new Islands Minister in the new NZ Government, got back home on May 21, after a 26 days' visit to West Samoa, Tokelaus, Cook Islands and Fiji. The Acting Secretary of the Department, Mr. J. M. McEwen was with him. He issued a long statement in which he said he "had come home with the facts and . . . more than a few Ministerial opinions, some of which may be wrong and unduly idealistic".

However, it seems likely that NZ's Islands Territories will—while Ministerial interest and enthusiasm last—get a good deal more attention than normally. Which is all to the good. It has happened many, many times before.

Obviously referring to criticsm of Cook Islands administration made by *Auckland Star*—one of the few New Zealand newspapers to show much interest in the Islands Territories—Mr. Mathison said:

The Picture in the Garden

"Let me say very firmly that I have seen little to justify that criticisim. That is not to say that everything in this particular garden is lovely, because it is not.

"But the administration is limited in its activities by the funds that Parliament is able to allot. There are many things the administration has long wished to improve—if it had the money."

Mr. Mathison did not say so—but that one sure way of getting money is through well-founded and well-documented press criticism, however unpopular that may be with the administration.

Detailing what he had seen, under the headings of health, agriculture and economic progress, and transport, Mr. Mathison listed projects to which the Government would devote attention.

"Efforts are being made, and will be accelerated if possible, to increase the degree of the Island Territories' contribution to their own maintenance and development", Mr. Mathison said. "But it is clear to me that NZ must expect for a long time yet to augment, by parliamentary approval, the expenditure the islanders' own income cannot yet hope to meet".

Ministerial Reef-Crawling

Islands Minister Mathison's flying-boat, from Samoa to Cook Islands, was late in setting down in Aitutaki's big picturesque lagoon; and officialdom's programme of Islands night entertainment was sadly disrupted.

The flying-boat landing, near a small islet, involves a choppy, six-miles launch voyage across the big lagoon to Aratunga village—part of it through shallows, with many coral heads and no properly-beaconed channel.

It is easy navigation in daylight, but far from easy on a falling tide in darkness.

The Minister and his party were able to accumulate some first-hand experience of "reef-crawling". For a time the launch was grounded on a coral head.

Meanwhile the cooks in charge of the official dinner of welcome at Aratunga were saying uncomplimentary things, as they strove to keep the feast hot, without overcooking it.

For Aitutaki's population, the big event was the dance at Araura school, which followed the feast, but at the end of a long and over-interesting day it is possible that the Ministerial party did not relish this event to the full.

Later in the tour, however, according to press despatches, both Minister and his secretary succumbed to the spell of that hot-tempo island dance music, and rose to shake a hip with the best of the locals—to the enjoyment of all present.

The Horrors of an Islands Tour

"I'd hate anyone to think this was a mere pleasure cruise", said Mr. Mathison to reporters when he got back to Auckland.

He said that it rained on 20 out of the 26 days of the tour; he visited 13 different islands in 19 days; was aground at night in an atoll lagoon; conferred with an island council leader at the Tokelaus while bobbing around on a platform lashed to two canoes; and every member of his party suffered from either bronchial or intestinal infections at some time during the trip. (See page 58).

HMNZS *Pukaki*, returning to Auckland from service off the Malden Island nuclear bombing range, made calls at Pukapuka, Nassau, Rakahanga, Manihiki, and Niue. The Nassau call was made to uplift the native radio operator and his equipment which had been out of operation for months. Stores were landed at Pukapuka, which had not had a supply ship for six months.

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Governor and Bankers

In Conference

Reducing Gap In Overseas Trading

FOR some time in the 1956-57 period, the income of the Colony of Fiji, derived from the sale overseas of sugar, copra, coconut oil, gold, manganese and bananas, was not enough to pay for the goods which Fiji was importing from abroad.

A year ago, the gap was many millions wide, to the embarrassment of the Government. It still is not closed; but it is much less, and apparently under control.

Meanwhile, there has been a lot of capital expenditure in Fiji, especially on new buildings. In this respect, the face of Suva has been much altered. This money could come from only two sources—namely, domestic savings, or loans from overseas. Both sources could dry up, if there is no overseas trading surplus.

The situation has had the Government bothered for some time.

During May, there were conferences in Suva between the Governor and high officials of three trading banks operating the Colony—New South Wales, Zealand and Australia and Zealand. They sought, prima means of reducing that gap overseas trading.

But, in a country like Fiji, t comes a point where the ban step out of the picture, and I it generally to the Administra This point probably has reached in Fiji.

Must Produce More

The Fiji population is growin an embarrassing rate. Ther only one way in which the econ can be kept balanced—namely, t must be more production, espec production of a kind which either pay for imports from o seas, or render such imports necessary.

Take, for example, beer. Hith all beer consumed in Fiji has from overseas. The money to for it must come eventually the sale, overseas, of Fiji's proc —in other words, from excha If it comes out of loans arra overseas, then the loans mus repaid, in the long run, ou the sales of Fijian produce. is all as simple as that.

But if the people of Fiji manufacture their own beer, w their own country, the econ aspect is changed. The beer m facturers in Fiji derive their re from goods and/or funds n available *within* the Colony, so Fiji beer does not call for over exchange.

Similarly, if Fiji can produce or dairy produce, or meat, or bu ing material, or anything requ in everyday life (consumer g in the words of the economist) need to import is correspondi reduced.

Those are the factors o national economy, reduced to simplest form. In the case of there is one important complica factor.

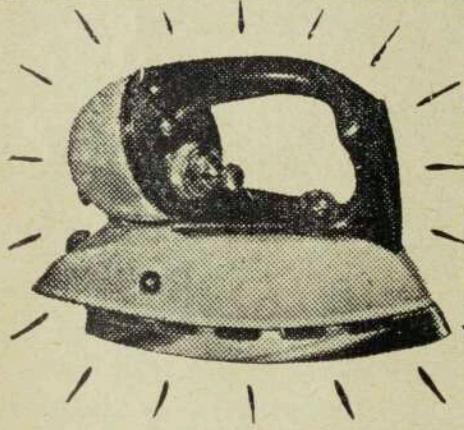
Australian Capital

Most of Fiji's major industr planting, sugar-milling, co milling, trading, shipping, mi banking, and so forth—were es lished with funds provided overseas. They came mostly Australia, and are represented the large corporations — tra planting, milling, banking, mi shipping, etc.—now operating Fiji.

The earnings from those in ments must, therefore, either sent overseas, as interest on m invested, or they must accumu in the Banks in Fiji, and further investment within Colony.

If they go out, overseas, exch for them must be found by sale of Fijian products over If they remain in Fiji—and

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n economic sense, is desirable—
suitable investments must be
d for them.

either event, the increasing
nd is for more production by
so that the needs of that
ly growing population can be
ded for.

at is the crux of the problems
dered by the Governor and the
ers, last month.

to a point, investments are
found for the profitable use
ji's savings.

els are being constructed—and
hotels mean more revenue
the tourist traffic. (It is just
fective to sell Tourism to
overseas, who bring their
into Fiji themselves, as it is
sugar or coconut oil to buyers
as, who send in their pay-
per medium of the banks).

rushing mill has been estab-
to add value to the coconut
ts before they leave the
y. A tobacco factory and a
y, operating in Fiji, tend to
the importations from over-
and correspondingly improve
onomy.

e Availability of Land

these developments, while
ant, do not solve the main
n. Fiji essentially is a
y of primary and not
ary industries. If there is to
eased revenue from overseas,
t be based on the sale to
s countries of Fiji's primary
ts—products of the land and
foodstuffs, raw materials,
ls, timber, marine products.

there we reach Fiji's Number
roblem—how to make more
vailable, and how to make
e use of the land, quickly
to take care of the in-
g population of Fijians,
, Europeans, Chinese, and
sians?

s there is speed in the attack
s problem, there could be
of social and political
(See article on Fiji Land,
re in this issue).

danger has been recognised,
attendant problems studied,
t years, by the now retiring
or of Fiji, Sir Ronald

he rate at which it is being
, by the British Colonial
is not in accord with the
urgency of the problem.

Government Sums Up

was the Government's
g-up of the Colony's
l position, made late in

Banks have, over the last
more, followed a policy of
over loans and advances.
has assisted in halting the
rapid rise in imports which had been the trend since 1954.

"Fortunately, the restriction has been in no way violent. As far as can be seen, it will not be necessary for it to reach an intensity that might cause serious repercussions in the economy.

"However, it must be expected to continue until the overseas positions of the trading banks relative to Fiji are again in balance. This can only be achieved by economies in the flow of imports and/or increases in the value of exports."

There is too much soothing-syrup in that summary—too much tropical *laissez-faire*. The Government official who wrote it has not taken a look, lately, at Fiji's vital statistics.

PEANUTS A NEW NATIVE CROP IN NG

Natives in the Sepik district of New Guinea now are producing hundreds of tons of peanuts a year, both for sale and for their own use.

Peanut-growing was introduced after World War II but until the last two or three years there had been little real expansion in it.

"One of the most pleasing features is the excellent techniques the natives are using now in growing, drying and curing their crops," reports the Agriculture Department.

Peanuts are a valuable crop for natives as they help solve the problem of a shortage of protein in their diet.

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48 JUNE, 1958—PACIFIC ISLANDS MONT

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Time For Fiji To Seek More Self Government

Some Comment by R. W. Robson on a New Governor and a New 'Speaker'

The well-known elected Member, Northwestern Division, the Fiji Legislative Council, Mr. H. Maurice Scott, has con- ıted to the request of the Governor that he should assume the eakership of the Legislative Council.

Speakership was created a w years ago, and the post was lled by the appointment of senior Fijian administrator, Sir Lala Sukuna.

Lala Sukuna retired in May, is 70th birthday (and died w weeks later, as reported here). Mr. Maurice Scott e grandfather, William Scott, father, the late Sir Henry Scott, were closely as- ed with the advisory bodies assisted the various Gov- s) now succeeds Sir Lala ıa.

t of us appreciate the com- nt paid Mr. Scott. But the of the appointment is not

gets an official it does not and the Colony loses from its few non-official members owledgeable and aggressive whom it ill can spare.

well-balanced man, with a knowledge of Council pro- es, could have filled the ership—if Speaker there must There seems no need for a er for a Council that is dom- completely by Official Mem- Before the Sukuna appoint- meetings were presided over s by the Governor or his y.)

of Maurice Scott's experience, edge and outlook will be d in Fiji public affairs in the future. The present political ion cannot be left alone much , without risk of disaster.

h Sir Ronald Garvey direct- ıe Colony's affairs, there was ve years justifiable hope that developments could be guided shaped towards a reasonable increasing measure of self- ıment.

utmoded Whitehall Rule

h the retirement of Sir Ronald y, and the appointment by ritish Colonial Office of a 51- old Governor who has never outside of West Africa, the y is back to the bad old days n-clad Whitehall rule—to a ı of outmoded colonialism, icated by the maudlin and ctical sentimentalism imposed since 1945 by a type of American politician.

Colonial Office rule served Fiji well, over many decades, while Fiji was growing up. But it will no longer be sufficient for Fiji's needs.

The failure of the Colonial Office to recognise this, and make provision for an examination of Fiji's administrative and judicial systems in the light of mid-20th Century needs, is the measure of the Colonial Office's present-day impotency.

Fiji citizens, including Mr. Scott, may not agree with these opinions.

But these conclusions have been formed by the writer as the result of 30 years' close scrutiny of all the administrative systems functioning in the South Pacific Territories. (Fiji is only one, in 14 or 15.)

Fiji's population now is approaching the half-million mark—it will be over 500,000 within 20 years. I believe that, unless the communities and the interests which now constitute Fiji soon are given a much larger voice in the government of Fiji—to help solve growing problems the existence of which seems to be unknown to the Colonial Office moguls—there will occur here a political explosion which will damage Fiji, and embarrass all Fiji's neighbours.

Interests Which Should Govern

Here are the interests which, in my opinion should have a responsible share—not merely an advisory voice—in the government of the Colony:

- The British Colonial Office, which has carried for nearly 90 years the whole administrative burden of lifting this large archipelago from the primitive conditions of 1870, to become a peaceful, well-ordered, highly Westernised and prosperous Colony.
- The Fijian community, which has been consistently loyal and helpful towards the British, and is now attacking the colossal task of changing its communal system of life, so that it may more efficiently meet modern conditions.
- The Indian community, which has contributed its labour and its loyalty to the establishment of the big Colony, and whose Fiji-born young men may now contribute professional and administrative skill to the future State.
- The European and part-European community, which may be expected to provide much of the leadership of the future State, and whose roots now are deeply set in the State's establishment.
- Australia, whose big planting, trading and banking corporations have contributed practically the whole of the capital, the know-how and the driving force which have established the Fiji economy.
- New Zealand, whose Governmental instrumentalities have assisted the British Colonial Office so much in the general task of administration.



Mr. Maurice Scott, who now becomes Speaker of the Fiji Legislative Council.

There, in my opinion, are the six main interests now responsible for the present Colony of Fiji. On the face of it, it is no longer possible to leave the responsibility for the future of Fiji in the hands of one interest only—that of the British Colonial Office.

How are we to bring together these widely-dispersed interests, so that they may jointly face up to the urgent task of providing Fiji with a government and a judicial system that will more adequately meet present-day conditions? I do not know.

But the problem is there, and it is growing; and it will not be solved or become less if we continue to turn a blind eye to it.

Need for a Convention

It is a task for experts—for men who have some knowledge of law, and especially constitutional law and practice; for men who have a deep personal knowledge of Fiji,

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of the conditions which have ed Fiji's present-day problems; men who have a regard for, understanding of, the outlook wishes of the two big com- ities in Fiji—the Fijians and Indians; for men who under- l the implications of the nal economic structure—that the importance of investment al and commercial manage- in the development of a new .

ere is need for a Convention senting all these interests, n will attack the task of plan- a suitable Constitution to meet nt-day needs. In such a Con- on, a man like Maurice Scott l be invaluable.

ere is need for someone, or institution, to display initiative manding or arranging such a ention. Obviously, the initiative d come from the British ial Office. There is not a sign —not even a sign that the need been recognised.

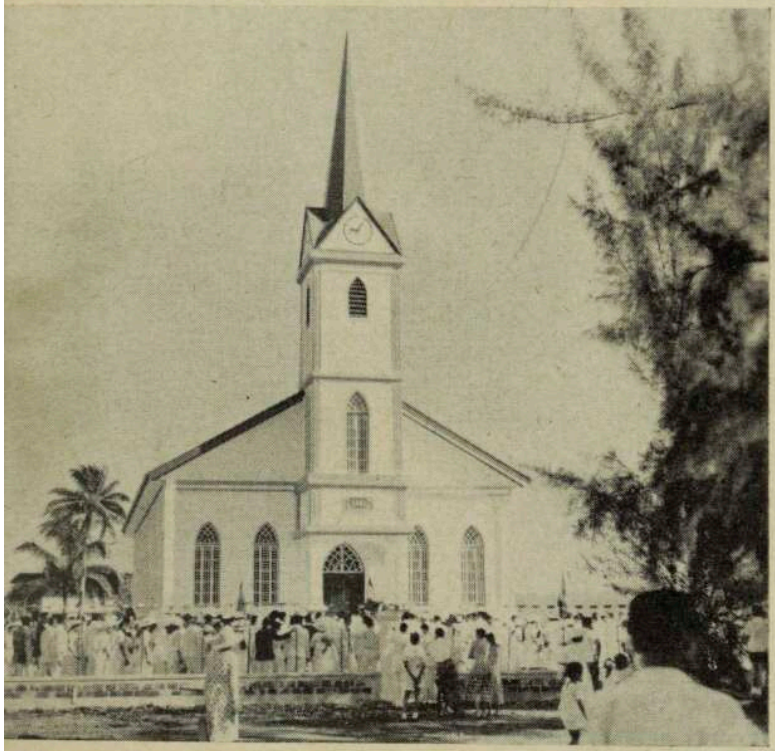
The circumstances surrounding the appointment of the new Governor shock us into this realisation.

Failing a movement from Whitehall, the initiative must come by way of a demand made by Fiji itself.

That should not be an irresponsible movement—it should be undertaken by Fiji's leading men, who understand all the implications. Again, in such a thing, the services of a man like Maurice Scott should be invaluable.

That is why, while we appreciate the compliment that has been paid to this notable third-generation Fiji-European, we deplore his removal, by way of the Speakership, from the active political life of the Colony.

Fiji always has had need of lively Councillors. She has a handful now —Europeans, Fijians and Indians— who are alert and ambitious in their outlook, but woefully small in numbers. She will have greater need of them in the early future.



Church by a Blue Lagoon

It looks rather like a cover from the "Saturday Evening Post", but this beautiful rch does not raise its lofty spire in Pennsylvania. It sits beside the lagoon in roa, Raiatea, French Oceania. Named the Protestant Temple Betela—which is the est the local people get to Bethel—it was opened on April 17, and replaces the church that was pulled down in 1955.

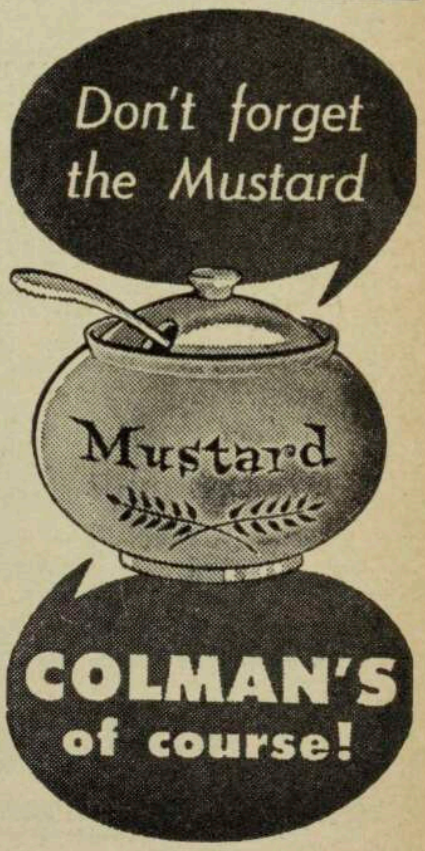
Charles Brown, Jr., who sent us this photograph, says that a two hour service owed the consecration service; and this was followed by a lunch for 2,000 guests.

The new church is contructed of cement blocks and floor tiles. It will seat r 800 people and the interior is beautiful with grooved pine ceiling; and altar and pit made from the ancient tamanu tree which grew in the churchyard.

The building was completed in 17 months by M. Marcel Mart, a Uturoa con- tor, and cost 2,000,000 Pacific francs—most of which was raised by the con- gation from the proceeds of bazaars, cake sales and entertainments.

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Don't Win an Island!

AVA-AVA ISLANDERS WERE 'JARRED' BY FIJI TABUS

From Notes Supplied by a Californian Correspondent

Fiji got some of the publicity it deserved when those two atives of Ava Ava Island, Kent Shelby and Douglas Howard, ot back home to California in late May; but the poor old British mpire (or Commonwealth) got some cracks it didn't merit.

spite of the fact that two illion Americans found us olerable during the Pacific War, newspapers insist on following same old line that down here are a lot of Colonel Blimps regularly wring a couple of e necks before breakfast.

Fiji was just looking for ole when it agreed to co-operate he Win-an-Island contest last —a contest in which Shelby lied the winning line of a rick that entitled him to a interest in the mud-sand-and-grove islet normally called alu, and kindly put at the osal of the competition's sors by the Fijian government.

art from the fact that it had the hallmarks of Hollywood which mixes with British rnments like oil and water, the of the affair could have been rately written a year ago when s first mooted.

Fijians or Indians live on alu (or Ava Ava), which gives ry good indication of its com-ial worth—yet someone seems ave allowed the winner to ve that something could be of it. In his off-moments, is still yammering about ens, fruit farms or tourists. ne who knows anything about the life primitive beneath a h of coconut trees would have ed this crazy idea with a barge pole.

w comes the pay off.

Never-Never Land

ji Taboos Jar Californians" the headline used by San cisco *Chronicle* when it inter-d Shelby and Howard on a on May 20.

's the never-never land," they Shelby saying.

nd that's just about the way eel about going back," agreed Howard.

d for why? It wasn't because were short of funds or had e tough. ". . . While other ngers in the dining salon of British vessel ate their breakfast rs and pretended not to hear", told all:

was the small number of Euro-s who ostracised us because we associated with Fijians," he said. "They wouldn't let us into their clubs. They wouldn't even let us work when we were broke and needed money."

Said Howard modestly—and you can put it in your beer and swill it, you stiff-necked Kai Vitis—"We made more friends amongst the islanders in a few weeks than the white colonials have in their whole lives there".

Most of the trouble was about Suva clubs. At first they were told they couldn't enter because they wore beards (Naval types please note); but even when they promised to shave these off they were barred. (Probably someone forget to tell them that barring non-members from clubs is an old British custom).

(Over)



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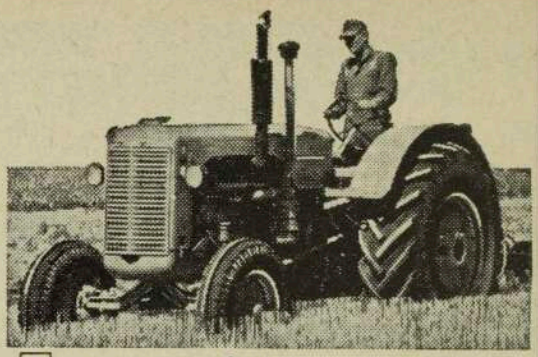
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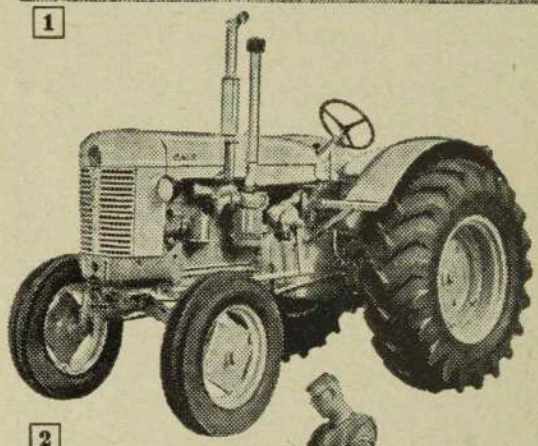
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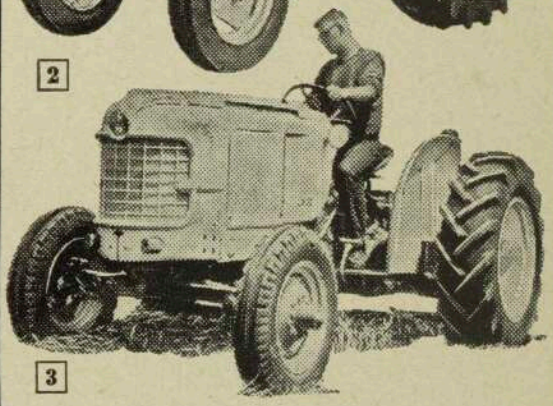
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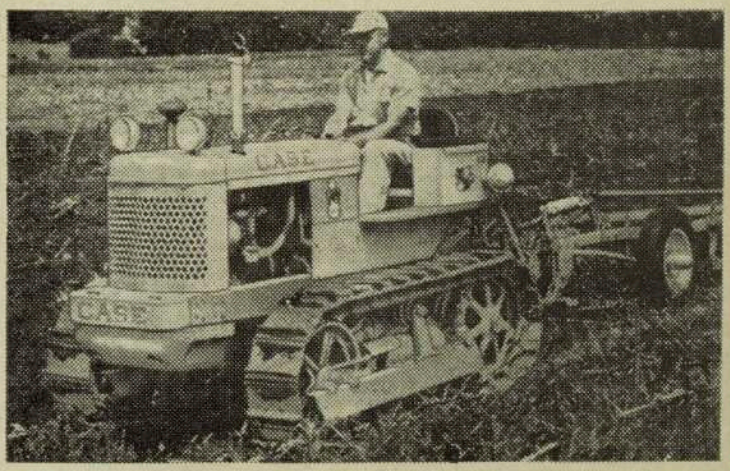
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Disillusioned

ıt disillusionment had begun
ı before the two young men had
California, outward bound. This
ırently was because Shelby's
had decided, like a sensible
ıan, that she didn't want any
of it and this had, in turn,
ed Metro-Goldwyn-Mayer to
ard the escapade as unsuitable
icity for their zany film, *The*
e Hut.
GM didn't come through at all,
ed Shelby.
st to be fair, the *Chronicle* re-
er interviewed a Fiji planter

IF YOU CAN'T WIN—BUY

f you can't win an island
ı can always buy one. Fiji
d one on offer in May. Ten
es, coconut palms, white coral
ıds, fabulous fishing, said the
vertisement. It's freehold, and
ms can be arranged.
Toberua is its name and it
just off shore from Kaba
int—that odd finger of land
ıt thrusts out from the SE
ner of Viti Levu. Derrick, in
standard geographical work
the Fiji Islands, describes
se islets off the east coast
fragments of soapstone that
ay be dismissed with brief
erence". And that he pro-
ds to do in relation to
berua. The reference consists
five words.

also happened to be on *Orsova*.
planter tried to explain how
s in the British colony:
e just can't have beachcombers
ıg the natives a bad example,"
ıid. "You have a similar situa-
over here, you know, in the
ıern States."
'd certainly like to meet that
ɔlanter.

Stony Broke

elby and Howard threw around
w credits, however: to the
ıc Area Travel Assn., the Fiji
ɔrs' Bureau and the Orient

ıen they got back home they
stony broke. They had,
another newspaper, to borrow
y from *Orsova* passengers to
ɔigarettes.
viously, they told reporters in
lulu they had taken $400 with
and had gone through the lot.
hundred dollars is roughly £200
ır money; about £25 per week
ach of the 7½ weeks they were
ji. They probably don't know
ıt there are plenty of "white
ials" raising families respect-
on that kind of dough.
at Fiji really thinks about the
ılous episode only Fiji knows.
who had most to do
it have refused to be drawn.

The *Fiji Times* latterly contented itself with two dignified items: One in April asking if anyone had a job that would tide the young men over until their ship sailed, and if so to contact the *Times* office. The other was this, from the Beachcomber column, on May 6:

People in Suva stared agog yesterday at two men who looked strangely like Americans, strutting around the city garbed in loud bula shirts, sulus, coloured waist sashes and of all things, armed with a war club.

To cap things off the two men wore thick moustaches and beards.

Their names? Kent Shelby and Douglas Howard.

Shelby, it will be remembered, was the winner of the "Win an Island" contest staged in the United States last year.

They left in the "Orsova" yesterday to return to California but before they sailed away from us they left a very nasty taste in a lot of mouths.

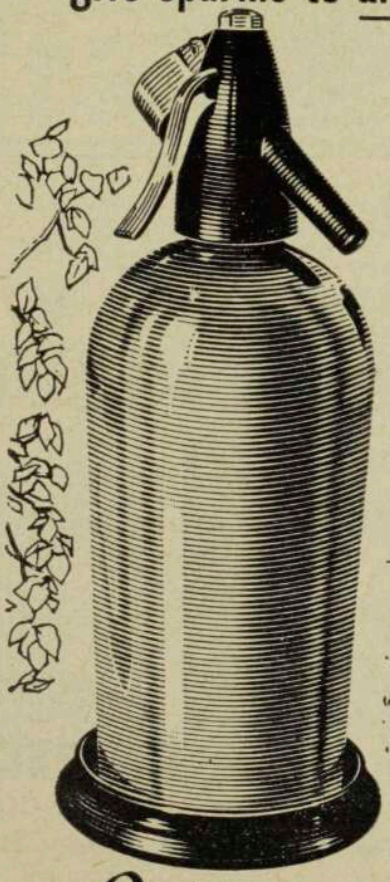
More than one resident was heard to comment that their behaviour recently in both Suva and Lautoka was no credit to either of them.

It is obvious that they leave our shores with a "chip on their shoulders" and it is also certain that Fiji is going to get a thorough lambasting through the Press when they get back to San Francisco.

It appears that if the Ava Ava Islanders didn't think much of Fiji, there are a couple of people in Fiji who don't think much of Messrs. Shelby and Howard, either.

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ey're on the Move

RST STEPS TOWARDS A COOK ISLANDS PEARLSHELL FARM

by Gordon Russell

For one hundred years or so the lagoons of Manihiki and Penrhyn have furnished pearls for milady; buttons for milord and handsome returns to Cook Islanders.

But there has never been a clear picture of what was the stock-in-hand position fifteen fathoms deep.

? last it would seem that this gamble with nature, lucky to date, is to be superseded by a e intelligent approach to the esting of a natural resource remains the best revenue- pro- r in the Cooks.

hen the inter-island schooner *e Maori* departed Rarotonga l 23 for the Northern Cooks, ting with post-hurricane season s, among the passengers were eries Officer Ron Powell, assis- Ioaba Marsters, and, lashed deck, numerous wooden con- nces having a distinct marine ur. But the story started 53 s ago.

Planting Sea Pastures

ay back in 1905 a biologist ed Crossland was appointed by Sudan Government to found an stry to cultivate the pearl r of the Red Sea.

r 17 years Crossland grappled the host of perils that beset life of *pinctada Margaritifera*, ered the collection of its spat, d ever-increasing quantities of re pearl oysters on a profitable , and recorded his success story anuscript form.

en fate played a hand. The of MOP slumped, the venture abandoned, and in due course land passed on. All that was was his M/S, which reached British Museum and lay there tten, it would seem, for over ars.

1956 this M/S came to the e of that Australian scientific the CSIRO and late the same Ron Powell and Ioaba Marsters chosen as the Cook Islands ates to the Fisheries Course ised by the South Pacific nission.

Disciples Meet

ile en route to Noumea a of delegates visited the O oceanographic centre at lla, near Sydney, and here the ian was helpful. Perhaps Mr. ll would like to see a rough of Crossland's work, in pro- of revision for publication by J. S. Hynd, Division of Fisheries and Oceanography?

Mr. Powell most certainly would.

On his return to Rarotonga, Mr. Powell, armed with a finished reprint, decided that Crossland's methods were practicable in the Cooks; that conditions in enclosed lagoons promised, in fact, to be more favourable to shell growth and marine husbandry than those encountered by Crossland in the strong currents and rough seas common to the open Red Sea waters.

Meanwhile Mr. David Trantor, a CSIRO marine biologist who had been working on techniques of pearl culture at Thursday Island, came to the same conclusion regarding the feasibility of Crossland's methods in Cook Island lagoons. Tranton was aware of Powell's work in transferring pearlshell from Manihiki to Rakahanga and Pukapuka through an article in the SPC *Bulletin*.

Powell was aware of Tranton's work through the Canberra produced *Fisheries Newsletter*.

They wrote to each other, independently, with Don Reid, of Island Territories, Wellington, on the liaison side. In such manner were two Crossland disciples united.

And now field work is underway at Manihiki; to establish the breeding season of CI pearl oysters; to trace the prospects of survival, per spat, per year; to find the local growth rate under organised conditions; to track the currents in the lagoon and locate areas of optimum growth; to decide what size of shell can be safely fished, and, ultimately, it is hoped, to promote a pearlshell farm in lagoon pastures.

A long term project this, with Crossland's noble efforts as a very helpful guide. On location Powell and Marsters will be aided and abetted by Don Bryan, senior Resident Agent in the Northern Cooks, who is stationed at Manihiki and very partial to marine work in any form.

Early Life of a Junior Oyster

But who would be a pearl oyster spat? From the day when Mum and Dad fulfilled their contract and Juniors in their thousands join the stream of plankton flowing past the old homestead, life is a grim affair.

Should an individual Junior survive the numberless plankton eaters, sooner or later the weight of his growing shell will waft him to greater depths—and his point of landing is critical. If it is on growing coral, the polyps will gobble him up; if the water is still, he'll be choked by silt; if the current is



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The first cocoa fermentary has been put into operation at Japen Island (north coast of Nertherlands New Guinea). It has a capacity of 12 tons of dry beans per week. The fermentary belongs to the Export Promotion Fund which was set up last December for the purpose of stimulating native agriculture. The fund has already built copra driers in other districts.

Photo shows natives removing the kernels from the pods for fermenting.

Photo: W. E. Tausent.

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strong, destroyed by moving s
If by a miracle the possie is
right, numerous shell-eating
will compete for his flesh;
should he achieve adolescence
spite of all, his growing brot
and sisters, elbowing for liv
room, will as likely smother
All this, and man, too. And m
depredations in remote atolls
not easy to control.
The native divers live for the
and have no long-term view
lagoon resources. The dealer's
look, too, is based entirely u
the period in which he is licer
to operate.
For long enough the CI prac
has been to close the Mani
lagoon to diving every second
or so, peremptorily at times w
the size of shell fished has
gested that mature stock is in s
supply. At Penrhyn, a mas
lagoon, it is customary to allot
portion for diving each year.
So far these rule-of-thumb
tems have worked, but all that
be said for certain is that t
lagoons are not yet worked out
is the case with a number of
Tuamotu atolls, an archipelago
rich in pearlshell resources.
The diving season in Fre
Polynesia is now restricted t
three-months period each year
it could be that this is a satis
tory answer that takes account
the breeding season.
We have been fishing in too m
waters too long with a song an
prayer. Much has been written
and around the romance and
venture of life in the pear
lagoons. It's time for a chapte
two on the scientific side.
By a little constructive ges
incidental to a major project,
SPC set in motion, or at least
celerated, a venture that will li
prove of inestimable value to
future economy of the Cooks.

UNTRAINED NZ STOMACH

The fact that every membe
his party suffered at one time
other from intestinal or bronc
troubles, during a tour in Polyne
was commented upon by the
Islands Minister (Mr. Mathison)
a press handout last month.
There is no connection, of cou
but the same handout remar
that the party, in its tour,
been presented at the Islands fe
with foods more or less strange
NZ palates, namely—chicken, su
ing pig, taro root, varo (sea ce
pede), unga (coconut crab), fa
(fish cooked in taro leaf with co
nut cream), ikamata (raw
pickled in lime juice), ariri, (sh
fish), remu (raw seaweed), y
kumara and breadfruit, p
(mashed banana cooked with
rowroot), takehi (pawpaw
mashed taro), as well as cocc
milk, watermelon, pawpaw, cust
apples, avocado pears, bananas
oranges.

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ond the Kubea

E DRAMA IN JACK DES' LAST JOURNEY

HEN I read an appeal in Column 8 of *The Sydney Morning Herald*, for a copy of late Jack Hides' *Beyond the bea* (1939), sought by film per- ality Chips Rafferty, I turned up copy of the book—and revived e memories.

his is an account of an expedi- up the Fly and Strickland ers of West Papua, by Jack es and Dave Lyall, to seek gold. y were financed by Investors , formed in Sydney for that pose by J. R. (now Sir James) Gregor and Brendon Dowling. March, 1937, they radio'd that had found a very rich gold- on the Upper Strickland. was commissioned by the Com- y to go to Port Moresby, get n out, and sew up the leases. I just that—but what a task it

hired a seaplane from Guinea ays; Aubrey Koch brought it from Lae to Moresby; and one morning in early April, 1939, flew off, somehow located and arked the prospectors, and got back to Moresby as the sun sinking.

e story of that plane journey issing from *Beyond the Kubea*. ould come in between chapters nd IV.

licitor J. I. Cromie and I had ree-days struggle against the ements of Moresby, before we ced them to apply for the ssary gold leases; and another gle to persuade them to return plane) to the Strickland. They happy, irresponsible, hospit- lads—great fellows to know, it was an experience I shall r forget.

August, Investors Ltd. sent an t from Sydney to investigate "dredging leases". He spent a time in the area (even now, ars later, it still is a difficult to reach) and he reported while gold was there, it was e and so thinly scattered that leases were worthless.

anwhile, Hides and Lyall, ed on northwards, up the ly-jungled southern slopes of central mountains, and across high limestone barrier, the a, that lies between Papua and Guinea—described by Hides other explorers as a region of dible savagery.

led by former Papuan native emen—there are one or two anding characters here—they through to the northern slopes. were out of supplies, and lly gazing down on inhabited, ul valleys, when Lyall became erously ill—the result of privations suffered on the Kubea.

Hides remained there for a time, frantically wirelessing for aerial help. His radio failed, and no plane came.

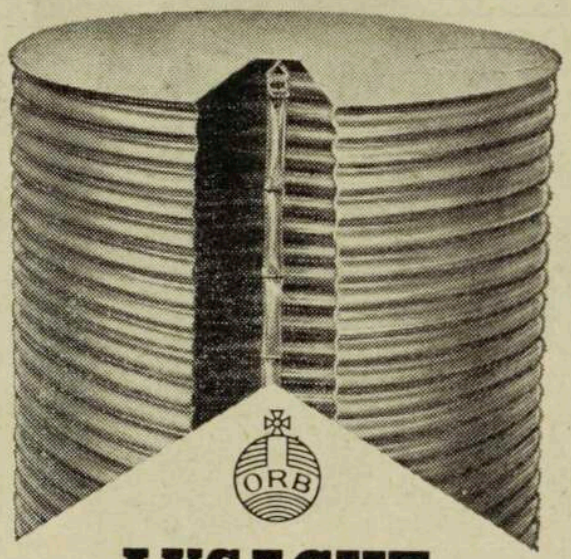
In desperation, he turned back, into one of the gorges through the Kubea, constructed rafts, and somehow they rode the torrents back down onto the quieter waters of the Fly.

Aided by native chiefs, they were going well—although Lyall was incapacitated and blind—when the Fly River tidal bore overwhelmed them. They were practically starving when an up-river planter rescued them.

Lyall died in Daru, and is buried there.

Jack Hides never really recovered —he died from pneumonia in Sydney, a few months later. A most lovable fellow. I encouraged him to write his first book *(Through Wildest Papua)*, edited his manuscript, found a London publisher for him—and presented him with a copy in 1935 when he returned from a long expedition. He was a natural writer, with a fine sense of drama — he produced three books after that. *Savages in Serge* went into two or three editions.

Could it be that Chips Rafferty is going to play the part of Jack Hides, explorer? I salute his perspicacity—he is the first to see the tremendous drama and tragedy in *Beyond the Kubea*—although Jack was 31 when he died, and Chips is just somewhat beyond that age.—*R. W. Robson.*



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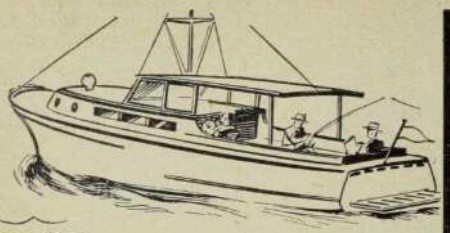
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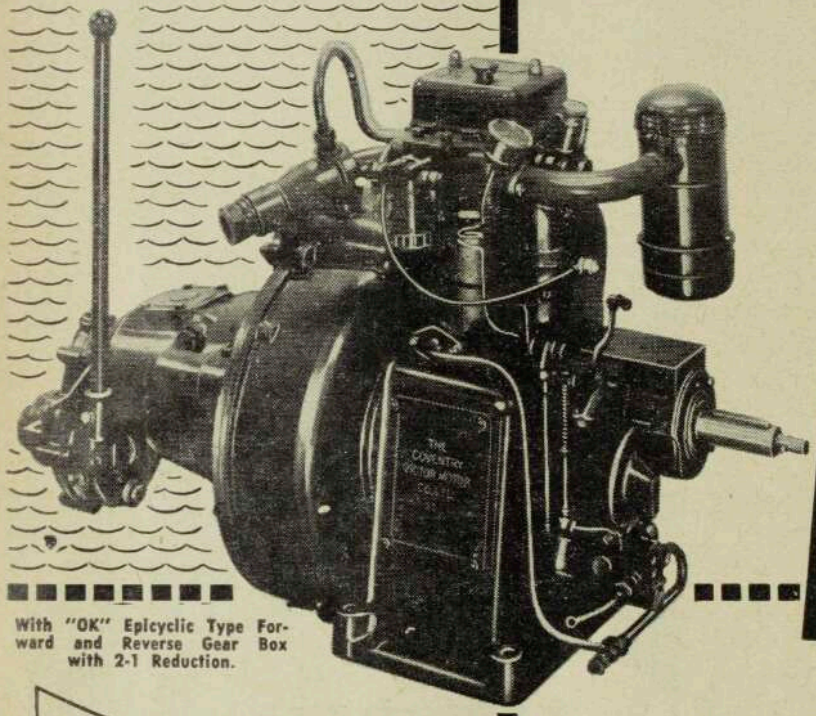
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in Mourning

SUKUNA, FAMOUS FIJIAN, LOVED BY ALL, DIES AT SEA

• *Although there had been warning in the reports of his grave ness—which developed at sea on the liner Arcadia, between ustralia and Colombo—the death of Ratu Sir Lala Sukuna, KCMG, BE, Medaille Militaire, on May 30, came as a profound shock to the olony of Fiji, and especially to the Fijian people.*
The whole Fijian Community went immediately into mourning.

LA SUKUNA will go down in history as the most famous Fijian of this century. He was able in three ways—first, because proved that a full-blooded an, in mental attainment and poise, can be the equal of the pean; second, because of his ities of statesmanship in plan- a future for the Fijian race; third, because of his lovable- as a man, and as a staunch d.

s outstanding service to Fiji given as the head of the De- ment responsible for Fijian ad- stration. There, he worked in harmony with a succession of sh Governors. His achieve- ts are seen in the Fiji Develop- Fund, the Native Land Trust d and the Fijian Affairs Board.

s influence among the Fiji le was immeasurable. To him much of the credit for the y relations maintained be- n the Fijian race and the sh Crown. His example, and ersonality, are reflected in the ade and influence of the ger Fijian leaders who now are ding in his footsteps. Without wise and tolerant and kindly tion of Sukuna, it could have a different picture.

He Was a Sick Man

became plain, ten years ago, Sir Lala Sukuna was tiring— had come upon him a little er than expected—and when Ronald Garvey became Gover- he planned an easier job for istinguished veteran. He moved om the directorship of Fijian s to the Speakership of the cil.

en he suffered a deep loss in eath of his well-known popu- ife, Lady Maraia.

fellow-Fijians, in an attempt vercome his apparent loneli- encouraged him to marry ; and, last year, he married a well-known in the Lau area, became Lady Liku.

, by 1957, it was plain that amous Fijian leader was not and, at his own wish, he was ed to resign all public offices s 70th birthday, in April.

May 13, with Lady Liku, he d in Sydney, after a harass-



The late Sir Lala Sukuna

ing air journey — plans has been dislocated by bad weather. Sydney friends were eager to give hospitality—but Sir Lala Sukuna would see none of them. It was evident that he was not his normal self. Within a fortnight, he was dead.

The body was taken from the liner at Bombay, and embalmed, for transport to and burial in Fiji, in a public funeral (which took place on June 11).

The plight of the young wife, Lady Liku—who had not previously been outside of Fiji—was distressing. However, the Indian Commissioner in Fiji, Mr. Bhasin, co-operated most helpfully with the Governor (Sir Ronald Garvey) so that the more painful duties attending Sir Lala's death at sea were attended to by British and Indian officials.

In their care, Lady Liku returned by air to Sydney where she was met by Mr. J. S. Thomson, of the Native Lands Commission, who accompanied her to Fiji.

Some Personal Memories

Josefa Lalabalavu Vanaaliali Sukuna was a member of a noble Fijian family, and he received his

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ly education from a private or. Then he went to Wanganui lege, in New Zealand, and on to ord.

e was an Oxford undergraduate n World War I came, and he rally wished to accompany most his fellow-students, who took missions in the armed services. the stuffed-shirtism of 1914 d not see a Fijian as a British er.

ala Sukuna went across the nnel, and joined France's ign Legion. He was wounded e than once in battle, and he awarded a French decoration.

en at that early age he was and tolerant, and showed no tment of the then "colour bar". day came when a grateful ain awarded him a highly ted distinction—the Knighthood t. Michael and St. George.

World War I, in World War II, he Malayan rebellion, the men Fiji rendered magnificent ser- to Britain; and leadership and ration were given them in all enterprises by their well- Ratu Sukuna.

old personal friend of Sir Sukuna, Mr. Len Usher, in the *Times* of May 31, in a tribute e Fijian leader, gives some ex- es of his humour and his sty. There was the famous oc- n when, travelling in United s, he found himself being sub- d to Jim Crow laws (negro gation).

e resorted to no violent pro- or bitter words", says Mr. r. "He simply donned a tur- and became a romantic Indian e, and as such was welcomed feted." What delight he took lling that story—that was the ure of his tolerance and his wit.

here can never be another na", says Usher. "We have not only the foremost Fijian his century, but a true and ous friend."

Buried in Lau

e body of Ratu Sukuna arrived ane in Fiji on June 5. The took place at Lakemba, in au Group, on June 11.

body was taken from Nadi va by road, with full military olice escort, and it made the stage of the journey, from to Lakemba, on the govern- ship, *Adi Maopa*.

ing the time that the body Lala lay in state at his home va, and at Lakemba, the onies reserved for Fijians of ighest rank, were performed. her communities joined with ijians, in paying tribute to leader.

ongst the many messages of thy received in Suva was one Queen Salote of Tonga.

Now The Police Are Feuding

SECTIONS of native workers in Papua can go a-feudin' just as easily as their more sophisticated brethren down South.

A native policeman, travelling in a Port Moresby bus, had an altercation with the driver. The driver put him off.

Next thing, a bus loaded with returning school-children (European) became involved in a fracas. Off-duty native police tried to board the bus—they said they wanted a word with a driver who had struck one of their colleagues.

Another policeman, on duty, on the bus, acted as peacemaker. He forcibly kept the aggressive off-duty men off the bus. The altercation was lively, but the driver was unscathed.

Reuter says high officialdom is "investigating".

Port Moresby, June 2: Sixteen native policemen were today acquitted of a charge of riotous behaviour. After a week-long trial, petty sessions magistrate, Mr. A. R. O'Driscoll, found not proved the charge that the policemen caused a riot when, on May 12, they gathered around a school bus and chased it towards town.

Mr. David Kay, secretary to Burns Philp (NH) Ltd., at Vila, New Hebrides, and Mrs. Kay, were on leave in NSW in May.



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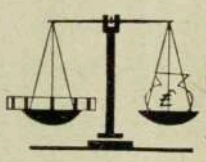


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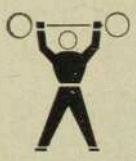
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ILDING A NEW NATION
NEW GUINEA

OME ADVICE ROM COLONEL 'LUE' ALLAN

From a NG Correspondent

Honours, greetings and good shes were showered upon lue" Allan (Colonel H. T. lan) when he returned to New inea on a brief visit in March, er a few years' absence from country to which he gave art from World War II) over years of his active life.

E was invited to officially open the Annual Congress of the P-NG branch of the ex-service-n's Association, held in Lae on rch 19-20; and he also formally ned the new club-house for the ive Ex-Servicemen's Association, Rabaul.

ccompanied by the Ex-Service-n's President, Mr. R. F. Bunting, made a call at most of the Trust ritory centres. Everywhere, he ountered old friends of his nting and mining and soldiering s.

s he entered Kavieng, he met group of natives; and three ng men suddenly stopped and ed at him.

"Masta Blue!" they shouted in chorus.

He recognised all three as former employees of his, on his plantation and on his sluicing claim at Wau (which he abandoned hurriedly in 1939 in order to join in the overseas argument with Mr. Hitler). Thus, there was a period of reminiscing, and inquiry after old friends, right there in a Kavieng thoroughfare.

Colonel Allan takes a keen interest in the future of Papua and New Guinea, and especially in the future of the natives. He has known the New Guineans under all sorts of conditions — he has employed them on plantations, in mining, on ships, and he has used them as trained soldiers under his command in the jungles.

He understands their mentality as well as any European can; and he has great confidence in their ability to adjust themselves to the demands of good citizenship in a Western world—if given a chance.

"Very Intelligent"

He says that they are generally a very intelligent and a very dependable people, intensely loyal to those who gain their trust and goodwill. There is good material here, for nation-building.

Conversely, if wrongly handled, by weak and inexperienced Europeans, they could be intractible and dangerous.

Everything is in the approach to these people, says Colonel Allan. More than most, they appreciate strength, with justice. Controlled

(Continued on page 67)

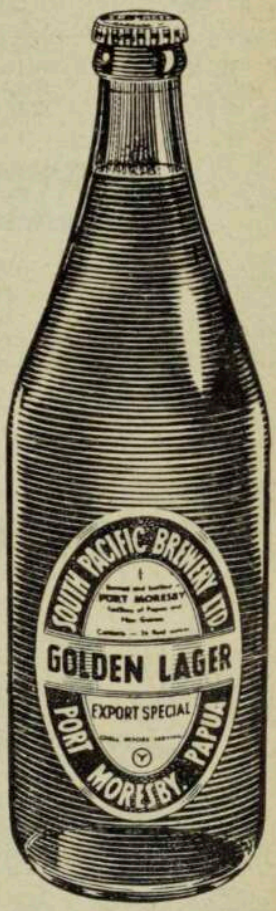


In this photograph, taken at the official opening of the Native Ex-Servicemen's Club-use in Rabaul, Colonel H. T. Allan is addressing the assembly of Europeans and new ineans.

In the background, partly obscured, are some well-known New Guinea people, includ-Major Don Barrett (who has taken a position of authority in the Pacific Islands giment), the District Commissioner (Mr. J. R. Foldi), Jerry Pentland, from the High-ds, and Mr. R. F. Bunting, from Lae.

Some of the leaders among the native ex-servicemen are on the right of the group— es of New Guineans warmly praised by Colonel Allan.

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nd directed by men who under-
and and like them, they can be
oulded effectively into a nation
iendly to Australia. Handled by
experienced people, or by people
ho have a superiority complex
er natives, they can cause a lot
trouble.

Colonel Allan formally opened
e new club-house built in Rabaul
r the Native Ex-Servicemen's
ranch of the P-NG Ex-Service-
en's Association.

He took the opportunity of em-
hasising, to New Guinean as well
European ex-servicemen, the
eat psychological importance of
ch an institution. These native
w Guineans were proud of their
rvice records, and of their formal
cognition by their European com-
des; and that spirit of loyalty
d co-operation should be de-
loped in civil as well as in mili-
y associations. He particularly
aised the work being done in ex-
nding the Boy Scout movement
ong young New Guineans.

ribute to a ioneer of Papua

At the time of the death of Mrs. K. Driver, details of her life re lacking. These have now been plied by a reader.

HE obituary of Mrs. H. K. Driver, in the *PIM* in December seems an inadequate recognition of a son whose connection with Papua s a long and meritorious one.

t the age of four, as Kate hony, she was taken by her ents, with other members of the nily, to start a new life in a ntry then practically unknown apua. Sudest Island was their tination, where her parents tled. Gold mining, trading, chus and pearl shell fishing were ong the many activities engaged by the Mahonys.

Mrs. Elizabeth Mahony, "Queen Sudest" is well remembered for pioneering work in Papua).

n 1904 Kate Mahony married Alfred George Leetch, manager John Clunn & Sons in Samarai, pua. They later purchased Hihila ntation in Milne Bay when Mr. tch had to retire from Clunn's ause of ill health.

When the youngest of the five tch children was only two, Mr. tch died, leaving his wife to ry on alone with the manage-nt of the plantation and trade-e.

here were many difficult periods, ticularly after World War I n copra prices slumped but Mrs. tch met these troubles with rage and determination.

er ministrations to the local ive population in sickness and ible were along the many kind-ses for which she was well known. Amongst the natives who worked for her she was loved and respected and some of them were with her for 20 years.

In 1924 she married Mr. Jame Hollaway Driver, a plantation owner. He managed his plantations and she continued to manage hers. They had one son, Mr. William Driver, now an Assistant District Officer at Lae, New Guinea.

Mrs. Driver was obliged to leave her plantation at short notice during World War II when the Japanese invasion threatened and she returned there for only one short visit, in 1955.

Mr. Driver died in 1948 and Mrs. Driver lived in Sydney until two months before her death—which occurred on November 30, 1957 at the home of her daughter Mrs Arthur Ezzy, in Queensland.

Mrs. Driver was survived by her three sons, Frederick and John Leetch and William Driver; by her two daughters Mollie and Frances and by her sisters, Mrs. E. M Owen-Turner and Sister Tagula Mahony, both of NSW.

Rarotonga appears to be an accepted recreation haunt for Christmas Island military "upper crust" A recent party which dropped in—in a Shackelton bomber of the RAF—included Air Commodore Roulston, Wing Commander Hinkley Commander Bruce, RN, Lt. Col White, Squadron Leader Lispino and 16 others.

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Coffee Too, is a Matter of Taste

NEW GUINEA PLANTERS BATTLE ON THE AUSTRALIAN FRONT

By a Staff Writer

• *The reaction of Australian merchants to New Guinea coffee is much the same as other Australian merchants to New Guinea cocoa: "Some of it's alright, but—" In an effort to find out what the buts were, "PIM" made a round of Sydney coffee merchants in May. We wanted to know how New Guinea coffee compared with other coffee; and what was its future in relation to Australia's requirements.*

ETTING this, what we con- sidered to be legitimate infor- mation, was like drawing teeth. ıe Australian coffee business is en more of a closed shop than e cocoa business. Some merchants used to be interviewed; others l so reluctantly and then refused be quoted.

"It's a touchy subject", they said. Why touchy? New Guinea ınters are growing coffee; they nt to sell it in its natural market Australia. Does Australia want w Guinea coffee? And if it does t, why not? It is as simple as ıt. Or so we thought.

But here are a few facts that did glean — and some conclu- ns:

Most merchants admit that there a prejudice against New Guinea fee in Australia. This seems to ve two reasons:

1) There has been some very erior coffee come from the Terri- y in the past — and it is still ning, particularly in the Robusta iety which is largely in the nds of native growers.

2) New Guinea coffee tastes ferently and is unacceptable to lates that have acquired their fee drinking habits elsewhere.

nto the latter category come the w Australians who are mainly ponsible for the boost in coffee sumption in Australia in latter rs. They prefer the bitter brews Europe—which most Australian tors thereto find not at all to ir taste.

The Matter of Taste

rowers who are sometimes dis- ssed because another Territory wer may get a few pence more lb for his coffee do not make per appreciation of the quality l grading aspects in purchasing, the merchants.

Vith the exception of a few types particular Mocha types) most bica coffees are used in blends. erefore price of each coffee will end on the characteristics of the ividual coffee.

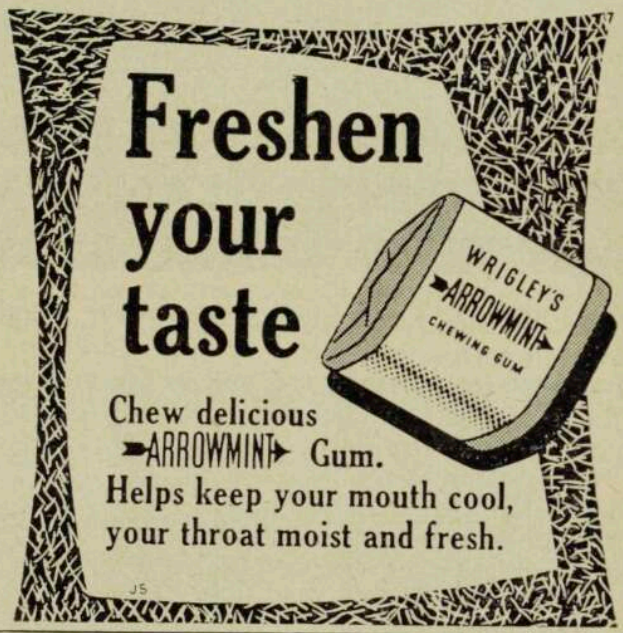
nfluences of climate and soil in growing areas have produced distinct varieties with charac- teristic appearances and flavours nd Nature has produced dif- ferent varieties of Arabica cof- fees.

ew Guinea Arabica is "nearly equal" to some African Arabicas but must be sold tied to world prices.

According to merchants, the in- crease in coffee consumption in Australia has been most marked in the sale of coffee blends for home percolators rather than in bottled essences and tinned soluble coffees.

The proposal made by New Guinea growers in April that a growers' co-operative be formed to pack coffee for direct retail sale in Australia through grocery chains is apparently not as simple as it sounds.

Blending the Arabicas is most important, and selling the NG Arabicas through chains may not bring the results hoped for, particu-





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rly as chain-stores follow the olicy of buying cheap and selling w.

New Guinea coffee at present njoys only a small proportion of ie Australian market. Coffees from ganda, Tanganyika and Kenya aving command of 60 per cent. of ie market.

Figures, based on Customs Dertment statistics for the year ded June, 1957, show that out of total 6,242 tons of coffee entering ustralia, New Guinea supplied 272 ns.

Kenya, Tanganyika and Uganda counted for 4,213.6 tons beween em; and other countries supplied nounts as follows: India, 150 tons; donesia, 368.6 tons; Aden and hiopia, 389.7 tons; and Brazil 6.3 tons.

There are two world coffee blocks African and Central / South nerican. It is not as easy therere to get a "world price" for coe as it is for other commodities, though what is going on in one ock naturally influences the price coffee in the other. Recently the nerican block has been advocatg witholding coffee to force up e price but this seems to have d little effect to date on the rican market.

Because of dollar restrictions, ustralia does not buy much South nerican coffee anyway, and when e did, did not get value for money cause of inflated prices being paid the USA for the Central Ameri- n product.

A Rude Word

During May coffee merchants bene even more sensitive about fee than usual, following publicity en by the Sydney *Sun* on the spectus of Goroka Coffee Holds Ltd.—and were reluctant to k at all about NG coffee, even a general way.

Overnight "coffee" had become a le word.

However, some information was thcoming from the following, med and unnamed:

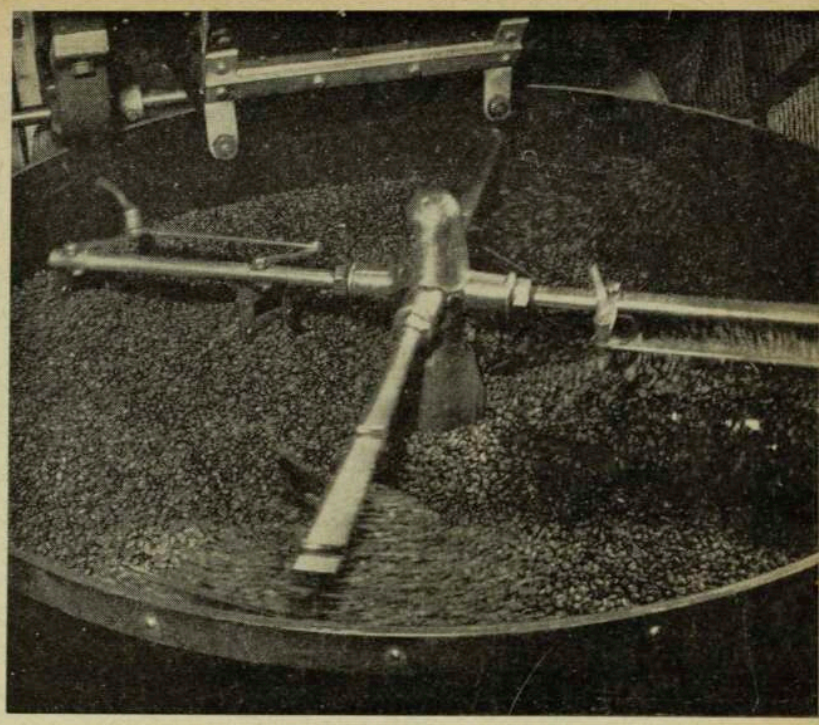
Mr. Scholfield (Griffiths Bros. d.) said NG produced "quite good fee" and there was no prejudice ainst the class of coffee but ainst the method of marketing.

Merchants in Australia were quite pared to buy it, provided it was d at a comparable world price.

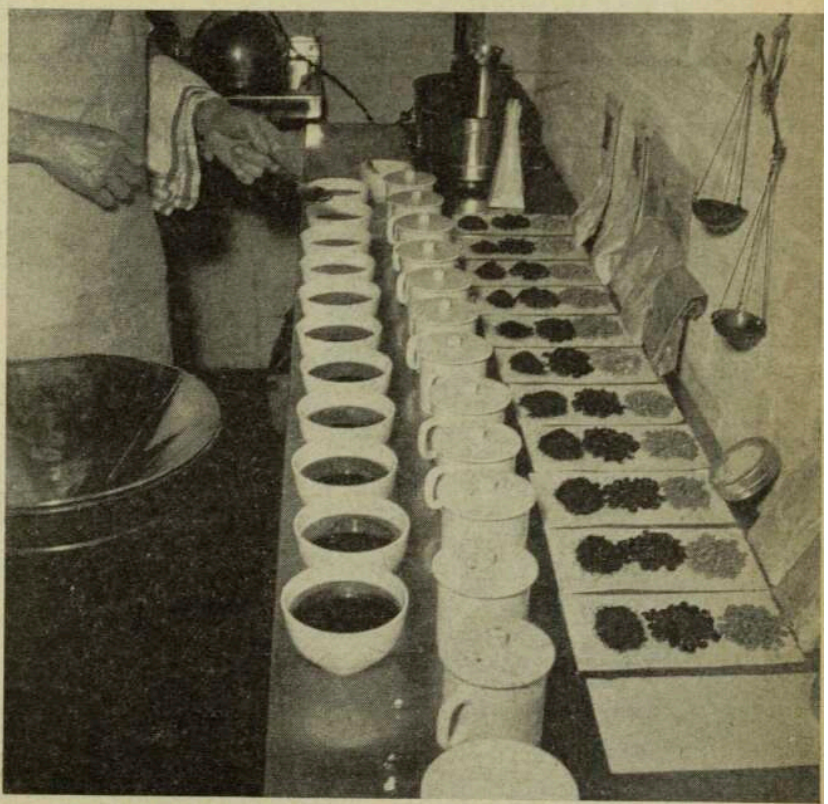
He said the growers in the Territory, however, had "inflated ideas about their coffee".

Mr. Scholfield added that he was prepared to make any more tements about the coffee because enever he had, in ninety-nine es out of a hundred, he was quoted.

According to Dr. G. Repin epins Pty. Ltd.) the processing d grading of NG coffee beans improved in recent years, and



Roasted coffee beans being cooled after roasting at Repins Pty., Ltd., Sydney. From the cooling pan the beans go through a process to remove stones, which occasionally appear in green coffee beans. This is the last process before blending.



This is test New Guinea coffee must pass. Here, coffee is being tested by an expert with samples of both green and roasted coffee beans and the ground coffee, for reference, behind the respective brews.

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ıith the greater confidence of mer-
hants the product of the Terri-
)ry was finding a rapidly expand-
ıg market.

"The influx of hundreds of thou-
ınds of New Australians to the
ommonwealth has meant a big
ıcrease in the coffee drinking
)pulation and, as well, many tea
ınkers have adopted the coffee
inking habit."

However, the great majority of
)uthern Europeans who have come
Australia have been accustomed
coffees of different origin, and
ıth characteristics different from
ose of the NG product.

"It is a matter of taste", said
. Repin. Those people used to
abian or Central American coffee
efer it, even if the coffee from
w Guinea is equally fine of its
)e.

Although some growers in NG
now producing Arabicas equal
those from Africa, the prejudice
ıich existed among some Aus-
ılian importers because of lower
ıde coffees once exported from
, has still to be overcome, he
d.

Australian growers in the Terri-
y should be encouraged, said Dr.
)in, but not in the manner sug-
ted by the delegation of growers
ently returned from the main-
d.

They suggested that Australian
rchants be forced to blend a
tain proportion of NG with all
ee).

Mocha coffee with, say, 10 per
t. NG blended into it, is, of
rse, no longer Mocha, said Dr.
)in.

Politicians Get NG Brew

Ir. Hoy (Hoy's Tea and Coffee
ducts) said that three years ago
had written to the Department
Territories suggesting that when
vernment contracts were ar-
ged for the supply of coffee, it
stipulated that the coffee must
a blend of at least 25 per cent.
Guinea coffee.

is suggestion was made to assist
NG industry but it was not
d upon.

owever, he does supply Parlia-
ıt House, Canberra, with coffee
ch does contain a large prop-
)n of New Guinea.

r. Hoy said that NG coffee was
ng in increasing quantities in
tralia.

comparison to the best Arabica
ı Africa, the Territory's coffee
"a bit mild", and was blended
other varieties.

e had no complaints about its
essing.

) one at Bushells Ltd. or Inglis
Ltd. (two other big coffee mer-
ıts) had anything to say for
ication when contacted.

veral other merchants refused to allow any statement on NG coffee to be attributed to them.

One of these merchants claimed that since the Indonesians took over control from the Dutch there had been a falling off in the quality of coffee exported from Indonesia, although prices had been maintained artificially through taxes etc., returned to growers.

Should natives take control of coffee plantations in Africa in the next 30 years, a similar situation could occur, thus making the NG plantations of great importance to Australia.

On these grounds, apart from those of sentiment, he thought Territory growers should be given consistent support.

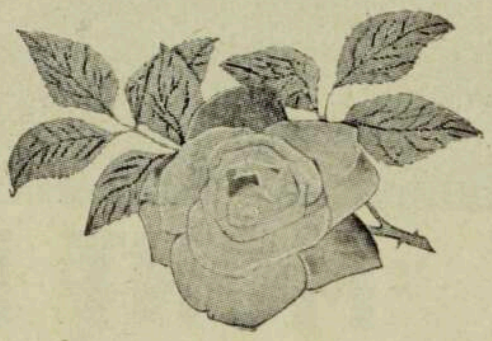
Another merchant claimed that "Dutch auction" tactics used by Territory growers during the time of severe import restrictions operating in Australia, had been unfair.

What's to do About it?

It is obvious from the foregoing that the problem is only half solved when the planter has obtained his land, planted his seedlings and waited the necessary half dozen years until his crop is coming in.

And that there is more in coffee drinking than grinding up a bean and adding hot water. As the merchants have shown, there is a great deal of technical know-how needed to produce the kind of blend that

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MONT BLANC CHOCREAM.
A delicious blend of milk and chocolate that may be used for iced drinks or as a topping for Ice Cream or desserts.

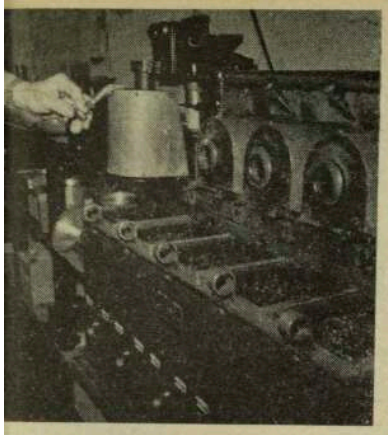
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Coffee samples being roasted in a sample ister at Repins Pty., Ltd., before testing determine suitability for blending. This often done before the coffee is bought.

ever looked the New Guinea scene over was brought in at the expense of the growers themselves.

It is obvious that merchants will not change their buying practices and "buy New Guinea" unless New Guinea has something to offer—and accordingly to the merchants all New Guinea has to offer is in the way of price. The present position is that all P-NG coffee can be sold but not always at the price planters want, or feel they should have—and what they think they should have is sometimes unreal, say merchants. P-NG planters want to fix the price, themselves, they complain.

There have been faults on both sides: some merchants are still sour because they say they were let down by some planters during the acute period of import restrictions when prices rose: verbal forward agreements they had with growers were repudiated by the latter when they could "do better".

Growers, on the other hand, regard merchants with suspicion—mostly because they can get little satisfaction from them as to where they stand in the overall picture.

Finally, whatever else has not been made clear by our survey of the New Guinea coffee market in Australia, it is abundantly clear that there is a great need of better relations between the growers and the people who market the finished product.

This is where the Department of Territories might bestir itself. A conference along the lines of the recent cocoa conference in Rabaul could be a start in the right direction.

ll appeal to Tom, Dick and Harry because ultimately it is all a atter of preference.

But many people have drunk w Guinea coffee, straight, without blending, and have found it od and there seems no reason y, with good-will on both sides, s matter of individual preference not be overcome to the point ere there is a ready market in stralia for all the *good* coffee NG produce. In one generation New stralians become Old Australians.

The idea of waiting 30 years until e Africans take over in Africa", suggested by the coffee merchant ove) is not going to appeal ch to present-day P-NG plans.

The first prejudice that growers ve to overcome is that of the rchants, because without their operation the general public will er find out whether it likes New inea coffee or not.

Help from the Australian government is a doubtful quantity—judged by the help other NG industries e got from that quarter. P-NG ee does receive some aid at sent—the 3d per pound duty t is charged on all imports of ee other than from Papua-New nea.

offee is not a "strategic material", but purchasing coffee out- Australia uses overseas funds. conserve them is supposed to be national duty (although it may wondered why, during the current import restrictions, the position has been so eased that there is an abundance of overseas ee offering to Australian merchants).

here is still room for improvement in a lot of Papua-New Guinea ee and in this field the P-NG inistration could help considerably. So far as we know, the only gnised coffee expert who has

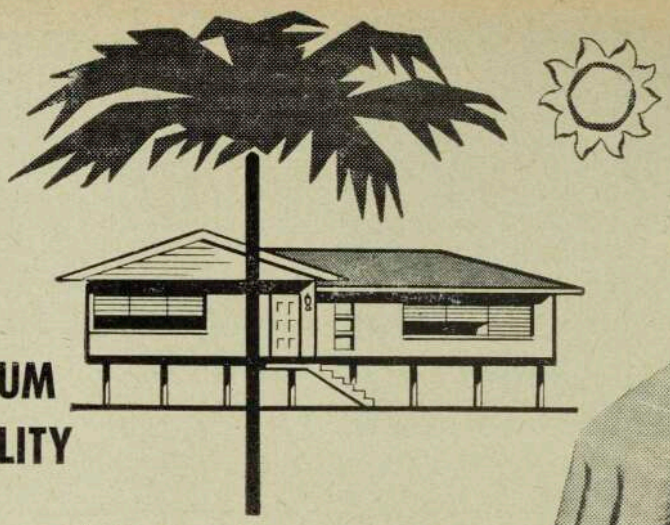
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Pacific Islands Monthly MAGAZINE SECTION

Tropicalities

HOW THE HEAD GOT INTO HOGSHEAD

SEARCHING for some data on Gilbert Islands early history, I came upon a story in an old ook, solemnly told by an early issionary.

This was in the bad old days hen Islands communities were led by their own chiefs, aided and betted by runaway Europeans.

George Murdoch was a sort of rime minister and general mana- er to notorious King Binoka, of bemama. A ship was wrecked on ne of those atolls and a party of astaways, in much distress, was ought to Murdoch.

Murdoch took one look at them, nd prescribed rum. He hastened to a goods shed, and disinterred small cask of rum. The battered nd famished sailors drank deeply, nd seemed much better.

King Binoka came along to ex- nine the new arrivals. When he w the rum cask, he seemed a ttle startled. Murdoch explained at the rum probably had saved me lives. Whereupon the king sat wn, and slapped his huge stomach, d bellowed with mighty laughter.

It appeared that, shortly before urdoch arrived in those atolls, an bemama trader had received an der for a dozen skulls (complete ads preferred) for a Sydney edical school. He approached noka. Binoka found a few skulls, d completed the order by be- ading six or seven of the less pular of his subjects. The heads, preservation and transport, were ced in a small keg of rum.

Sydney duly received and paid the heads. The trader there was uctant to waste all that good n. The Abemama trader had put an order for more rum. The dney trader tested the keg that d just arrived, decided it was OK, ped it up with fresh rum, and t it back to the Gilberts.

t duly reached the royal house- ld. But Binoka's entourage was spicious — it was placed in the k of the shed, out of sight and mory.

Picking up the story from His jesty, Murdoch repeated it to shipwrecked sailors.

About one third of them ap- ared very unhappy" reports the solemn missionary, "but they said nothing. But, such is the mastery of mind over matter, the remainder of the sailors became ill, and vomited very much".—*R.*

THE UNCOMPLICATED SAVAGE

THE simplest schemes of making money are always best. One native in Port Moresby thinks so, anyway.

This lad went into a bank, filled out a withdrawal slip for £6, then took it into a local shop and asked the girl behind the counter to cash his "cheque".

She did—and away he went six quid richer and no doubt believing that Cargo Cult was old-fashioned stuff.

THE KING AND THE CIRCUS HORSE

WELL do I remember the occasion on which the first circus visited Nukualofa, Tonga. Wirth's Circus I think it was, and the year about 1901. For days prior to the first showing, the Tongans worked furiously to make and sell copra to raise the wind for the great occasion.

The season opened with a command performance for King Tubou I, who was obviously fascinated with all the wonderful acts and animals, and before the show was over it



A big smile from a small girl. A photograph taken at Hanuabada near Port Moresby by German photographer Bernd Lohse.

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was quite clear that the King's heart was set on a magnificent white horse, for which he promptly made an offer to the circus manager.

The latter was very reluctant to sell, but finally, perhaps for diplomatic reasons, it was agreed that the horse would be handed over when the circus departed for home.

Great indeed was the King's pleasure when the noble animal was delivered to his pastures, and all the population of Tongatabu came to admire this handsome acquisition to the royal stable.

Then came the day of the annual opening of parliament and the occasion for the white gelding to head the team which drew the royal coach on these occasions.

It was clear that the King was greatly pleased with his purchase as the carriage moved out of the palace grounds and past the admiring crowds.

The Royal Progress nearing the *malae* of parliament building was almost over when the drawn up military band sounded a roll of drums and the first bars of the national anthem. It was routine procedure for the arrival of the King—and for the opening of the white gelding's circus act!

Until then, as he grazed on the King's pastures, the white gelding had merely seemed a better-than-average looking white horse. But at the first bars of the anthem he reverted to circus performer.

Up he went on his hind legs, higher, higher, until he was standing quite erect; then he began to advance again in a graceful waltz step—to the right—to the left—then a circle hampered by harness and carriage.

Momentarily dumbfounded, the populace roared when they realised that they were seeing again one of the principal acts of the circus.

King Tubou was perhaps the only one not completely delighted. Quickly he realised that, whoever else used this fine beast, His Majesty was the one man in Tonga who could never do so.

He alighted hastily from the carriage and continued the Progress on foot.—*JDW*.

CROSSQUIZ

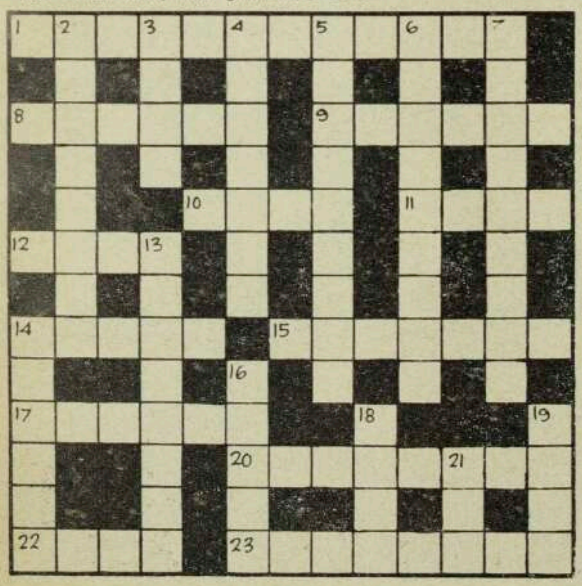
Solution on page 95.

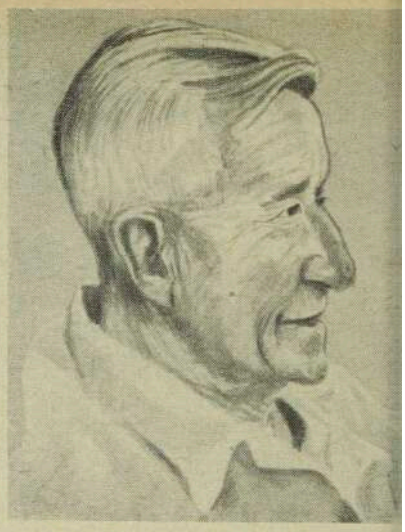
— ACROSS —

1.—In which book by Pearl Buck do the characters O-lan, Lotus and Cuckoo appear?
8.—What is the largest State in South America?
9.—What Asiatic plateau is called "the roof of the world"?
10.—What does a depilatory remove?
11.—What can you reasonably expect from nimbus clouds?
12.—What is combined with copper to form the alloy brass?
14.—What sign of the zodiac is represented by scales?
15.—What term, now generalised somewhat, originally only applied to a red, spotted handkerchief?
17.—In classical mythology, who was the goddess of the moon?
20.—What is the word book of an opera or musical called?
22.—From what is the Japanese drink, sake, made?
23.—What book by Edna Ferber was made into a highly successful musical?

— DOWN —

2.—In Japan, what is called the "happy despatch"?
3.—From what city in Syria did Samson take away the gates?
4.—Joan of Arc was known as the "Maid of ————"?
5.—What is the name of the day set aside for the celebration of Queen Victoria's birthday?
6.—Who did the painting "Lesson in Anatomy"?
7.—What is a violent tropical storm called in the West Indies?
13.—Who wrote "How to Win Friends and Influence People"?
14.—Who was the founder of antiseptic surgery?
16.—Who was the author of "The History of Mr. Polly"?
18.—What is the first stomach of a fowl called?
19.—What is the term for the water-filled trench that usually surrounds a castle?
21.—How many years lapse between the flowerings of a biennial?





50 *Years and Still at Sea*

CAPTAIN CHARLIE BIGNELL, maste of the MV "Kokoda" in New Guine waters, has been at sea and in th islands for a vast number of years. H was born at Dungog, NSW, in 1892, an 12 years later, finding deep-sea sailin ships more interesting than schoo shipped away as a cabin boy, in th barque "Galgate", for South America.

During the 52 days passage Charli tired of monotony of life under sai so shipped in the SS "Santiago" tradin along the western coasts of the America as far as San Francisco.

Valparaiso, European ports, Unite Kingdom across the Atlantic, around th Cape, took up three years.

He returned to Australia a seasone seaman in 1907. He was 15.

In that year trade started to ope up rapidly in the S.W. Pacific. Charli sailed in the SS "Moresby" under Captai Bayldon for the New Hebrides and th Solomons, where Charlie got a job o Gozoruru Plantation.

The previous overseer on Gozoruru ha been murdered by Malaitamen; and s had the man in charge of their recruitin schooner "Minota", which Charlie too over and ran for a few months.

Then he bought a small ship of h own, a 24-foot whaler built by th Buffett's. With this he set up as a trade on Beki Islet, in Sandfly Passage, whe he dealt in copra and ivory-nuts. Ne he bought a half-decked cutter, and the the 15-ton "Newfoundland" from Leve This ship cost him £75, including store At this time ivory-nuts brought £11 ton, and blacklip shell £80 a ton. I time he was able to have a schooner buil for himself in Sydney. This was 55 fe long, and was shipped to Tulagi on th deck of the "Moresby". The hull coo £208, and the engine, fitted at Tulag another £30. She was named "Raja later becoming the "Mendana" unde different owners (and she is still aflo in the Solomons).

Charlie started a plantation in his spa time at a place called Fulakora on th east coast of Ysabel. In 1914 he marrie an attractive young tourist nam Kathleen Freeman, and they shifted hou from the Sandfly Pass to Fulakora, whi Charlie graduated to the ketch "Valere

During the 1920's and 1930's the Bigne built up their plantation into a shov place. Charlie continued to trade arou

(Continued on page 95)

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Once a King on Maron

Heinrich Rudolph Wahlen

Expects to Live

To be One Hundred

There was a bright and happy celebration in Hamburg on June 5. The name of "New Guinea" was prominent. Relations and old friends had assembled in Bebelallee, in the residential quarter, to acclaim the 85th birthday of the guest of honour.



H. R. Wahlen, in 1955.

THE guest of honour was Heinrich Rudolph Wahlen, a picturesque figure in German New Guinea from 1895 until 1914.

"I feel as fit as a man of thirty", wrote the veteran, to the *PIM*, on May 5. "I am sure I will retain my health until I am 100. I hope to visit Australia once more. I send my greetings to Sunny Australia."

Mr. Wahlen was born in Hanover. He was trained in a Hamburg merchant firm which traded with the Cameroons, and arrived in New Guinea in 1895, as a 22-years-old member of the staff of Hernsheim & Co., of Matupi, in New Britain (then Neu Pommern). From 1896 until 1902 he was sub-manager.

The North-Western Islands

In 1900, Mr. Wahlen travelled in an Australian steamer, with his general manager, to the North-Western Islands—a series of small and small archipelagoes, lying generally westwards of the Admiralty Islands (Manus), north of the New Guinea mainland, and populated mainly by a Micronesian type of natives. Hernsheims had a series of trading stations there.

The young Wahlen was impressed by what he saw—he said he would like to get possession of these islands. Hernsheims were agreeable and introduced him to the German Colonial Office. The latter said he could have about 100 islands, on condition that he planted them with coconuts.

The then German Governor—the famous Dr. Hahl—suggested that Wahlen purchase the islands from the Government. This was done with easy task. The Government had sold the islands to Mr. Wahlen—and at the same time transferred to him a monopoly fishing licence over the area, with a tenure of 30 years.

That was how Heinrich Rudolph Wahlen entered into his kingdom. He settled on Maron, in the Hermit Group, at the end of 1902, and built for himself a residence, "Wahlenburg", which became famous.

He got on well with the natives, and they helped him in his task of planting the numerous islands with coconuts. These islanders were light in colour, amiable and intelligent. Wahlen brought in the darker, stronger natives from New Britain and Buka to do the heavy work.

He planted hundreds of thousands of palms and established many plantations.

He maintained a large staff of servants at Wahlenburg—a proportion of them being young women famous for their good looks—and he lived like a prince of the blood royal.

The fishing licence did not seem valuable—the reefs had been fished bare by the Hernsheim people—and there was nothing left but masses of trochus shell.

Button Fortune

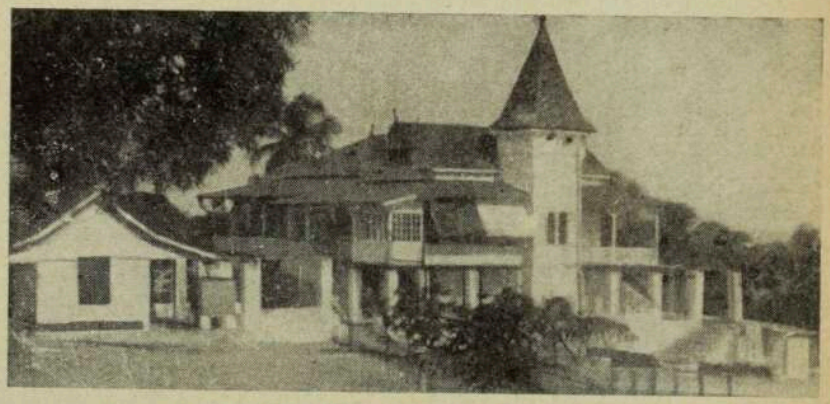
But Wahlen's luck was in.

Button manufacturers had developed machines for cutting buttons out of trochus, and soon Wahlen was shipping the shell in quantity to Europe and Japan. He organised both supply and distribution, and made a big fortune. He ploughed back much of his large trochus profits, to develop his coconut plantations.

In 1910, Mr. Wahlen bought the well-known old firm of E. E. Forsayth and Co. This had been established many years before by Mrs. Emma E. Forsayth — better known as "Queen Emma". She had been joined in the business by her son, Jonas M. Coe Forsayth, who was a successful manager. She was now Mrs. Paul Kolbe, and spent most of her time abroad. She was a sufferer from diabetes. Mr. J. C. M. Forsayth wished to retire to Australia.

Mr. Wahlen went to Germany,

(Continued on page 95)



This photograph of "Wahlenburg" was taken by Jim Shortall when he visited Maron on the old "Coombah" in 1937. It was then in a pretty fair state of preservation, although getting along towards middle age, for a house in New Guinea. It appeared to have changed little from the time that a photograph of it had appeared in the Third Catalogue of Expropriated New Guinea Properties, in 1927. In the catalogue, in prosaic official language it was referred to as a "Two storeyed bungalow", and in these terms:

"85 ft. x 47 ft., on concrete foundations, with galvanised iron roof.

"First storey concrete throughout, containing 3 bedrooms, store-room, spare room, pantry, ironing room.

"Upper storey of wood, with 12 ft. verandah each side, 15 ft. porch in front, casement doors and windows throughout. Contains large dining room, 1 bedroom, office.

"Cement bathroom, connected with 200-gallon tank in tower, and water connections to bedrooms. Kitchen, 23 ft. x 22 ft., sawn timber and galvanised iron, attached."

(Now turn to page 95)

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A Round Trip Cost £47:

THERE WAS HISTORY IN THESE OLD PACIFIC SHIPS

Written for Pacific Islands Monthly by "Supercargo"

I was very interested in "Toagoba's" references to the pioneering work done for Australian trade among the South Pacific Islands by that outstanding patriot, James Burns, founder of Burns Philp & Co. Ltd. As the decades pass, and the commercial and strategic value to Australia of those Islands is more clearly seen, the service which James Burns rendered to "the Britain of the South" perhaps will be more widely acknowledged.

IT is over 40 years since I left the service of the great pioneering firm. I saw some of the pioneering work done and, since then, I have seen the results of it.

There have been those who have said more or less jokingly, that the letters "BP's" stood for "Bloody Pirates". I firmly believe that they more fittingly could be taken to mean "Blessed Philanthropists"—and I personally saw many examples of their energy, enterprise and philanthropy, a half-century ago, when our world was young.

It is unfortunate that three vessels, which played an important part in that pioneering work, were omitted from "Toagoba's" list. They were the schooner *Ivanhoe* and the steamers *Ysabel* and *Titus*. The *Mambare* should also be mentioned, although she made only 13 voyages to the New Hebrides, being wrecked on the fourteenth voyage.

In 75 years Burns Philp have been under three roofs.

From April, 1883, to April 18, 1885, their office was at No. 10, Macquarie Place. From April, 1885, to 1919, they were at No. 10 Bridge Street. Different departments were moved, from time to time, as space became available, to 7-9 Bridge Street. The final exodus took place after the North German Lloyd were closed up in the 1914-18 war, and when the Queensland Insurance Co. moved to the corner of Bridge and Pitt Streets.

But it was not until 1919 that Colonel Burns, P. G. Black and Lewis Armstrong moved across to 7-9 Bridge Street.

Within three months of opening up in Sydney, BP secured the agency of the Queensland Steam Shipping Co. Ltd., and the first steamer to their agency was the *Corea*, Captain James Lowrie. She was advertised to run from Sydney to Brisbane, Keppel Bay, Rockhampton (passengers only) Mackay, Bowen, Townsville, Port Douglas, Cooktown, Somerset and Thursday Is.

They were also, in 1883, chartering schooners, barquentines and, in fact, anything that would sail, to take coal to North Queensland ports and bring cargoes of sugar back to Sydney.

First NG Service

Their first connection with New Guinea, from Sydney, was in August, 1883, when they advertised: "Passengers and cargo can now be booked through from Sydney to Port Moresby, New Guinea, transshipping from the steamers of Queensland SS Co. at Thursday Island to the schooner-yacht *Elsea*".

In 1884, it might be said, they first entered the tourist business, for in February of that year they advertised:

NEW GUINEA Excursion Trip

The "Elsea" will sail from Thursday Island about March 10 on an EXCURSION TRIP to NEW GUINEA, when the following places will be visited: Darnley Island, Yule Island, Hall Sound, Port Moresby, Hula, Kerepuna and Aroma, returning to Thursday Island via Port Moresby.

The trip will occupy about 5 weeks, and the route chosen embraces about 250 miles of the most picturesque portions of the coast of New Guinea.

A short stay will be made at each of the above places, weather permitting.

FARES: From Thursday Island, the round trip and back £25; from Sydney, the 2 months' trip, £47/10/-.

In November, 1884, Burns Philp advertised that the SS *Victoria* would take the place of the schooner-yacht *Elsea* on the Thursday Island-New Guinea run.

When the Dutch Paid

In 1887, Burns Philp entered the whaling business. They purchased the barque *Costa Rica Packet* and put Captain Carpenter (father of the late Sir Walter Carpenter) in charge of her.

Many pages could be written about this craft, for it was the cause of the first International law case that Australia (or, rather New South Wales) had.

It was a claim against the Dutch Government, for the seizure of the vessel and the imprisonment of the Captain, which occurred in 1891 and which was not settled until 1897, when the Captain was awarded £3,150, officers and crew £1,600 owners £3,800, plus interest for all damages, at the rate of five per cent. per annum from November 2 1891.

The above sums, together with the cost of arbitration, fixed at £250, were paid by the Netherlands Government.

It was in 1887 that Burns Philp first became connected with the New Hebrides, when the AUSN Co (for which BP were agents) put on the *SS Fijian;* and in 1888 the *Gunga* started a regular monthly service to Noumea, Aneityum and Havannah Harbour (in the New Hebrides) thence to Suva and Levuka; for which service the Government paid a subsidy of £1,200 per annum.

It is not generally realised that the little ships of Burns Philp driving out of Sydney and out of the Queensland ports, with the energy of founder James Burns behind them, were fighting for trade in New Guinea before the German annexed the northeast corner; i

I have tried to keep my reminiscences to the South Seas vessels, in the period before World War I. Space and time do not permit the inclusion of the old Supercargoes of the Henderson Macfarlane and Pacific Islands Company days—such as Ben Hird, who was buried on Funafuti, in the Ellice Islands.

Ben was a legend. He had a big black beard, and he very often went ashore smoking a pipe which had attached a very thin rubber tube. One end of this would be in his mouth. The tube then went through his beard, under his singlet and down the seam in the seat of his pants.

The natives of the Line Islands thought he really was wonderful, because he could make smoke come out of his rear.

Then there was poor old "Ding Dong" Bell, whose latter days were spent with Lever Bros. He walked off the "Kulambangra" in his sleep, at Savo, in the Solomons. Just as a boat was about to pull him out of the water, a shark got him.

Jim Mortison was another of the old ones. "Brickie" Danvers, who was blinded in New Guinea, was another.

There was another, whose name I cannot recall, who finished up at Suwarrow. He sat on a keg of gunpowder, smoking. It was thought he must have knocked his pipe out on the side of the keg for, when the noise had ceased and the smoke blown away, nothing much was found of him.

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e Solomons long before the Brit-
i took over, and while the Ger-
ins still claimed that archipelago;
the New Hebrides long before
e conflicting claims of Britain
d France were compromised in
e Condominium; and in the Gil-
t and Ellice Islands while that
a still was a No-mans-land.

Coal to Noumea

n 1889, BP had two steamers,
Hesketh and the *Mount Kembla*,
rtered, running coal to Noumea
d returning with cargoes of
ome ore.

n 1890, the *Truganini* was run-
an inter-island service in the
v Hebrides, calling at 18 ports,
nshipping to the AUSN steamers
Aneityum, on their way from
to Sydney.

t is interesting to note that Cap-
n Davis, of *HMS Royalist*, hoisted
British flag at Butaritari, Gil-
t Islands, on May 27, 1892; then
oceeded to Jaluit, Marshall Islands, to notify the Germans that he had done so.

The Ellice Islands were taken under British protection in 1886. Later, the Gilberts and Ellice were joined under one protectorate and, very much later, became a Colony.

In January, 1887, some years after they had annexed northeast New Guinea, the Germans formally notified the British Secretary of State that they had acquired sovereignty over the Solomon Islands, and that the sale of arms and liquor to the natives was prohibited. However, that information from the Germans did not stop the British flag being hoisted in the Solomons in June, 1893, by *HMS Curacoa*.

In 1893, the Australian New Hebrides Company started running steamers to the New Hebrides. That Company was subsequently bought by BP, about 1900.

In 1895, the *Kurrara*, 386 tons, made a trip to the Solomons under charter to BP.

In February of that year, BP ran the *Rob Roy*, 400 tons, Captain D. Reid, to the New Hebrides; and the *Katoomba* made several trips to Aneityum, Tanna, Erromanga and Vila.

When Britain Helped Australia

Twice, Great Britain—all-powerful prior to World War I—came to the aid of Australia in the Pacific when the high officials of other, and jealous, nations tried to hunt the traders of the Australian Burns Philp firm out of certain coveted territories.

One was the incident of the *Costa Rica Packet*, described above.

The second incident was part of the history of the steamer *Ysabel*, 524 tons, which was purchased from the German New Guinea Co. in 1896, and which ran for a time in various services before, in 1899, she was put into the Cooktown-New Guinea run.

On her first trip on this run, the *Ysabel* broke her tailshaft the day after leaving Cooktown, and *The*

(Continued on page 97)

pril Showers . . .







In Fiji this year they didn't bring forth Spring flowers but umbrellas and curses.

The month's score at one spot in the Wainibuka Valley was 63.51 inches of rain—17 of them in one day.

By comparison Suva had a drought. Just the bare 41.88 inches.

April is at the end of the wet season in Fiji and usually not unduly damp. This year Suva had a drought all through the wet season—and then at the end got one-third of the average year's supply of rain in one month.

Road and air travel was disrupted. Our photographs show the air terminal building at Nausori, surrounded by floods from the Rewa River; and a Fiji Airways plane on a diminishing area of dry airstrip, also at Nausori. Plane services were cancelled for several days.

Lower left photo shows all that was left of the Dobuilevu Bridge, on the King's Road, after flood waters had ripped out decking and steel girders.

Photos: Rob Wright, of Fiji PRO.

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Close-up of the memorial tablet with its inscription in English and Cook Island Maori. The concrete and cement work was carried out by members of the Boys' Brigade. Part of the stone, which stands three feet high, can be seen to right and behind tablet.

Rarotonga's Rock of Ages Is Now Tagged and Preserved

By W. H. PERCIVAL

FOR more than half a century, a weathered basaltic rock some three feet high, has stood in the grounds of the London Missionary Society's church at Avarua, Rarotonga.

To the casual passer-by this block of volcanic stone meant little or nothing—yet it is associated with an event of great social and historical importance to the Cook Islands.

Recently, members of the church provided a concrete base and memorial tablet for the "Stone of Origin"—its local name. The inscription reads—"On this stone Papeiha first preached the Christian message in Rarotonga in 1823".

Papeiha was a young and ardent Tahitian convert to Christianity. He sailed from Aitutaki in 1823, on board a missionary ship that was endeavouring to discover the island of Rarotonga, and introduce Christianity to its cannibalistic inhabitants.

Also on board were Tapaeru, a Rarotongan member of a chieftain's family, and her friends, all of whom had been abducted from Rarotonga in 1814 by Captain Goodenough of the brig, *Cumberland*.

Goodenough was the first European to discover and land at Rarotonga. It is on record that the *Bounty* visited Rarotonga in 1788 or 1789 while under the control of the mutineers. The crew had contented themselves with bartering for food from the ship, and did not attempt to land.

Goodenough's stay at Rarotonga was marked with violence and bloodshed. He collected a cargo of "dyewood"—a plant known locally as *nono* (Morinda Citrifolia)—and some of his mixed crew of English, Tahitians and New Zealand Maoris, took part in the local wars.

As he was about to leave for Port Jackson, Australia, Goodenough took Tapaeru on board by force, but for some reason, according to the story, by the time the *Cumberland* reached Aitutaki two days later, Goodenough had been persuaded into putting Tapaeru and her companions ashore there. He then sailed for Port Jackson.

It seems incredible these days, but Tapaeru had to remain there for nine years, before she co return home.

When the missionary ship fina sighted Rarotonga in 1823 it h spent many days at sea, and t provisions were almost exhaust

There was great exciteme ashore when it was learned th Tapaeru and her party had fina returned.

In his "Gems from the Co Islands", the Rev. William C writes that Tapaeru landed a "fell at the feet of her uncle, w was seated in heathen state unc the shade of a wide-spread tama tree.

"Reverential and affectiona obeisance was paid to him, and th in a most affecting manner s introduced to him Papeih Vahineino, and the other Christi teachers".

The Rarotongans, with memor of Goodenough and his lawl crew still fresh in their minds, we still, however, hostile to the Eur peans, and the English missionar dare not land.

A great feast was given in hono of Tapaeru's return. There w singing, dancing and drinking and then some of the wilder spir proposed that the native missio aries be killed, and their wiv given to the chiefs.

The preparations were made, b Tapaeru protected the teache "She argued, and wept, and litera fought for their preservation", G wrote.

The teachers returned to the sh at dawn, battered, bruised, and wi their clothes torn to rags. Th reported that the Rarotongans we the fiercest savages they had ev known, and that it was impossil to live among them.

The English missionaries we about to abandon their task in d spair when Papeiha volunteered go alone amongst the Rarotonga and preach the Gospel. Wearil only a shirt and pareu he swa ashore, with his Scriptures tied a handkerchief.

Warriors lined the reef and pois their spears as Papeiha swa through the passage. But, impress perhaps by the convert's coura they did not hurl their weapons.

Under the protective influence Tapaeru, herself a Christian co vert, Papeiha preached his fi sermons on the stone that th stood in the Takauvaine valley, t place of the former main setti ment.

In the course of time, Christiani became established in Raroton and idolatry, cannibalism, a inter-tribal wars died out.

Between fifty and sixty yea ago the stone was moved to present site, and stands in t centre of a grass enclosure in fro of Avarua's white-walled church.

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mories of
fteryear

HOW TO MEET AN ADMIRAL

By J. D. WHITCOMBE

s a happy-go-lucky school kid in Tonga, back in the 1890's, one of my ambitions was at t to meet and talk to a real British Admiral, if not to be- e one myself some day.

fter all, wasn't a British Ad- al about the finest sort of chap this earth? That magnificent -laced, epauleted uniform spelt y kind of adventure.

it the possibility of meeting an iral in Tonga seemed slim in- l—until that morning in 1893 n I and my brother, out on the spearing fish, fossicking for ls, and generally enjoying our- es in the ways that boys in the nds do, were startled by the d of a two-gun salute from the shore—the local signal indicat- a warship in sight.

oking up we saw the vessel-- s *Rapid* she proved to be—en- g Atata Passage, and back on beach we soon discovered that was commanded by Admiral Henry Ogle. A real live Ad- l, at last!

e ship dropped anchor well in Nukualofa Harbour.

this was it. My brother and I a council of war. Quite clearly e were ever to meet that Ad- l the thing would be realised by some very smart planning. ickly we hurried home, secretly d the gardens for our choicest pples, bananas, and other s, and loaded them, together fresh drinking nuts, in our l dinghy, and launched forth e great adventure.

riving at the foot of the way we were immediately ioned by an armed sailor. t was our business? Well, we a present from our father for Admiral.

officer was called to deal with problem. Very well, then, we come aboard and have some shments in the crew's quarters. fruit would be delivered to the iral.

was—no doubt to his consider- bewilderment, as our father no important government post xalted position, at that time. it indeed was the very means y achieving my ambition—we hailed before the Admiral to ly a few more details—and st human he seemed, for an iral!

home we went, happy, inwardly well stoked, and very satisfied with our secret adventure. There'd be no reason for our parents to know a thing about it at all.

At least that was the way it seemed until breakfast time next morning, when the family was astonished to see advancing down the path to the front door, a naval officer followed by a seaman with a heavy bolt of blue material on his shoulder.

Father stepped to the verandah to meet the officer who immediately presented the Admiral's card and compliments. Father was obviously perplexed.

This was by way of being a return visit of deputies, the officer explained. The gift of yesterday had been much appreciated and the Admiral has sent this bolt of Navy serge for clothing for the boys. And so it all came out. There were some reprimands. But if I were not able to quite wear an Admiral's uniform, at least we were all set up in genuine naval serge for a while.

This incident was brought to mind by C. Wager's amusing reminiscence of a visit to an Admiral in April *PIM*.

Once in a Red Moon

I'm glad, the time when I grew up,
That rockets didn't go
To places like the moon and such—
Just made a pretty show.

I'm glad the scientific facts
Of moons I'd not been told:
The moon to me was round and fair
And dressed in cloth of gold.

But yet the scientific moon
No doubt the young blood peps
Especially when the couples are
Out seated on the Steppes.

NOELLE MASON.

Do You Remember?

The only way to solve the labour problem of the various South Pacific territories was to employ a system of indentured Asiatic labour similar to that used by the French in New Caledonia and New Hebrides (*PIM* said editorially in June, 1938). No one was to know then, of course, that the French system was to be badly wrecked by the war of 1941-45 and was itself to become a problem.

Here are some other extracts from that issue of PIM, 20 years ago:

There were surprises in Fiji Governorships even 20 years ago. In June, 1938, Fiji was "viewing with considerable surprise" the fact that Sir Arthur Richards, after being barely 18 months in the Colony as Governor, was whisked off to perform a similar duty in Jamaica. Fiji, then as now, seems to have lost a lot by not being an active trouble spot.

* * *

Two well-known Pacific personalities had died: Sir Henry Marks, Suva business man and MLC, at 77. And Papua explorer Jack Hides at 31—less than a year after his companion David Lyall, whom he had brought out from central NG after incredible hardships.

* * *

On Monday, May 30, 1938, at 6.45 a.m., at Mascot, Sydney, Flight Superintendent R. O. Mant walked out briskly to a DH airliner. "See you Sunday," he said as he got aboard—and thus without ceremony inaugurated the first Sydney-New Guinea weekly air service. Today, of course, when Captain R. O. Mant walks out briskly to a plane, it is not a Carpenter job—but Qantas. Just recently Captain Mant went to Fiji as manager for the latest Qantas acquisition—Fiji Airways.

* * *

A Colony for tired people was being set up in the Marquesas. The advance party from Australia had already left in a yacht, and when in full blast the Colony was expected to have a membership of 100—from all over the British Empire (yes, it was "Empire" 20 years ago) and the United States.

* * *

With the completion of the Suva-Sigatoka section, Fiji had a road all round the island of Viti Levu. It provided a "fascinating two-days' drive for tourists".

* * *

The copra market was overshadowed by politics, we said; and price for top grade sun-dried was £10/7/6 c.i.f. London. War fears were blamed. But a worse slump was affecting the cocoa market. Western Samoa—the only Pacific territory then with a big investment in cocoa—was particularly hard hit when the f.o.b. price fell to £22 per ton.

* * *

Burns Philp's new motor-vessel "Bulolo" was launched on the Clyde on June 3 by the wife of Mr. A. M. Mackintosh, London manager of BP.

* * *

The installation of a modern radio-transmitter and receiver in Pitcairn Island brought to an end that island's 149 years of real isolation. The radio equipment was the gift of a group of American radio manufacturers.

* * *

Discussions between Washington and London as to who really owned Canton Island "were proceeding". Meantime the two rival squatting parties, put there by Britain and America to safeguard the rights of each nation, were amicably exchanging courtesies over beer-drinking and bridge parties.

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THE MONTH'S NEW READING

WITH JUDY TUDOR

Taylor Caldwell is one of those artists in words who find it necessary to have a large canvas and much elbow room to work.

The Sound of Thunder follows the pattern of others of her larger novels, taking every line of its 500 pages to trace a German-American family through two generations of inhibited existence. For Miss Caldwell, a sound technician when it comes to the writing business, specialises in cramped souls and individuals driven by strange furies.

Probably the best character is mother Maria, an impoverished German noblewoman, but the core of the story is her son Edward Enger, who was deliberately sacrificed by his parents for the three brothers and one sister regarded as geniuses.

In order that David should be a musician, Sylvia a theatrical producer, Gregory a writer and Ralph an artist, Edward had to leave school at 14 and help his father in the family delicatessen.

A not unusual theme, of course, if Miss Taylor had played it straight. But somewhere along the way of self-sacrifice, Edward's nature curdled and from burnt-offering he became—not too convincingly at times—the piper of the tune.

The whole of family activity was devoted to enshrining the talents of the brothers and sister: Unalterable as the laws of the Persians was the fact that they were Geniuses. Said Edward: They'd better be.

The real genius was Edward. Not only did he have a talent for making money but he could outdo the Geniuses at their chosen arts. They, bludgeoned into acquiescence, became competent performers and developed a flair for side activities, carefully hidden from Edward.

And. even as each took a spouse, they tended to congregate together in feudal state on the home estate, and the frictions, passions and temperaments of the individual characters combine to provide scope for the author's own Genius—which is considerable.

A theme of this sort is no task for an amateur, and the fact that she surmounted it should perhaps be sufficient reason for allowing Miss Caldwell the *Reader's Digest* sentimentality of her ending. But it will not be to all tastes. In fiction, men may suffer a complete *volte face* in character following a Revelation. In real life character changes are as rare as revelations —which is probably fortunate.

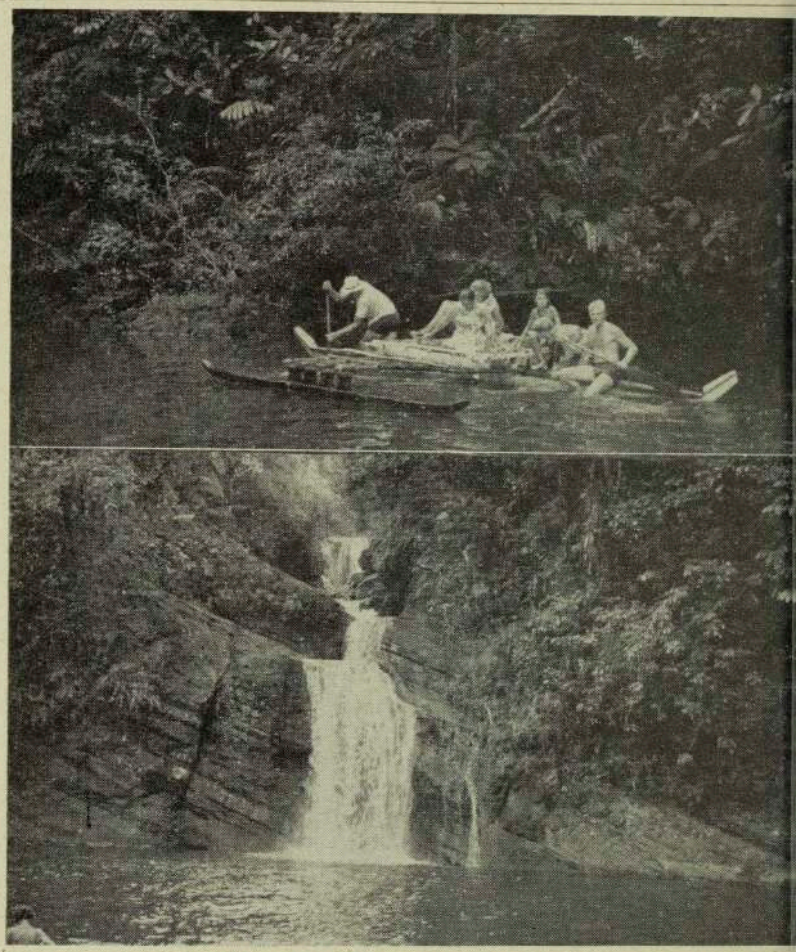
Nonetheless it is interesting to speculate on the thought processes of the author when working out her theme in just this particular way.

(THE SOUND OF THUNDER, published by Wm. Collins, Ltd. Australian price, 20/-.)

Walking Above the Clouc

IT is disconcerting, to say least, to pick up the a biography of an air-hostess find inside a loose slip—tribut the author who lost her life i plane crash while the book being printed.

However, that is what happe to Muriel Hanning-Lee who *Head in the Clouds* gives u bright account of what it is to be on the other side of travel. It is likely, anyway, th statistician would be able to ca



Drifting Down the River

According to the song, the drifting was done "on a Sunday afternoon". And so i was in Lorengau, too, on this occasion—the only catch being that the drift down ha to be preceded by a hard paddle upstream. Few New Guinea residents know that thi quite impressive falls exists within a couple of miles of the District Office at Lorengau Manus.

Because of the difficulty of getting ashore at Lorengau (no wharves), and the tin size of the settlement itself, it can scarcely be regarded, at first glance, as made fo tourists. But travellers on a recent "Malaita" voted Lorengau the "best part of th trip". Seeadler Harbour provides some small islands that are ideal for picnics and t add to the visitors' enjoyment a couple of the local residents organised two large canoe and with the help of some of the ship's officers paddled, poled and pushed them, wit 20 visitors aboard, all the way to the falls.

The photographs show one of the canoes on the river; and lower, the falls an the fresh-water, saucer-shaped swimming pool beneath. The photographs were taken lat in the afternoon without benefit of direct sunlight.

The story is that in the American occupation days when Manus as a base reall whizzed, there was a road to the head of the waterfall—but that it now—like th wharves that have tumbled into the sea—is no more.

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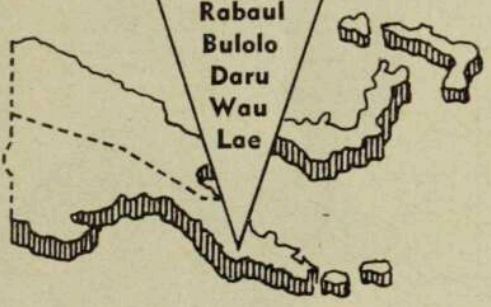
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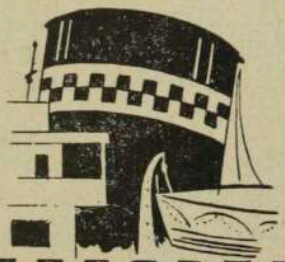
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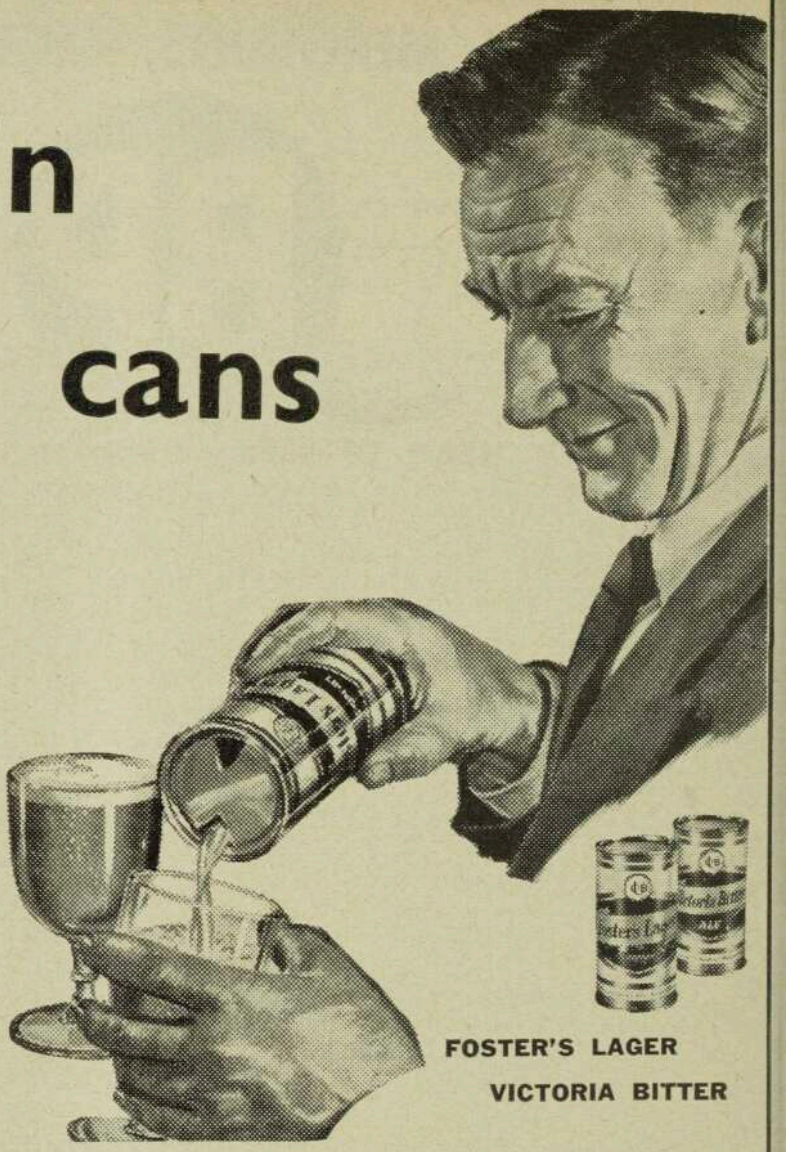
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e that the occupational hazards air-hostessing are no greater n bus-conductressing. (For the ord: she was killed in the flying- t crash on the Isle of Wight November).
Before her death she had ten rs of a Magic Carpet life, fas- ing thousands of seat-belts, and ying thousands of meals of rse, but also seeing strange lands meeting stranger people.
o South America, the Far East, o China during the fighting, all r Europe, the Middle East and ica. She took care of pilgrims Mecca; and evacuees from Suez ing the troubles of 1956; film s and sailors.
t one time she hitched a ride ie to Canada for a holiday on delivery flight of the Solent was to become part of South ific Airlines fleet on the Hawaii- iti service. She was offered a as hostess before she left them Halifax, but she refused. (This ice never came to anything of rse; it was balked by the H- b experiments on Christmas nd).
s air-hostessing is one of the nour jobs of this age, this little y will be of considerable interest oung women—and to others, of rse, who like reading about r people's adventures.

EAD IN THE CLOUDS, published by Hodder Stoughton, Ltd. Australian price, 18/9.)

oit Maclean

LISTAIR MACLEAN'S *South By Java Head* should be re- viewed by someone who did read his former best-selling esses *HMS Ulysses* and *The s of Navarone.*

ney then might find the present y, f.a.q. adventure fare. As it *ava Head* is a keen disappoint- t to anyone who enjoyed the ping excitement and suspense he former novels.
here is so little resemblance be- n the current Maclean and the lean of the past that it is hard, ed, to believe that the same wrote all three stories.
ie characters of *Java Head* lack ty and the whole construction he story and its craftsmanship messy.
here was much that was fabu- ly incredible in the *Guns of arone* but such was the skill of author in creating the right osphere on that occasion, that reader was persuaded against better judgment that the feats ormed were performable — by ts.
ie feats in *Java Head* remain ely incredible and the would- iants are cut down to pigmy

e have read somewhere that of Maclean's Navy service was t in the Far East. If so, he have forgotten more than he remembers. Not even his Japanese seem believable.

It is hard to put a finger on what made the other novels so very good and this one on the wrong side of mediocre. But for the first time he has introduced a woman, a child and a love story into a narrative and such maukish sentimentality sits ill upon him.

There were thousands of exciting incidents in the Pacific war that would weave well into the fabric of a novel; but so far most leading novelists have left them completely alone. That makes it doubly dis- appointing to see one who did at- tempt it—and a writer of Maclean's calibre—fall down on the job so dismally.

(SOUTH BY JAVA HEAD, published by Wm. Collins. Australian price, 17/6.

HOW TO EAT WELL IN THE ISLANDS

If there were ever a time when the only culinary expedient was to open a can, that era has passed. Thanks to refrigeration and airfreighting it is now just as easy to eat well in the Islands as it is in those places that used to be called Civilisation.

But using the food of the country is still the cheapest—and often the most pleasant—idea and those beginners who want to know what best to do with local fruit, vegetables and fish would do well to invest a modest 7/6 (Fijian) in a neat little cook-book recently issued by the Girl Guides Assn. of Fiji.

It is called South Sea Island Recipes.

Pretty well everything in the eating line—from cocktails and soups to puddings and pies—is covered. Particular attention is given to cooking in lolo (or, coconut cream).

Policeman's Lot

ONE of the essential differences between a London policeman and an Australian cop, is that the former never says: "Hey, *you!* Or so we are led to believe.

But one thing they have in com- mon is that they seldom burst into print—at least not until they are Commissioners. So Sydney C. Har- vey's *London Policeman* is unique in this respect as it tells of his day to day duties during his 15 years with the "best force in the largest city on earth".

Sergeant Harvey is now ex- sergeant and manages a furniture shop in Hastings, New Zealand, where he migrated some years ago. During his time in The Force his job took him to various districts in London but mostly he was in the

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West End which is a magnet for odd types and where all of the petty crimes and lurks abound just beneath the sophisticated surface.

And the Sergeant's story is not of the big-time crimes that hit the headlines but of the daily routine of a policeman on normal duties.

Harvey did not find a policeman's lot an unhappy one, nor find it dull and as he has a simple direct style of writing, a sense of humour and was obviously more concerned with helping people than "pinching" them, his readers will go along pleasantly with him to the end.

His book could be regarded as having a secondary purpose to that of entertainment—it is an excellent guide for the visitor to London. Most tourists gravitate to the West End and few see deeper than the big stores with the famous names, the theatres and restaurants. But a policeman's view of this hub of the metropolis is a very different dish, and seeing it through his eyes will help visitors to understand London better.

(LONDON POLICEMAN, published by Angus and Robertson, Ltd. Australian price, 17/6.)

Life in Our Street

THE human young is universally a dirty-minded brat, existing in a world compounded of fundamental instincts, ignorance, imagination, half-truths, an overwhelming curiosity. It inhabits a Closed-Shop, the opposing fi being represented by Grown-- from whom it automatically scr the baser facts of its life knowledge.

Above all, the child is a resil animal, able to accept most of facts of life without undue dam to the constitution or fear of veloping soul-destroying frustrat in later life.

That anyway, is the view Kathleen (*Forever Amber*) Wi

The kids of Our Street, Small American Town, is the th of *America, With Love*, a docum of no mean technical m although it maybe does not re the goal if you require only to entertained by a book.

For reasons unstated, Miss Wi selected the year 1932 as the to be described in the life of C and the other kids in her stre but the things with which author and Cassy are occupied undated: the year 1962 might h done as well; or 1912.

In Cassy's world there was mo whom she loved, and her fa whom she thought she disliked; brother Don, part-ally, part-- Russ, with whom she had a p sionate 12-year-old affair; Willy, her best girl-friend.

There were the cult-worship Hollywood star, Jean Harlow, the fascination of Vivian who w out with strange men and beaten up by sailors.

Then there were the desperati tragedies, joys and triumphs culiar to the young; the peren wonderment about the mecha of sex and the paradoxical, c acceptance of what went on bel the blackberry bushes in the vac lot.

With it all, Cassy was a nor little girl who washed the dis set the table and went to Sun school and conformed to the l social pattern.

If you think that all children "sweet" and you come from a l line of "sweet" children your you will spurn Miss Winsor's position of small-town life—pr ably as sordid.

But if you come of ordinary f whose gregarious young learn sharpening experience, you probably agree that the proces growing up is unchanging, irresp tive of time or place; that extr youth is not always sweet or be tiful, and contains, at times, m that *is* sordid.

As one might expect, the w that has gone into the book technically expert. Miss Winsor private life, the wife of a Wa ington lawyer) is apparently wi out young herself—or if this is so, has successfully managed survive the perils of sentimenta that sometimes go with moth hood.

(AMERICA WITH LOVE, published by R Davies, Ltd. Australian price, 18/9.)

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ake Yarns

OST people in Australia have at least an academic interest in snakes although most citi- see few of them in their daily s. Nonetheless, most would agree snakes as a subject for a pop- book would be wide of the k.

ic Worrell, Australia's Mr. ke No. 1, seems to have sur- nted the problem of prejudice ever, in *Song of the Snake*— ibly because although it has es aplenty, it covers many r interesting aspects of Aus- an life: Aboriginal cave paint- buffalo shooting, crocodile ing, Arnhemland natives, fish- mutton-birding in the Bass it islands, and a hundred other s touching on Australia's odd and fauna.

orrell lives in the Gosford dis- of NSW, which in many re- s can be regarded as the far-

WHEN POPPA HAS THE BABIES

mongst the many illustra- ns in Worrell's "Song of the ake" is one of a freak in ture: a pregnant father. ma Seahorse switches the les on Pop by depositing her tilised eggs in a sort of ch-arrangement he reck- sly wears to the front. he photograph is interesting ause it shows Mr. Seahorse, prehensile tail fastened und a bit of drift-wood and earing as though he has llowed a golf-ball, wearing t the kind of wild and let- n expression you'd expect male to wear in a like pre- ament. Motherhood, he ms to say, is strictly for ies.

southern limits of the sub- s. With its densely timbered s and hills and numerous l lagoons, its relatively high ll and warm climate for nine months of the year, it ideal hunting ground for Mr. ell's activities.

s district is only headquarters, er. Most of his wandering far after snakes has been done ehalf of the Commonwealth n Laboratories who require a uing supply of snake venom. ke-charmer Worrell has an ving eye and writes well; the is therefore an interesting urri of nature lore, fascinating to people who have a natural on to reptiles.

production of the book is top illustrations in black and and colour photography are ous and very good.

G OF THE SNAKE, published by Angus bertson, Ltd. Australian price, 27/6.)

A Box of Delights From Masefield

JOHN MASEFIELD, dramatist, novelist, and poet laureate for the last 28 years, is not usually regarded as a writer of children's stories, but as a matter of fact, he is a good one.

It is a long time since he has written one now (he's in his 80's) but his *Box of Delights*—published first in 1935—has now been put out in an attractive new edition by Heinemann.

In its 400 pages there is plenty of indication, if it were needed, that Masefield is no longhair—that he knows what goes on in the world, and what stuff young boys are made of. This is all in order, because Masefield spent part of his youth at sea and worked at various jobs before he took up a literary career.

Hero of the *Box of Delights* is a wellspoken young schoolboy, of the type that English railway porters touch their caps to and address as "Young Master".

But young Kay is no sissy for all that, and in the first few pages he has learned all about a murderer who, allegedly, puts people through the mincer and sells them to the dog meat man; he is smartly done out of a half-crown by a couple of card sharps; and meets the Punch and Judy man, a queer fellow who seems to have lots of dramatic pass-words and mysterious hangers-on.

From there on, it is impossible to

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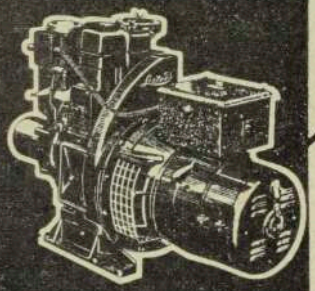
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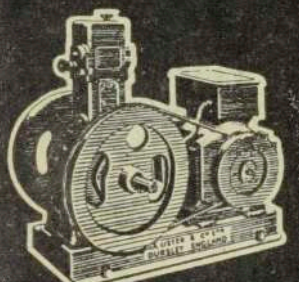
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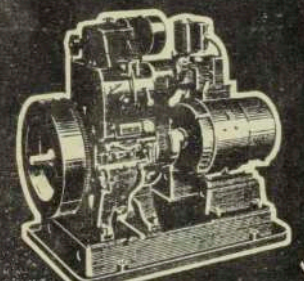
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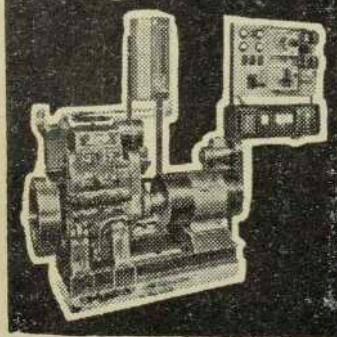
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d where realism ends and legend
ins, but it doesn't matter, be-
se that is the way any eight or
year-old will like it.

THE BOX OF DELIGHTS, published by William
emann, Ltd. Australian price, 18/9.)

e Bet You
ve Problems

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packed, ranting, roaring, super-
charged monsters in your
sehold—the Modern Child?
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robably in variety unknown to
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ed the book *(What is your Prob-
. Mother?)* which although it
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nt, your problems are not
ue.
r. Claire Isbister is a well-known child specialist and broadcaster over the Australian Broadcasting Commission network. She has four children of her own. So from both the scientific and the practical angle she should know what she is talking about.

There are thousands of books on child care, but not many of them Australasian.

Whether the child of these Southern latitudes creates any particular problems is a technical question—but he seems to deviate more from the well-conducted mean than some of the European works on child-care would have us believe. Dr. Isbister's book-children seem, therefore, refreshingly human (South Pacific type).

The book begins with the assertion that Having a Family Can be Fun, and ends with Preventing Illness in Your Child. In the 36 chapters in between she covers just about every contingency that could happen in the first 10 years of your child's life.

(Over)

(WHAT IS YOUR PROBLEM, MOTHER?, published by Angus and Robertson, Ltd. Australian price, 21/-.)



ver feel like this, mother? Probably not, if you stay in the islands, those dozens of well-trained native servants. But it is the common of young women in Australia. This is one of the amusing drawings What is your Problem, Mother?"

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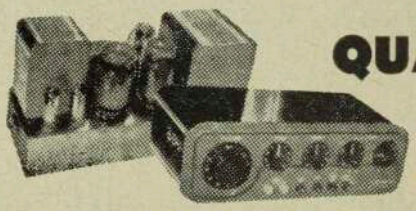
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Ladies in Libraries

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n doing for the present genera-
ion what Ruby M. Ayres did
the last. *Through the Sword*
s is her 25th "work"—all dedi-
to good - will - prevail an-
nteed not to raise the blood
ure,
e present book concerns a
beautiful woman whose only

By Appointment

his piece of philosophy, used
Appointment in Samarra (see
t page) rather tickled our
cy:

EATH SPEAKS: There was a mer-
nt in Baghdad who sent his
ant to market to buy provisions
in a little while the servant came
, white and trembling, and said,
ster, just now when I was in the
ket-place I was jostled by a woman
he crowd and when I turned I saw
was Death that jostled me. She
ed at me and made a threatening
ure! now, lend me your horse and
ill ride away from this city and
d my fate. I will go to Samarra
here Death will not find me." The
chant lent him his horse and the
ant mounted it and he dug his
s in its flanks and as fast as
horse could gallop he went. Then
merchant went down to the
ket-place and he saw me stand-
in the crowd and he came to me
said, "Why did you make a
atening gesture to my servant
n you saw him this morning?"
at was not a threatening gesture,"
id, "it was only a start of sur-
. I was astonished to see him
aghdad, for I had an appointment
him tonight in Samarra".

is attributed to W. Somer-
Maugham.

is domesticity. Her household
ts of half a dozen youngsters
er much younger second hus-
She guides them through all
erils and vicissitudes of life in
glish country parish by means
lliant placidity. For a woman
nakes a virtue out of dumb-
she does too well.

UGH THE SWORD GATES, published by
einemann. Australian price, 18/9.)

's New in
r Editions

following books in paper
ns, released recently by Pan
Ltd., should provide some-
for every reader:

E IN THE HAT BOX: This is (we
Arthur Upfield's first appearance
and will no doubt win him many
ans. Upfield's part-Aborigine De-
Inspector Napoleon Bonaparte is
in detective fiction—and so are the
which are always set in out-of-the-
arts of Australia. Upfield's Bony
s popular in Australia and overseas
that is really saying something.

ON'S DAY: A thrill-packed day in
e of Superintendent George Gideon
tland Yard that takes in a bit of dope-peddling, mail-van robbery, murder and sundry other violence. It is written by "J. J. Marric" who turns out to be well-known thriller writer John Creasey; and it has recently been made into a Columbia British picture starring Jack Hawkins. If the film is half as good as the book it will be a winner. (Great Pan).

GIVE US THIS DAY: By Sidney Stewart. Although there have been many stories from Britishers who fell into the hands of the Japs during the Pacific War, there has been remarkably little (in Australasia, anyway) about Americans who suffered the same fate. Stewart was one of thousands of Americans who became a POW in Jap hands in the Philippines. The pattern there follows along the same lines as internment did in other parts of SE Asia. (Great Pan).

SOURDOUGH GOLD, by James B. Hendryx. We thought that people had given up writing about the Klondike a generation ago—but apparently not. This was first published only last year. For those who like this sort of entertainment it has the necessary amount of gun-fights, gore, tough men, bad men and assorted claim-jumpers. (Pan).

THE NEW GHANA, by J. C. Amamoo. A necessarily idealistic account of the birth of the new nation of Ghana (formerly Gold Coast) and its leader Kwame Nkrumah. The author is an African journalist of Ghana and what he has to say makes interesting enough background for an event that had few repercussions in our own region—although it has been said often enough that what happens in Africa today will happen in the Pacific tomorrow. (The only result from the change from Gold Coast to Ghana that we have noticed is that cocoa once quoted as "Accra"—and on which is based world-price, of course—is now quoted as "Ghana"). (A Great Pan Original).

(Continued foot column 1, page 95)



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He Once Was King on Maron

(Continued from page 79)

nged the finance, completed purchase, formed a new com-, Hamburgische Suedsee AG, personally took over the general tion at Rabaul, while his ner became general manager of Wahlen organisation in the hwestern Islands, with head-ters at Maron.

out this time, HRW joined various plantation-owners, who ed finance, to form a number nall plantation companies.

The Waria Syndicate

out 1909, Mr. Wahlen ap-ched the Imperial German rnment for a mineral rights ssion over a large area in the a district (southwest German Guinea, adjoining the Papua r). He got the concession in just before World War I. had smelled the gold. It was vered just after World War I, the 5,000 square miles con-to him lay just southeast of goldfield.

ly in 1913, in London, Mr. en married a Swedish woman vas a member of a well-known y which was associated with Wahlen in the Waria Syndi-Their son was born in De-r 1913, at Gunantambu, once famous residence of "Queen a", at Kokopo, New Guinea, Mr. and Mrs. Wahlen then residing.

Wahlens were back in Ger-when World War I broke That war swept away all of Wahlen fortune represented in tions.

r the war, all German-owned ty in New Guinea was "ex-ated". It was seized by the lian Government and sold; the amounts so produced were credited to the German Government, which had been debited with a huge sum as "war damage compensation"; and the German Government was left with the task of compensating its own nationals who thus had been deprived of their properties.

Three claims from German New Guinea companies were recognised by the German Government, namely:-

	Deutschmarks
The Wahlen Group ..	45,000,000
German New Guinea Company	42,000,000
Hernsheim & Co. ..	13,000,000

But the German Government could pay only a small part of the 100,000,000 Marks thus recognised.

An amount was paid over to the Melanesian Company, registered in London. Mr. Wahlen assumed the general managership, and the Co. purchased a number of the former German plantations from the Australian-New Guinea Expropriation Board, in 1926-27.

Mr. Wahlen went out from Europe to Australia in 1929, to make an inspection, but the Australian Government would not allow him to visit New Guinea—General E. A. Wisdom, then Administrator in New Guinea, said he was afraid Wahlen would have a bad influence on the natives, whom he knew so well.

He returned to Europe, and the Melanesian Company lost both plantations and investments.

Mr. Wahlen and his Swedish associates claim that the Waria Syndicate concession, given to them by the German Government before World War I, was neither liquidated nor expropriated.

The argument between them and the Australian Government has been going on for 35 years. If Mr. Wahlen lives to be 100—as everyone hopes—it probably will continue for another couple of decades.

Mrs. Wahlen died in 1953. They had three sons and two daughters.

Their eldest son, born in New Guinea, became an air pilot, and was killed in World War II. Their second son became a submarine commander, and also was lost in World War II. Mr. Wahlen was called up for service in the German Army in both World Wars.



In 1952 "Wahlenbburg" looked like this. Mr. Hal Evans, who took the photograph, wrote at the time: "The house is still standing and is occupied by the present owner of Maron, Mr. G. Kuster. It is now, however, in quite decayed condition. The timber has dry rot and the house appears to have been badly knocked about during World War II and neglected over the same period . . . but at a distance it still looks imposing". The most noticeable difference between this and the photograph in the old 1927 catalogue (which was taken from the same position) is that the balconies and their railings had, by 1952, disappeared.

's New in Paper Editions

(Continued from page 93)

ODE OF SPARROWS, by Rumer This writer, who has specialised ier mystical novels with an Indian ound, writes here about London, ovejoy, a small child of a poor the central figure. Lovejoy wanted en in a spot where gardens were anted This story has also been (Great Pan).

TIONAL CONFLICT, by Peter r. If you are nervy, anxious or scious, this book will help free you our fears. So it is claimed. (Great

DINTMENT IN SAMARRA, by John . This is a reprint of the best-hat was first published in 1935. It s to "take the lid" off small-town n life. It appears that small-time n life consists of sex, marital and arital. (Great Pan).

copies from Wm. Collins (Overseas),

Solution to Crossquiz

(From page 78)



Capt. Bignel—Still At Sea

(Continued from page 78)

the group while Kathleen developed the plantation and brought up their three children. (Mrs. Bignell later shifted her interests to Rabaul, was interned by the Japs during the war, and died in Springwood, NSW, a few years ago).

During the war Charlie became a Coastwatcher on Ysabel, taking into the hills with a radio, but was later ordered to abandon the island. He took his "Valere" out of hiding, was given 30-evacuees to take down to the New Hebrides. They succeeded in avoiding the Japanese patrols, and finally arrived at Vila. Here he was given command of the BP schooner "Resolution", and sent on various supply trips around the islands as far as Vanikoro. Later, in the American Transportation Service, he was sent to Oro Bay to take charge of the vessel "General MacArthur", then to a sub-chaser, a 112-foot Fairmile, in the Philippines. At war's-end he was at Manila.

With all his BSIP assets gone without compensation, he went to New Guinea for the Shipping Board, in 1951, and became master of the "Kokoda". He has stayed with the ship ever since, though she now belongs to Burns Philp, mostly trading around the coast of Papua, although she is currently under charter for a mineral survey in the Solomons.

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...uth Pacific History ... Ships

(Continued from page 81)

...ney Morning Herald of June 30, ..., gave prominence to the great ... done by her Captain in sailing ... vessel under jury rig to Redscar ..., New Guinea. There the chief ...ineer replaced the tailshaft and ... vessel continued her voyage to ...harai, etc.

...fter four years in Solomons and ...bert and Ellice, the *Ysabel*, on ...ch 11, 1904, opened the Marshall ... Caroline Islands service, with ...tain Cable in command, and ...d as Supercargo.

...ood had had long experience in ... Gilbert, Marshall and Caroline ...ices with Henderson Macfarlane, ... the Pacific Island companies. ...ur Hayes was transferred from ...g supercargo on the Solomon ...ice to the Gilbert & Ellice, with ...as his assistant.

...ithin six months, the German ...ernment officials in the Mar... ...ls, whose headquarters were at ...it, drove BP out of the service ...harging exorbitant and unlaw... ... rates for the ship's trading ...ice.

...urns Philp's claim against the ...man Government of the Mar... ... Islands was taken up by the ...ralian Government, which ...e a formal claim, through the ...ish Government, upon the Ger... Government in Berlin. In ...uary, 1907, Burns Philp received ... the German Government ...0 in full settlement of their ...*el* claim.

New Hebrides Failure

...'s built the steamer *Mambare*, ... tons, and put her straight into ... Sydney-New Hebrides service ...n she arrived in 1900, in com... ...d of Captain Carpenter. Cap... ...T. Williams commanded her on ...first five voyages then Captain ... had her until she was ...ked.

...e made only 13 voyages before ...was wrecked at the south end ...anto in August, 1902; but her ... is notable because she carried ...ted new settlers from Aus... ...a to land in the New Hebrides ... them by Burns Philp.

...lonel James Burns made a ... effort, in that decade, to tie ... New Hebrides permanently to ...alia, by encouraging Australian ...ment there. His companies had ...red nearly 100,000 acres in the ... Hebrides; and, when he en... ...tered political difficulties in his ...ment plan, he gave the land— ...e gift—to the then new Com... ...wealth Government of Aus... ...

...e failure of that plan is an ...rtant—and not very creditable ... of Australian history.

...n afterwards, in 1906, the Anglo-French Condominium was born.

In February, 1908, as Supercargo in the Gilbert & Ellice service, I was transferred from that monstrosity, the *Malaita*, to a fine little steamer, the *Muniara* which had just arrived from England. Mr. Adam Forsyth had bought her in England when she was the *Volunteer* and changed her name because it was then the policy of the Company to have all their vessels with seven-letter names beginning with the letter M.

That trip we picked up at Tarawa, under instructions from the Resident Commissioner (Mr. W. Telfer Campbell) two pirates, named Mortlemann and Skerrik, who had murdered the captain and mate of their little schooner, *Nuevo Tigre*, while running between Callao and Valparaiso. Then they steered west for Queensland, changed the name of the schooner to *White Rose* and, not being able to navigate, piled her up on the weather side of Abemama, in the Gilberts.

Captain Isaac Handley (murdered by the Japanese, at Tarawa, in 1942) picked the men up at Abemama, after hearing a hard-luck story from them, and was taking them up to Tarawa when, during the voyage, Mortlemann decided to take Handley's schooner, the *Louise J. Kenny*.

Pirate Leg-Ironed

In the meantime, Skerrik had found that he came from the same county in England as Handley, and he warned Handley of Mortlemann's plan. Handley at once locked Mortlemann up in a cabin and, on arrival at Tarawa, handed him over to George Murdock, the then District Officer.

In the *Muniara* we had Mortlemann leg-ironed in the after wheelhouse, and we landed both men at Suva on March 30, 1908.

The rest of this story has been told before, so I need not repeat it, except to say that Mortlemann was, I believe, discharged from Maitland gaol in 1939 and deported to Belgium. Thus, he would have arrived there in time to be in a spot of bother with the Germans, as he told me personally that he had deserted from the German army.

This very fine vessel *Muniara*, which was never in any other trade than the Gilbert, Ellice and Marshalls, was eventually wrecked at Ebon, in the Marshalls.

When World War I came, the BP steamer *Induna*, 703 tons, purchased from the South African coast in 1904, was running inter-island in the Marshalls (then German). She was seized by the Germans, in Jaluit.

The supercargo, Mr. Hayes, was asked by the German Commissioner at Jaluit to give his word that no attempt would be made to get the *Induna* away by stealth, and to report each morning at 11 a.m. at the Commissioner's office, to join him there in a glass of beer.

Hayes gave his word. No armed guard was put aboard. The *Induna* lay there until the Japanese entered World War I on the side of Britain.

Last Christmas (1957), in Grafton, NSW, I saw some rusty metal sticking up out of the Clarence River mud. It was all that remained of the *Induna*, once a ship for which we had a considerable affection. When she was no longer wanted in the BP services, she was sold to the NSW Government and altered to become a ferry for trains across the Clarence River; and after that she became derelict.

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PACIFIC SHIPPING AND CRUISING YACHTS

For those who hoped that the outstanding major questions of maritime law might at last be settled, the 87-nation conference at Geneva in April was a bitter disappointment.

VEN where some measure of agreement was reached, the wording of adopted clauses is full of loop-holes as to mean little, and in some respects conference has actually agri- d differences.

me nations which had re- ned from extending their terri- l waters beyond the traditional e-mile limit in the hope of a ral agreement, now seem likely ake action unilaterally.

eland has already declared her ntion to extend to 12 miles— very serious consequences to British fishing industry, if en- ed.

owever, Britain has declared her sal to recognise any unilateral ges. Similar disputes may be cted in other places.

ilure of the conference has not sted Australia's claim to full rol of the resources of her con- tal-shelf beyond the three- limit.

international law now stands, rol of these resources can only y agreement with foreign gov- ents.

gally there is nothing to pre- Japan from shell fishing up to three mile limit, but in actual such fishing is being confined greed areas more than 10 miles land, and the Japanese gov- ent sends a fishery control yes- vith the Arafura Sea pearling fleet to enforce the agreement. Australian naval patrols are also present.

Under the Japan-Australia pearling agreement this year, only 15 vessels will take part as compared with 25 last year. The agreed shell-take has been set at 470 tons as compared with 713 tons actually fished last year. The Japanese fleet cleared for the Arafura Sea late May.

• SHELL GRADING TROUBLES: Due to the introduction of a more stringent grading system by overseas mother-of-pearl shell buyers, Thursday Island pearlers have found it impossible to obtain the correct percentage of large shells in nearby shallower beds.

In mid-May the fleet returned from fishing the deeper Darnley Reef area and the "take" was being checked for size percentages later in the month.

TI pearlers claim that if the Darnley Reef shell can not meet the buyers demands the local industry will be killed.

• FOR GEIC SERVICE: Captain Gerald Douglas, now Marine Superintendent in the Gilbert and Ellice Islands, who became famous as the ship-master who accidentally discovered the abandoned and drifting *Joyita* north of Fiji on November 10, 1955, has supplied some interesting information on the two vessels soon to be delivered to the Colony from Hongkong shipyards.

Moana Raoi, building at the yard of Cheoy Lee Ltd. (who built *Mieco Queen* for the Marshall Islands Import-Export Co. in 1956) is 470 tons gross, with a deadweight cargo capacity of 260 tons, three 2-berth 1st class passenger cabins, and two 4-berth 2nd class cabins.

She is powered by a pair of slow-revving 6-cylinder 200 hp Crossley ERL5/50 diesels and equipped with Decca "212" radar and Marconi Transarctic radio equipment.

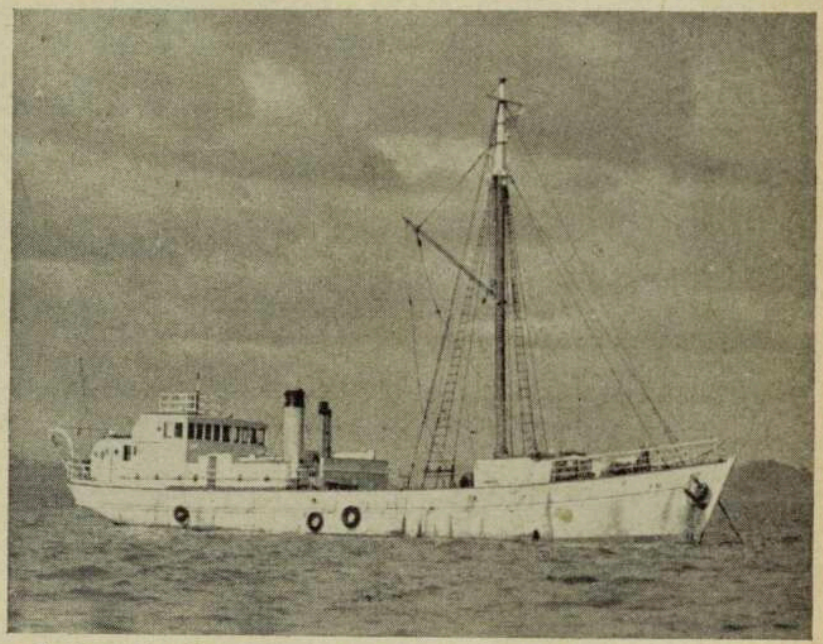
Captain E. V. Ward and Engineer J Florian have already gone to Hongkong to prepare this vessel for July delivery to Tarawa.

The second vessel *Ninikoria* is almost identical to the BSIP government's *Melanesian* delivered to Honiara in 1956, and is a patrol and general purpose vessel for the use of the GEIC government. She is of 240 tons gross, 98 nett, with a cargo capacity of about 145 tons deadweight. She has a Commissioner's two-berth suite, three 2-berth 1st class cabins, and two 2-berth 2nd class cabins.

The propulsion units are a handed pair of those popular Gardner 8L3's, each 8-cylinder, 144 hp.

Radio equipment is as for the other vessel but with the addition of a Marconi Graphette echo-sounder.

The builders are Hong Kong and Whampoa Dock Co.—builders of



The former trans-Tasman explosives-trade vessel "Piri"—once "Tangaroa" of Pacific Cable Board ownership—which may enter the Cook Islands trade. Photo: H. Williams.

The News This Month

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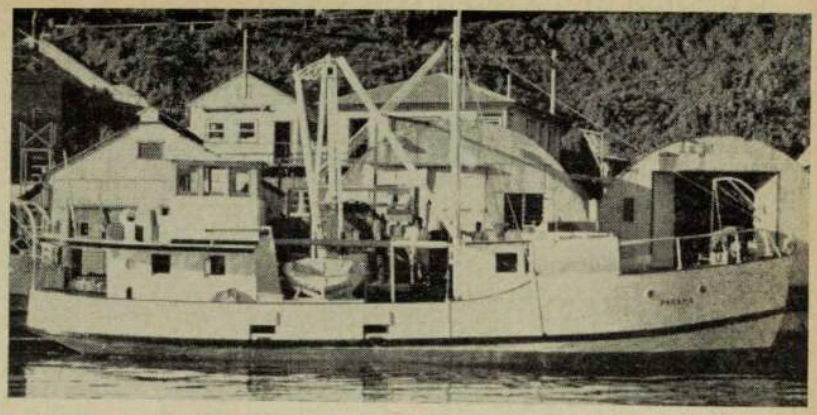
Ninikoria
Nippon Maru
Nivana
Novia
Pagan
Pak Hoi
Parama
Piri
Rairiva
Ra Marama
Ransdorp
Sinkiang
Solent Spray
Solo
Southern Cross VIII
Spencer F. Baird
Tahoe
Tahiti
Taipi
Te Matangi
Trekka
Tzu Hang
Ve Tega
Venturer
White Hart
White Seal
Zarya

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arama", shown here at Berry's Bay, ey, on the day before she left for her home, reached Port Moresby safely on 23. The voyage was quite uneventful ugh a bit of sticky weather was ex- nced in the last stages, in the Gulf of a. "Parama" was built by Bjarne Hal- n and Co., of Sydney, for the Papua-New ea Administration (see May PIM).



nesian. Both vessels are of led steel construction.

is probable that Captain W. el and Engineer J. Robinson handle the delivery of *Nini-*, which is scheduled for early ember. GEIC crews are being for each vessel.

he name *Moana Raoi* is under- d to mean "fair or fine sea". ana" is Ellice and "Raoi" Gil- ese. *Ninikoria* is Gilbertese for rageous".)

RUMINATING VOYAGE: Still lering whether to purchase the on 41-year-old wooden *Piri* for Cook Islands trade, Captain n Williams, who has an option he Auckland vessel until the of June, passed through that in May on an aerial excursion ingapore, Bangkok, Hongkong, Tokyo.

nding the big decision, En- r Livingstone, the other half is nautical team, remained on farm at Rarotonga, affirming *"This* is the life—if only there money in it!"

DELETE ONE MFV: Remem- hat motor fishing vessel *Pagan* n drifted for three weeks in the adecs area in November, 1956, engine and radio broken down, on the last lap of a voyage England to Auckland?

iney wartime pathfinder pilot am Gain, hired as navigator hat voyage, had undertaken a ar but uneventful voyage in *rd & John* in the previous

urning to England after *Pagan* ry, Gain took on yet another delivery job to Auckland— time the 47-ft *Solent Spray* d by Antarctic explorer Major Ellery Anderson. He cleared outh last December 23.

heard nothing more of this e until two men arrived in and in May and reported that were crew members homeward d as distressed British seamen. *ent Spray* reached British a where three weeks were in partly redecking the ves- hen owner Anderson received rter to tow a couple of barges place 150 miles up the coast Georgetown. Arriving there MFV went aground while uvring and was soon firmly e beach, and a long way from ation.

eventually arrived for the n crew after 18 days camped e beach. Back in Georgetown who were financial promptly

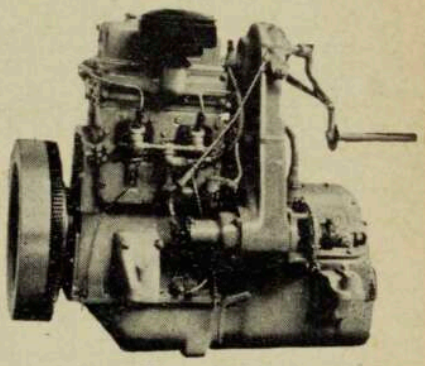
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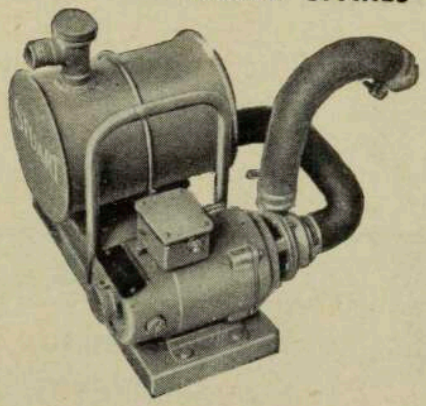
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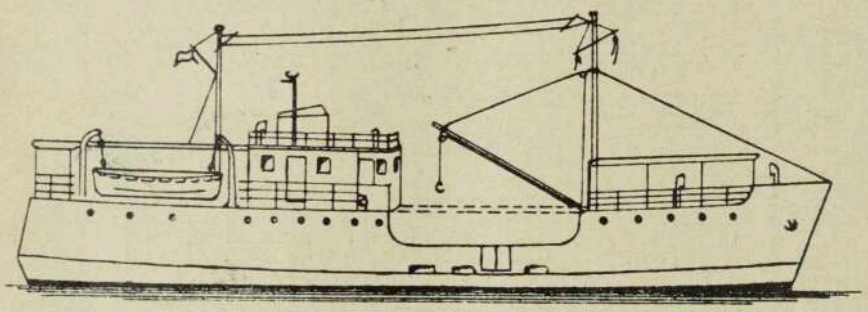
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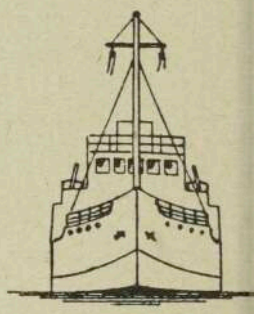
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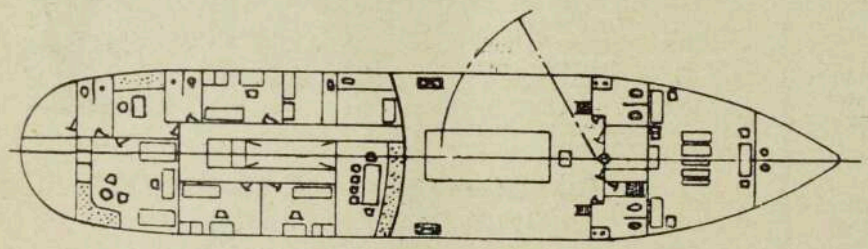
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BREADTH MLD . ..	24 ft.
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DEAD WEIGHT . ..	50 tons
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ɔt through" while those less unate claimed "DBS" rights.

WEALTH ON THE BOTTOM: anographers are beginning to e that there are valuable min- on the oceans' muddy floors. ops Institution of Oceano- hy, reporting on the voyage e south to Tahiti by the re- ch vessels *Horizon* and *Spencer Baird* last November, says that es of many valuable minerals as cobalt were brought up in om samplings made across the rn Pacific. me day, such minerals may be ited.

A LETTER FROM PUSHKOV: e finally got that unique non- netic Russian research schooner d—well, almost. rly in June a battered air mail age, well decorated with Rus- stamps, rubber stampings, and initialed clearances, arrived *M's* hands from Moscow. With- as a 114-page book—and a let- igned Pushkov. The book, he she) said, contained "Ivanov's le 'Investigation of magnetic of the Earth on the oceans' all information of interest to about *Zarya*". shkov wrote in English — but tunately Ivanov did not. How- there was at least a passable of *Zarya*, a route chart, and ly, Russian figures are the as ours. m this information it would that *Zarya* is a three-masted rigged topsail schooner with om and four head sails, and she measures 110.8-ft by 27.4- 11-ft draught, has a sail area 50 square feet and a speed of nots in good winds. en Pushkov wrote his (her) on April 25, *Zarya* was en from Buenos Aires to Cape- From there she was to head e Black Sea via the Red Sea. er this year she will sail again, g at India and Ceylon thence the Western Carolines, Guam, n in China, Dairen, Tokyo, finally Vladivostock. It would however that a trans-Pacific may be made later, though s not mentioned by Pushkov.

YOU MAY SIGHT THESE: you may never sight a non- etic sailing vessel, there is a chance of sighting a mag- one, rare as even they are. e the war the Japan Ministry ansport has recommissioned ree auxiliary training ships erchant marine officers, still believing that sail training es the best seaman, even in days of nuclear reactors. *on Maru* and *Kaio Maru*, four-masted vessels built in re sister ships of 2,283 ton and with twin diesel motors. ay they appear from photos to carry sail—square rigged—only on the foremasts. The other three masts are merely "for climbing".

Shintoku Maru, 2,777 tons gross but shorter and broader than the others, was built in 1924.

Boys training as merchant marine deck officers at Tokyo Mercantile Marine University all spend six months in practical navigation training in one of these ships.

The university handles 630 students at a time during the 4½ year course.

The training ships have so far confined their cruises to Hawaii and the US since the war, but it seems likely that they will also head south later.

In addition to these the Ministry owns the 2,430-ton steam turbine-powered training ship *Taisei Maru* which cruised to Sydney several years ago, and in a later cruise picked up the ashes of many Japanese servicemen at New Guinea for reinterment in Japan.

• A'ONIU OUTWARD BOUND: Tonga Copra Board's elegant new 500-tonner *A'oniu*, launched in Holland in December, was loading cargo for Tonga at Greenhithe, England, on May 20, and was expected to commence her delivery voyage shortly after.

History will be made in that this will be the first time the Tonga merchant flag has been flown in the Atlantic. (Over)

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AUXILIARY TRADING KETCH, 91 ft. x 23 ft. x 8 ft. 7 in., about 140 tons dwt., large hatch/hold, winch, derrick, 120 h.p. diesel, working. **£15,750.**

AUXILIARY KETCH, 84 ft. x 16 ft. x 7 ft., 150 h.p. diesel, winch, derrick, large hatch, in Survey and work. **£7,500.**

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, 40 ft. x 12 ft. 6 in. x 4 ft. 6 in., converted, kerosene engine, sheathed, well maintained. **£2,300.**

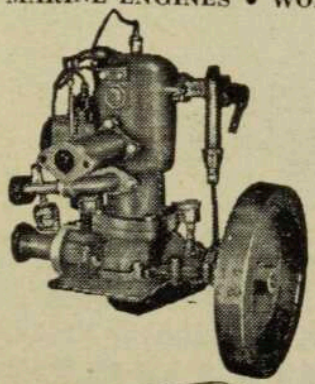
WORKBOAT, 30 ft. x 12 ft., 3-cylinder Ruston Hornsby diesel, large cockpit, mast and sails, carry about 8 tons. **£2,500.**

RAISED DECK LAUNCH, 25 ft. twin-cylinder Simplex marine. **£550.**

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.

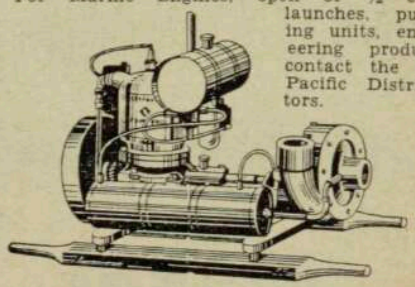
BLAXLAND - CHAPMAN

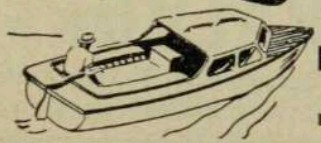
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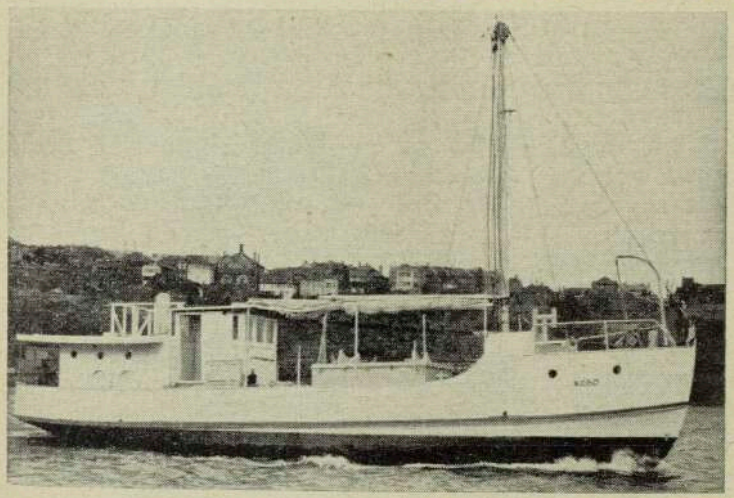


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he *tapu* imposed against women rding the vessel is still in force will remain so until Queen ote boards the vessel at Nukua- on its arrival.

he smaller *Hifofua* from the e yard, is expected to be de- red three months after *A'oniu*.

THE LONG, LONG TRAIL: t BBC term "a slight technical h" would be something more n an understatement when ap- d to the NZ Lepers' Trust rd's medical patrol vessels ding in Auckland, the first of h — *Fauabu Twomey* — *should*, rding to latest predictions, sail the Solomons early in June.

ne second, *Ozama Twomey*, ld then be delivered a month as soon as the Auckland de- y contractor returns from the job.

ne decision to build the 55-ft hes — originally four were ned—was made late in 1953. lers were called early 1955 and ntract let in May, 1955.

uabu Twomey was eventually ched in April, 1957.

t long as they have been on way nothing is ever likely to the record of the BSIP Gov- ent vessel *Kovala*, which un- ent six years of fiddling after ching in Australia before being red ready to enter service in Solomons. It's probably a world d.

t even 14 months in the fit- out yard such as the first *ney* has had, is a notable de- or a 55-ft ketch.

e builders emphasise that the s have been entirely out of hands. The contract provided he supply of certain materials ne Lepers' Trust Board. Those rials have not been forthcom- though the finance has been able.

ere was also an unexpected olysis trouble which has now overcome.

tallation of sundry equipment fittings was being pressed for- in May and there was a new general air of optimism in the hat the project would now rapid progress.

e first vessel goes to the Mela- n (Anglican) Mission; the d to the Methodist Mission, the final ketch *Mala Twomey* well advanced—to the Catho- ission.

NEW HUNTING GROUND: e English Sinbads Tom and Hepworth, busy overhauling converted Brixham trawler ckland, expected to sail again ne, but this time they are to shift the scene of their g and freighting activities to olomons.

re, they feel, there may be better openings than in the y organised New Hebrides shipping lanes where there are now few pickings for the free-lance freighter and trader.

• RANSDORP IS ISLANDS BOUND: Off on her first chore for the newly formed Southern Cross Shipping Co. Ltd. (registered office, Vila, New Hebrides) the tanker *Ransdorp* cleared Sydney on May 21 carrying a cargo of molasses for New Zealand. From NZ she will probably go to Fiji, although she is available for work anywhere in the SW Pacific.

The vessel is 166 ft long and is capable of carrying 550 tons; she is designed for the transport of bulk liquids—such as creosote, tallow, coconut oil, petroleum etc — and her capacity of 100,000 gallons is stored in 12 separate tanks, which can be discharged into bulk installations or into drums.

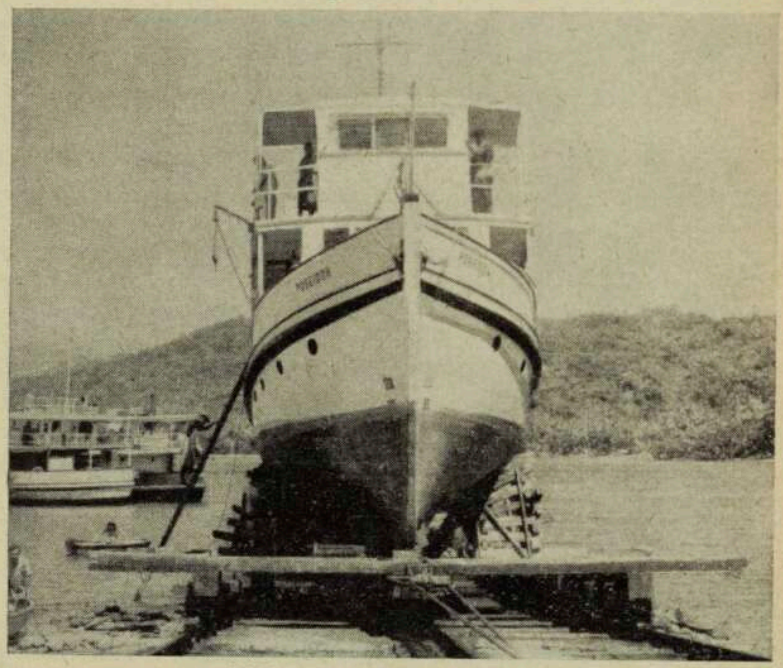
Ransdorp was built in Holland in 1935, was commandeered by the Germans during the war and used for refuelling submarines at sea. For the last seven years she had been in the Australian coastal trade, carrying sulphuric acid.

She has accommodation for six passengers in air-conditioned comfort and the crew also is accommodated in one and two berth air-conditioned cabins.

The vessel is now registered in Suva and has a Fijian crew.

Master is Captain George Jarratt, at one time skipper of the *Vasu*. (*Vasu* under another skipper

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ng a leak and sank north of
ga in June, 1956).
ief engineer of *Ransdorp* is
well-known in the Pacific—
Lewis Graham, formerly of
andria and *Nukulau*. (*Nukulau*,
an-built like *Vasu*, but about
the size, predeceased her by
ly two years, springing a leak
sinking without much warning
ne, 1954, when on voyage across
Tasman).
rley's Shipping Co. is acting
Southern Cross Shipping Co.
in Suva; and in Sydney the
of the company is with Mr.
Dent, 117 Pitt Street.

PERSONAL: — Mr. Bjarne
orsen, well-known principal of
Berry's Bay, Sydney, ship-

NOW IS THE TIME TO BUY OR BUILD

Not since the early World
r II years has the ship
rket been so much in buyers'
our as it is at present.
general tightening of money
the whole South Pacific area,
s the fact that the war-time
way in shipping has now
n made up, has resulted in
more potential sellers than
ers.
hip brokers can now offer
ir customers a bigger selec-
of better ships at lower
es than has been the case
years, and there are few
who will not offer terms to
right kind of potential
er with the right kind of
rity.
eposits of as little as one-
d with the balance over two
rs are known to have been
pted in recent months.
ship-building, too, the
petition is keen — Aus-
asian yards being challenged
their own area by builders
n as far away as Europe and
Far East.
ut shipping is an inter-
onal commodity, and what
buyers' market today can
in sellers' favour overnight.
the time of the Suez crisis
es shot up by about 30 per

ng firm, will be making a
ss visit to Papua in July.
tain R. W. C. Gorman, for-
of *Fengning* was master of
Hoi when she left Sydney on
0 on her first voyage for the
lia-New Guinea Line.
Hoi replaces *Sinkiang* while
tter makes a recruiting voy-
o Hongkong, the Gilberts
he phosphate islands on be-
of the British Phosphate
ission. Captain W. J. Bunny
Territorian true, his parents
well-known residents of
l—is master of *Sinkiang*.

• BERGENSFJORDERS FAVOURED RAROTONGA:—Of all the Islands ports visited by the Norwegian American Line's *Bergensfjord* during her recent luxury cruise from New York, Rarotonga received the highest rating with the great majority of passengers. This was reported to the Rarotonga Chamber of Commerce by Mr. Malcolm La Prade, Cruise Advisor and Special Representative of the company who travelled in the ship.

Mr. La Prade wrote: "As you know, all our passengers were delighted with your wonderful island and with the reception you gave us. The local dancers were by far the finest we saw throughout the Pacific."

From other letters it appeared that the absence of commercialisation of the tourist industry, the tidiness of the little island, and its unadorned natural beauty were the features most appreciated.

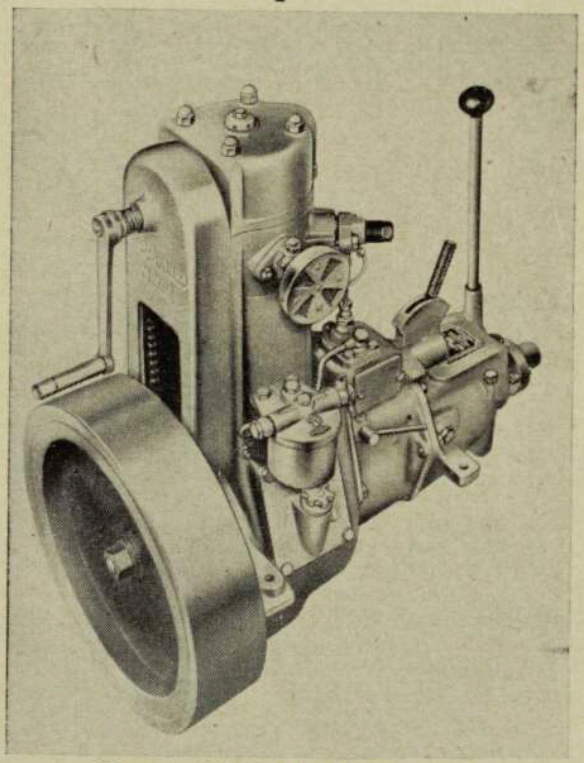
This was something entirely different from the usual run of things and although what Rarotonga has to offer may quickly pall with millionaires, it appears to be what they want for the few hours allowed in the cruise agenda.

Mr. La Prade gave a strong hint that *Bergensfjord* or *Oslofjord* will certainly include the island in the next cruise plan.

Meanwhile the Rarotonga Chamber of Commerce is actively encouraging calls by other cruise Lines.

• BOXING SAILORS:—The new

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Super Marine Engine



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Door to freezer lowers on spring hinges forming a convenient servery for ice cream, desserts, drinks, etc.

CHILL TRAY—

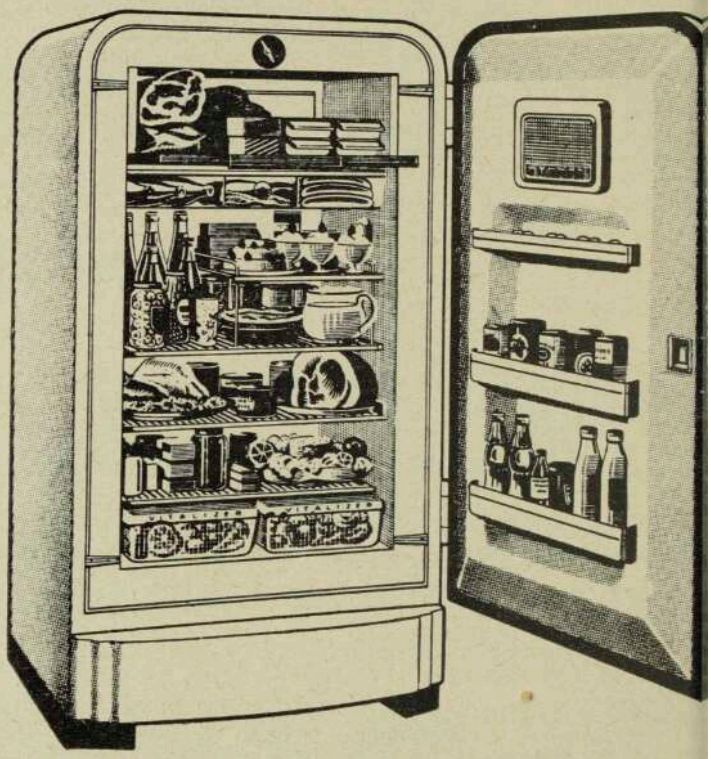
The clear-view chill tray for quick chilling small bottles . . . accommodation for small meat cuts . . . short-storage of frozen food and temporary storage of surplus ice cubes.

DOOR SHELVES—

The shelved door includes accommodation specially designed for eggs plus a compartment for butter or cheese.

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4. Flood-lit interior automatically controlled.
5. Satin-finished anodised aluminium ice trays with quick-release handles plus the new plastic tray for quick ejection of ice cubes.
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vessel *Ra Marama* which was
in Singapore, left Port
esby on May 24 in continuance
er delivery voyage.
mmander S. B. Brown, who is
harge of the operation, expected
ave the 85-ft vessel enter her
home port by June 2.
was obvious from the impres-
collection of boxing trophies
rd, that the Fijian NVR crew
not wasted its time while in
apore.
e leading cook won three
yweight titles—two of them in
econds. This obviously is one
ook that it wouldn't do to
with.

DELAY TO SOUTHERN
SS VIII:—Wet weather on the
North Coast and non-arrival
uxiliary motors (for lighting
have delayed completion of
ern Cross VIII, being built by
a Slipway and Engineering
td., for the Melanesian Mis-

vessel was launched in
and was expected to be
for dedication in Sydney and
ry to the Solomons, this
.
s thought now that the dedi-
will not take place until
August. Archbishop Mowll,
te of Australia, will perform
eremony.

ews of Cruising Yachts

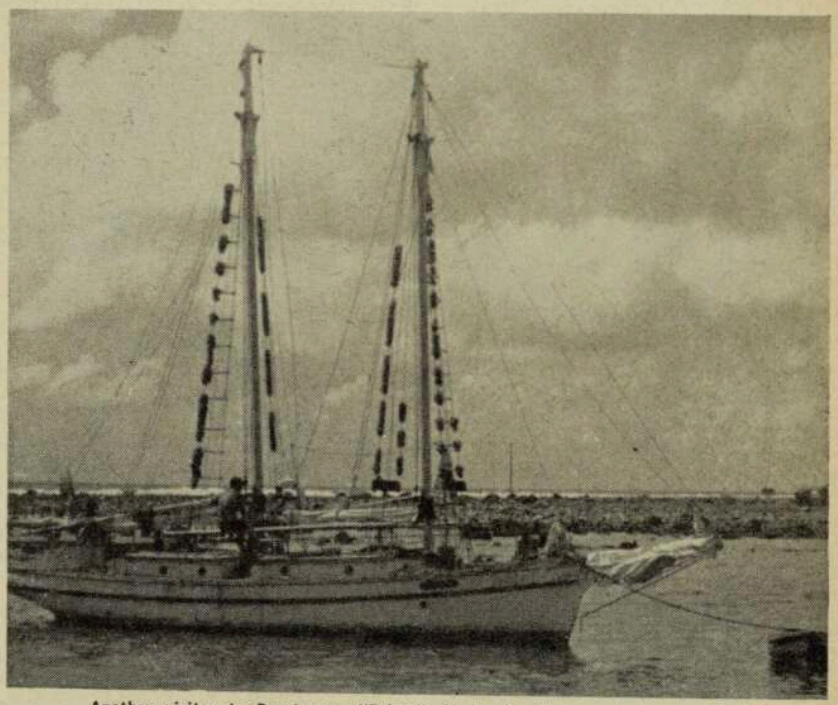
ECOND SYDNEY-NOUMEA YACHT RACE:
ond Sydney-Noumea Yacht Race (first was
Caledonia's centenary year, 1953) will
om Sydney at 2 p.m. on June 28. The
General for France will see the yachts
r way.
he beginning of June there were five
starters and a few possibles.
he "certain group" are: KURREWA (64
er); SOLO (58 ft. cutter); KOCHAB (54
l); FOUR WINDS (24 ft. sloop); and
(38 ft. Lion-class sloop).
English yawl KOCHAB, owned by Dr.
Franklen-Evans, is well-known in the
Pacific; MALOHI was also cruising
Fiji a year or so ago.
WINDS has been entered by men
e Royal Australian Naval College and
he extreme limit of the minimum size

he yachts are equipped with radio and
nt is expected to take from 10 to 14
epending on weather; all ships are ex-
to be in Noumea for the start of the
Day celebrations (July 14). A mother-
r the yachts is under consideration.
y be an Australian warship. The New
ian government has asked for the visit
AN ship for the celebrations and the
may combine the two functions.
Sydney-Noumea Race was staged in
er, 1953, and was won by IRENE,
elapsed time of 7 days, 10 hours,
utes. WHITE CLOUD made fastest time
minutes on the 1,070-mile course—
NE won easily on handicap.

ERIDIAN of Annopolis with the Staffords
has been the source of many inquiries
ns to have slipped our net. Clearing
apeete last mid-September she called
rrow—where she was visited by some
tary helicopters from out of the blue.
received a letter per helicopter mail
ps from the next port—Pago Pago was
d. There has been a coconut radio
that the 44-ft. ketch is in Sydney,
e Brisbane. The Cruising Yacht Club,



Crew of "Nirvana" at Rarotonga. Owner-skipper Lawes, in shirt (see story page 111).



Another visitor to Rarotonga—"Tahoe", in Avatiu Harbour (see page 111).

Photos: G. Russell.

Sydney, has no record of her. Where are you, MERIDIAN?

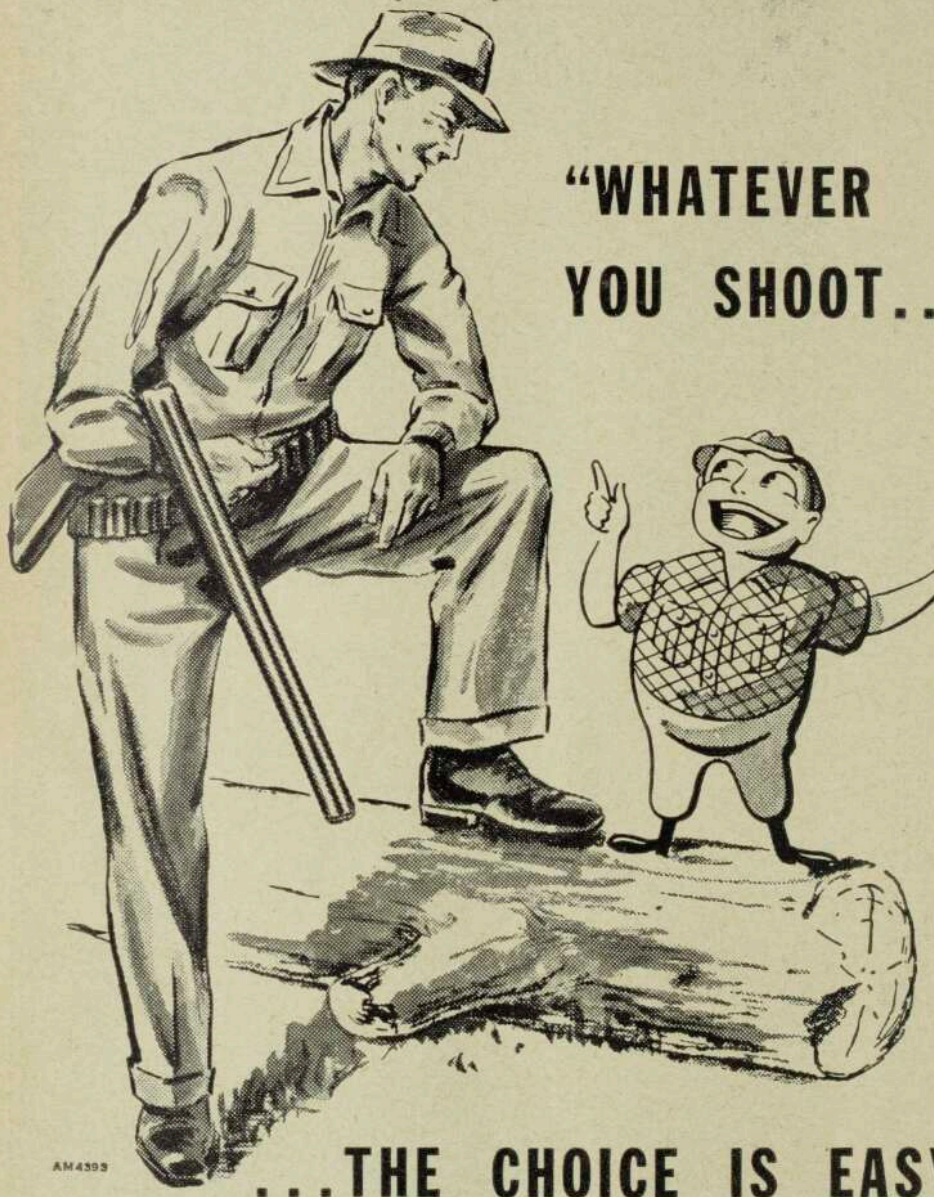
● HAVFRUEN III, with Group-Captain and Mrs. T. H. Carr, arrived in Coffs Harbour from New Zealand on June 1. This small Northern NSW port, little used by world-girdling yachtsmen as a rule, has had visits from three well-known Pacific readers in a couple of weeks—Havkins, in LAMERHAK II, Guzzwell in TREKKA being the other two.

● RAIREVA, with Frenchman Michael Fromager and Canadian Douglas Robinson aboard got into Honolulu late May from the Marquesas. They plan to stay a month, then go on to Vancouver where they hope to sell the yacht.

● ANNETTE, with the Tanners on board, left Hilo, Hawaii, late May. They expect to get to Papeete before July 1. FOUR WINDS, JINNI and TE MATANGI were also preparing in May to leave Hawaii for Papeete. Mrs.

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Ammo Andy says—



"WHATEVER YOU SHOOT...



"Grand Prix"



"Maximum"



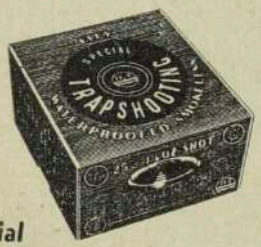
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ICI

nd Diana Hepworth's "Arthur Rogers" irl Cruise fame, now more workboat ht, presented a New Look when she Auckland from the New Hebrides re- Gone are the former top-masts and bowsprit, and a house has appeared What was the cabin is now a cargo

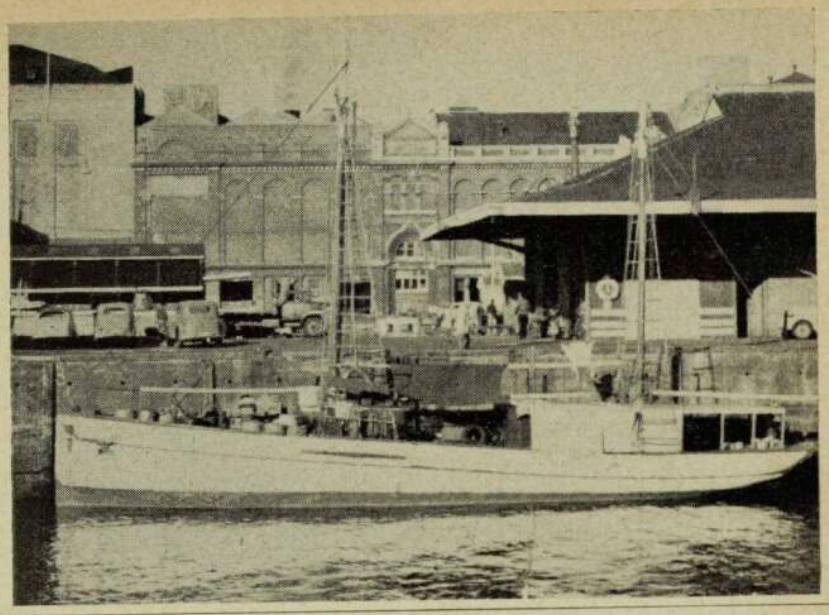


Photo: J. P. Shortall.

erguson, of TE MATANGI writes to they are all packed, ready and rear- —except for a suit of sails that were rom England and are expected hourly. there is need for another sailmaker lu—the time of the only good one is —if we know what she means. We at she means; but England still seems ay to send for sails.

EST ON THE STAPLES: Len Staples is Art at the YWCA in Honolulu until Government decides about citizenship family. Wife Joyce, the children and baby are reported to be "just fine".

IMERE of Sete, France, with Jean wife Suzanne, and 11-year-old son cleared Balboa for the Galapagos iti on a round-the-world voyage 20. The 44-ft. x 11-ft. craft left uly 2, 1957. The family plans to t least six months in French Poly-

HITE SEAL of Johannesburg, South nanned by Gerry Trobridge and wife ft Balboa March 30 for Polynesia via l route.

commenced this voyage in February, iling with various companions by way nd, West Indies, Florida, New York, iudson and through the Erie Canal to t Lakes and Canada, then back down issippi to New Orleans.

rried Marie in the US—so the cruise tinue indefinitely. WHITE SEAL is a tch with a beam of 12-ft., of welded

E of Mauritius moved out from Balboa Pacific crossing May 1. This 32-ft. x aft is manned by Marice Sauzier, Jean io, and Bob Hughes—and they appear whether to fly the French or British ording to Balboa reports.

are for upwards of a year at Tahiti. t was built at Mauritius two years the voyage commenced October, 1956. oined at Balboa.

IGO II, dimensions approximately 62- -ft. x 7-ft., was next in line to move Balboa, May 5, on a round-the-world With owners James Crawford of Tampa, are three crew members. Mr. Craw- a well-known yachtsman who owns a rd at Florida and has competed in the cific (Los Angeles-Honolulu) Race. II is a gaff-headed topsail schooner. as a change of two crew members at ne. The voyage commenced in April.

AHINA II ex MANU-O-AITUTAKI, etc., ery from Aitutaki via Auckland to a ner in Fiji has been sold in Auckland ikely to remain in coastal waters.

NTURER of the US, lately in Sydney, ff again in May in continuation of her nd voyage; first stop Gladstone, nd.

ANDALAY's former owner, James S. ler, published a book some time ago hat yacht's Pacific cruise of several go. Well illustrated, and heavily Tom Neale's lone sojourn on w, the book is entitled "Man on His

NDALAY crew-member Tony Richardson, wavy moustache, now in Norway, has self a 26-ft. double-ender ketch, and erchant marine radio operator as wife. no talk of cruising yet. Another MANDALAY man, Bob Grant, who lost ding vessel VE TEGA in the New last year, has lately re-entered ore Hospital, Auckland, NZ, for some surgery and skin-grafting. Letters ndoubtedly be welcome. He'll be there arly July, then will take delivery of an Auckland yacht, TAIPI, for some further deep-water cruising.

● TAHITI of Honolulu and Lorrin Smith are Southbound for Papeete again, having cleared the Hawaiian capital April 17.

● NAHRA, another Tahiti-type ketch of Honolulu, owned by Peter Byam, was preparing to sail for Papeete in mid-June. With the skipper will be a lady school-teacher from Pennsylvania.

● NOVIA, left in Auckland when the Greggs had to hurry home on business last year, will now be shipped back to the US on the deck of a freighter—probably one carrying cattle to the States from New Zealand.

● NIRVANA, 62 ft. Bermuda rig cutter of Sydney, reached Rarotonga via Auckland April 21, the first small ship to open Rarotonga's ocean-visitors' log for 1958.

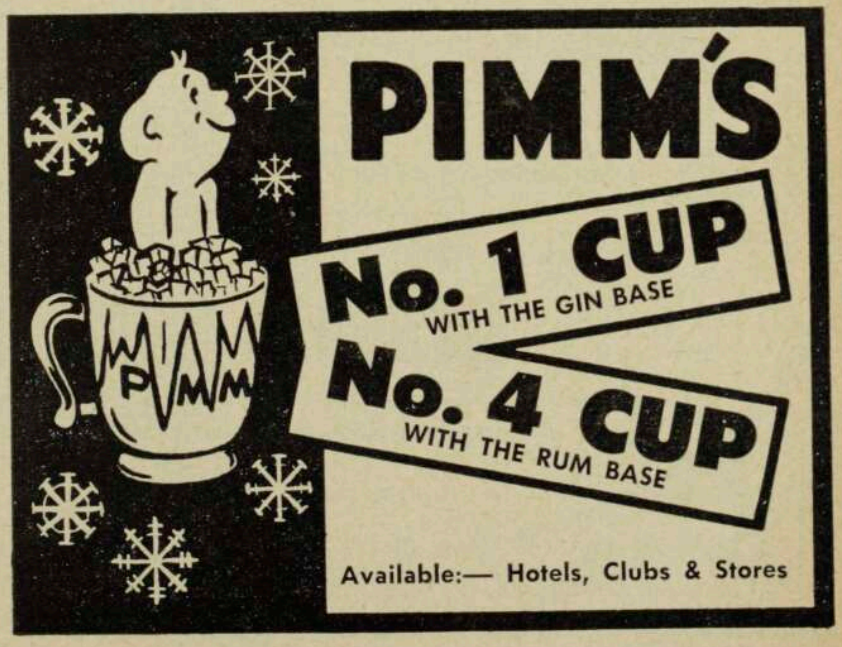
Brisbane built in '52, NIRVANA is a lean, efficient, well-appointed ocean racer that has performed creditably in two Sydney-Hobart races and is now England-bound in care of her Australian owner-skipper, Dr. Keith Lawes, and a merry band of five Aussies and one Pommie.

Dr. Lawes has another yacht in England and likes to cruise in one or the other with such a team while between times in London, people bravely make appointments for extractions and such like in his extensive dental practice.

NIRVANA departed for Papeete April 27 quite happy about Rarotonga. Sharing this venture with Dr. Lawes are John Hunter, Colin Southwell, William Tomb, Kevin Ardill, Paul Cook, and Michael Resmarchelier.

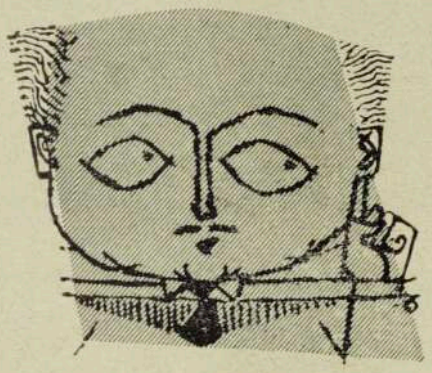
● TAHOE, 33 ft. schooner, arrived Rarotonga from Papeete April 21 New Zealand-bound from Vancouver with a crew of three—Australian Reg. Blake, Canadian Fred Sheppard (joint owners) and American Bob Brude, the latter to pull out in Rarotonga, it is understood. TAHOE is expected to depart late May for Auckland with three Cook Islanders to help out.

● KURU, luxurious 78-ft. motor cruiser owned by Robert D. Fraser of San Francisco,



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"Not in your lifetime . . ."



"What did you say?"
"I said, 'not in your lifetime will you use the amount electricity required to make one ton of aluminium

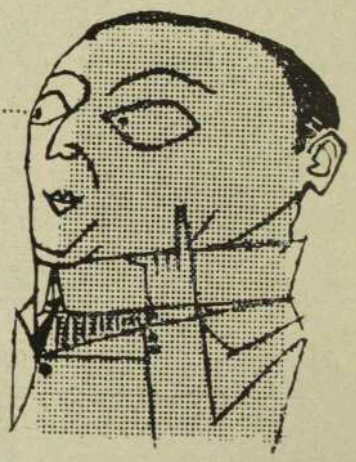
"You amaze me—tell me more."
"Do you know that it takes four tons of bauxite produce one ton of aluminium?"

"The mind boggles!"
"What's more, the bauxite often has to be shipp thousands of miles by sea to the smelters situated remote parts of Canada."

"I bet that requires some organisation."
"I should say it does—and one of the leading organis tions in the world for the production of aluminium the Aluminium Limited organisation."

"Who are they?"
"If you want to find that out—just direct your gaze the paragraph below."

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



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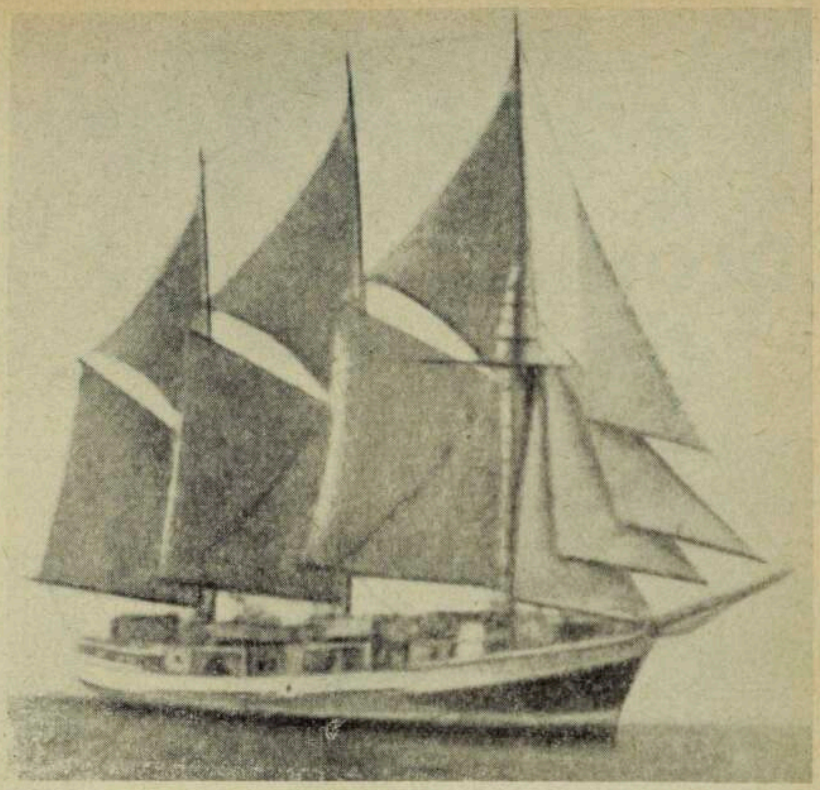
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ussia's non-magnetic survey schooner
rya" which will visit Micronesia later in
year (see page 103).
Photo courtesy NIZMIR, Moscow.

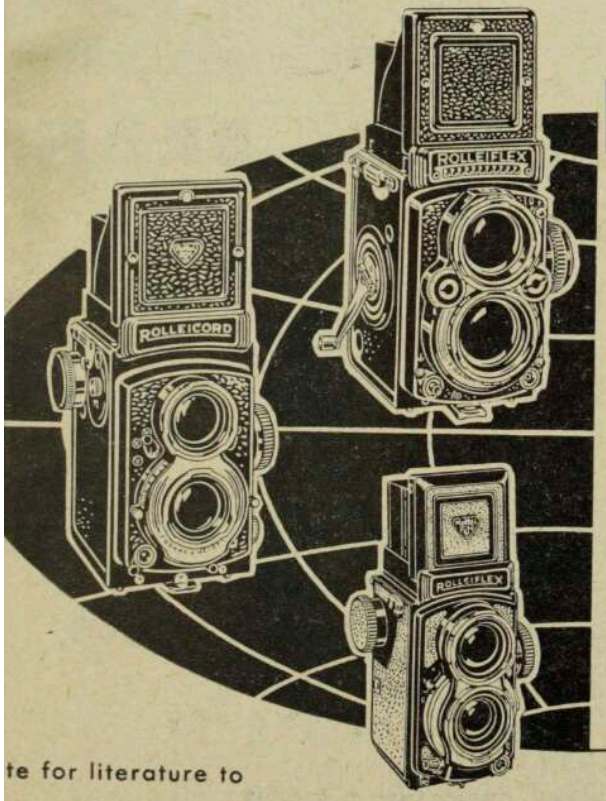
guest Mr. Ralph Luce, and commanded
a paid master, Captain Robert Walsh, with
crew, arrived at Suva from Papeete May
Mr. Fraser said there was a possibility
he might sell the vessel to the French
nesia government which had shown an
rest in her. KURU is well supplied with
tronic aids, a sailing skiff, and launch,
rooms, showers and all conveniences. She
built in 1930 for American author Stewart
ard White, and taken over by the US Navy
P-102 during the war.

WHITE HART, salmon fisher-yacht which
been at Auckland for many months past,
seriously damaged by fire at sea between
land and Whangarei in the early hours
May 23. Owner Tony Reeves had to jump
board and was picked up by a fishing
l which was quickly on the scene—as was
ain Fred Ladd with Tourist Air Travel's
hibian aircraft, sent out by Search and
e Organisation. The gutted hulk was
d inshore near Mangawhai Heads, Leigh,
ishing boats anxious to clear it from one
heir favourite trawling grounds. WHITE
was built in the West Indies by Tony
es and was a sturdy, well fitted ketch.
has been for sale since reaching Auckland
his second visit. The Canadian-registered
cruised Polynesia last year.

TREKKA with John Guzzwell of Canada
ed Coff's Harbour, New South Wales, 37
out from Auckland late in May. He was
ing for Sydney but when 40 miles off he
first becalmed and set far to the south,
battered by a gale and blown north
yacht was laid up in a northern NZ port
a long period after arrival from Can
Guzzwell cruised to Australia and South



America in the TZU HANG. (He went missing in cyclone off NSW coast mid-June).



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PACIFIC REPORT

The month's round-up of news and pictures of people and vents, from PIM correspondents in the South Pacific.

t Trans-Pacific ht 30 Years Ago

is exactly 30 years (May 31- e 9, 1928) since Australian tors Charles Kingsford Smith C. T. P. Ulm, with the ricans Jim Warner and Harry n (radio-man and navigator) e the first crossing of the fic Ocean by air.

ie event is being celebrated in ous ways. Australians interested viation are bringing the only ivor of the quartette, Mr. ner, from United States, for a ial ceremony.

ie flight is of special interest to aii and Fiji, where "Smithy" e re-fuelling stops.

iere are many people in Suva remember that great occasion n the pioneer airman brought three-engined *Southern Cross* n to a pocket-handkerchief ing in Albert Park.

Then Across the Tasman

ree months later, on September 1928, Smith and Ulm, with gator H. A. Litchfield and -man T. H. McWilliam, flew *Southern Cross* from Richmond, Sydney, to Christchurch, New nd, in 14½ hours—the first ian Sea crossing.

e Australian Air League, in peration with New Zealand ests and Tasman Empire Air- , has made arrangements to the anniversary. Litchfield McWilliam, who now live in Zealand and Brisbane re- ively, will travel with a party s the Tasman in a com- orative flight; and there will special issue of Australian and Zealand postage-stamps.

am Still Grunts Bellows

nam Island volcano (north of New Guinea) still is ing and bellowing, but seems y becoming less active. It right through April without a r eruption.

t December, about 3,500 es were transferred from m to the nearby Madang ct, just before the volcano's ities overwhelmed practically whole island. They are eager eturn, but Government Vul- ogist G. A. Taylor says "not

iere are movements going on deep inside the volcano," he says, "and more eruptions could take place." He and his helpers keep ceaseless watch on Manam.

The active Volcanic belt extends right along the north coast of New Guinea mainland, along the northern side of New Britain, keeps the Rabaul area perpetually simmering, and then turns away south-eastwards through Bougainville towards the New Hebrides. It is seen again, as it follows its south-easterly course, in Tonga and New Zealand.

And Mt. Langla Has a Go

Mount Langla, at the western tip of New Britain (seven miles south of Cape Gloucester) erupted in the afternoon of May 21, shooting smoke up over 20,000 feet. Langla last erupted some three years ago. There now seems to be a new crater on the northern side. Mr. R. A. Webb, ADO, at Talasea, reported no danger to native villages in the area, although they are being showered with pumice dust.

Farm Training Plan For New Guineans

An elaborate—and, if the word may be permitted, idealistic—plan for the training of Papua and New Guinea natives in agriculture, was announced by Australia's Minister for Territories, Mr. Paul Hasluck, on May 26.

A study of the Ministerial handcut indicates that the following is the programme:

- In 1958-59, a total of 518 native farmers will be given agricultural training courses, extending over nine to 12 months, at agricultural extension stations throughout the P-NG Territory. There is no indication of how the 518 will be selected, or what qualifications are demanded, or how they will be accommodated.
- By 1961-62, about 1,000 native farmers will attend these courses every year. These trainees will include married couples.
- In 1960, an agricultural college ("equivalent in standard to the agricultural colleges in Australia") will be established at Keravat, near Rabaul, with 30 students. There are to be 90 students by 1962. The college will be open to Europeans as well as natives. Nothing is said about Asians, or part-Europeans, who might conceivably be capable of absorbing agricultural knowledge. The length of the proposed college course is not indicated.

Requirement for admittance to the college is three years "successfully passed at a secondary school". (How many secondary schools are available to native students in Papua and New Guinea or does the Minister look to the native students at secondary schools in Australia for his agricultural college recruits?)

Evidently realising that that entrance qualification imposes prac-

NEW LIFE FOR FIJI GIRL



A Fiji Indian girl who lost her right arm in an accident on Coronation Day, 1953, flew to California recently. She is Prakash Mati who is now living with Mrs. David Freison, of Mill Valley, San Francisco.

Funds to provide the girl's air fare were provided by a small band of sympathisers led by Mr. Muhammad Abdullah, headmaster of an Indian School in Fiji. In addition they provided money for other expenses and a suitcase of clothes.

The air ticket, bank draft, and the case of clothing were presented to Prakash by the Governor of Fiji, Sir Ronald Garvey, in the lounge of Government House.

Photo shows: Sir Ronald Garvey presenting the air ticket to Prakash Mati while Muhammad Abdullah looks on.

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l difficulties, the Minister adds
t, in order to assist students to
lify, "a sub-diploma course will
onducted temporarily at Mageri,
r Port Moresby"; and that a
)-diploma agricultural training
itution will be established at
ondetta (northeast Papua) in
to take over the function of
Mageri centre".
appears to be a double-bar-
d scheme: Anything up to 1,000
ive farmers" to be given nine-
ve months' training each year
various places throughout the
itory; and from 30 to 90 stu-
s, who must qualify at second-
schools to be trained at a regu-
agricultural college.
ince most of the native peoples
apua and New Guinea are agri-
irists", says the optimistic Mr.
uck, "the impact on village
culture of the farmer training
ramme will be considerable in
future".
ıe theory of it is worthy of
se. Everything possible should
one to show New Guineans how
ıcrease the productivity of their
But the Minister's outline of
plan seems woolly and imprac-
ble.

ef was Hoist His Stolen Whisky

merous robberies in the stores
offices of Apia had the Samoan
e baffled. The thefts indicated
and knowledge—but the thief
ed his tracks cunningly.
en the liquor bond at the Cus-
ıouse was broken open, one
t, and a quantity of whisky was
ı.
e worried police were examin-
the premises for clues when
noticed a Euronesian youth
ing near the bonded store. He
ntly was interested in the acti-
s of the police. They remem-
l that he had once been con-
d of theft.
ey had a word with him. They
d he was intoxicated—and he
been drinking whisky!
went to gaol for 4½ years, and
waterfront thefts have ended.

ister's Second Thoughts School Subsidies

rents of teen-age children in
a-New Guinea breathed freely
ı late May when it was an-
ced that the secondary-school
dies would be paid for all
ren reaching the required
lard for "another two years at
".
is reverses a decision an-
ced a couple of months ago
, April, p. 141) that from
year secondary schools would
rovided in Port Moresby, Lae
Rabaul and children who could
d those schools conveniently
would not be eligible for the sub-
sidy—amounting to £145 per annum
plus one return air-fare.
The schools, when they are
functioning (and those in Rabaul
and Port Moresby are expected to
be ready by the end of this year)
will take all comers, Europeans,
Asians and natives, providing they
reach the required educational
standard.

Heyerdahl's Fight For American-Polynesian Idea

Norwegian student of Polynesian
history Thor Heyerdahl (best re-
membered as leader of the *Kon-
tiki* rafting expedition from South
America to Polynesia) seems to
have obtained more scientific back-
ing for his contention that some
of the present-day Polynesian's
ancestors came from the American
continent.
On the subject of the origin of
the Polynesian there appear to be
two very dogmatic schools of
thought.
On one hand, there is the old-
established group who insist that
the Polynesians originated in Asia.
Another, and much smaller
school, is equally emphatic that
the East Polynesians, at least, came
from the Americas.
A very few are prepared to get



MAKES ALL THE DIFFERENCE IN FLAVOUR

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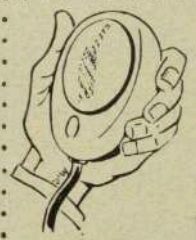
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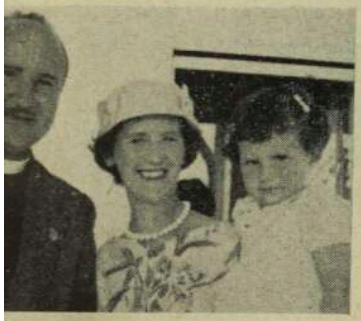
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ther in a third group, which
is that they came from both
ctions, to mingle and inter-
ry in Eastern Polynesia, and
the Polynesians of today are
descendants of this mixture.
ie Asian theory supporters say
cultural similarities between
rican Indians and residents of
nesia were introduced by re-
-trippers from Polynesia, and
by Indians from America.
hile there may have been a few
return trippers, most seamen
cluding probably Captain Eric
isschop of *Tahiti Nui I*—would
thumbs-down on the theory of
great number of such return
ges by canoe. Winds, climate,
currents are all against it.
voyage from America to Poly-
(westwards) in a simple craft,
fair winds and currents, in a



Rev. and Mrs. L. Buckman, with their
ear-old daughter, Judith, who left
on the May "Bulolo" for Port Moresby.
Mr. Buckman will be secretary to the
and Foreign Bible Society. His main
t will be in the translation of the Bible
ie various languages of Papua. He has
in New Guinea twice previously—with
fantry during the war and as a delegate
Mission Conference at Lae, more re-

al latitude, would be com-
ively easy — as raft voyagers
shown in recent years. An
ard voyage in a raft is well-
impossible, unless made via
Counter Equatorial Current
the equator, far to the north
rench Oceania.
v, according to Heyerdahl,
-typings carried out by the
alian serum laboratories at
urne have shown conclusively
rong racial affinity between
esians and American Indians.
nplings of blood from isolated
esian communities in Melane-
and from other Polynesian
s, "infer no relationship
ie Malays, Indonesians, or
es of South Eastern Asia",
ould have been expected
peoples supposed to have
ted through that area over
igthy period. On the other
the blood samplings show "a
blood genetic relationship be-
the Polynesians, and the
inal tribes of the American
ent".
us", says the Heyerdahl state-
ment, "the results of modern blood-group surveys are perhaps the strongest argument in favour of an American-Polynesian racial unity, and not at all a valid argument for an Indonesian origin for the Polynesian tribes".

There are, of course, weighty arguments in favour of the eastward migration theory; but Heyerdahl seems to be assembling sufficient evidence for a westward migration to cause him to be taken a little more seriously than hitherto. He yet may show that the real answer is more complicated than the late Dr. Peter Buck's *Vikings of the Sunrise* would suggest.

Australia's Lopsided S. Pacific Trade

The lopsidedness of Australia's trade with the South Pacific Islands is effectively shown in a chart compiled by the Rural Bank of Australia, published in March.

Australia sends out, to Australian Pacific Territories, about £15 millions worth per annum; £10 millions worth to British Territories, and about £8 millions worth to French islands—a total altogether of goods worth £30 millions.

But Australia imports from the same countries goods worth less than £12 millions—mostly from Papua and New Guinea, with a little from Fiji and Solomons.

Geographical nearness, plus the enterprise of Australian traders, gives Australia the trading advantage in the South Pacific. But that does not make the British, New Zealanders and French like the unbalanced picture any the more.

Some 'Theory Stuff' for P-NG Officials

Hard-bitten New Guinea lads whose knowledge of "administration as a profession" probably was gained the hard way, in filthy river jungles or isolated islands posts, attended with curiosity some of the lectures given in Port Moresby in early June by Dr. B. B. Schaffer.

Dr. Schaffer is "senior lecturer in Public Administration at the University of Queensland". He is a graduate in economics and political science of London University, and was a Research Scholar and Tutor at the London School of Economics in the 'Fifties. He now is engaged on a machinery-of-government consultancy project with the Public Service Board at Canberra.

Professors and doctors of this and that—scholarly experts of the first magnitude—are seen frequently in Papua and New Guinea, where Australia's gift millions make such services possible.

Although "mere theorists", they usually win respect on their merits, or because of charming social qualities. Others are mostly a source of joy to bearded and otherwise tough patrol officers and such.

Dr. Schaffer was in the first class. Despite his appalling academic distinctions, he seemed to impart much useful knowledge on some of the vexed problems of how to govern while keeping onside with the governed.

Preceding Dr. Schaffer, two lecturers of the Public Service Institute of P-NG — Messrs F. A. Negri, Senior Training Officer, and K. J. Gorman, lecturer in Economics—made a tour of the principal centres in New Guinea. Their object: To give advice and supply tutorial assistance to men in the field.

Odd Angles of Burns Philp Administration

Points of interest about the Burns Philp empire, taken from the formal address of the Chairman, Mr. James Burns, at the general meeting of the Co. in Sydney on May 22:

The Co., last year, contributed £67,531 to the Staff Provident Fund, which now has 1,300 subscribers, and assets worth £1,292,134.

Shipping activities show huge variations at times. Last year,

They're Shooting—And Aiming At UNO

Mr. R. Maslyn Williams, advance guard of an Australian Department of Interior seven-man, 800-pounds-of-equipment team of film makers, arrived in Port Moresby on June 2.

The team will take four months in remotest New Guinea to make three films which Mr. Williams said "were specifically for the United Nations Trusteeship Council" but are also to be "aimed at audiences at a political level".

The films will probably turn out more exciting than all that would indicate. The Commonwealth Film Unit makes good films —if you can look at the photography and forget who they are "aimed at".

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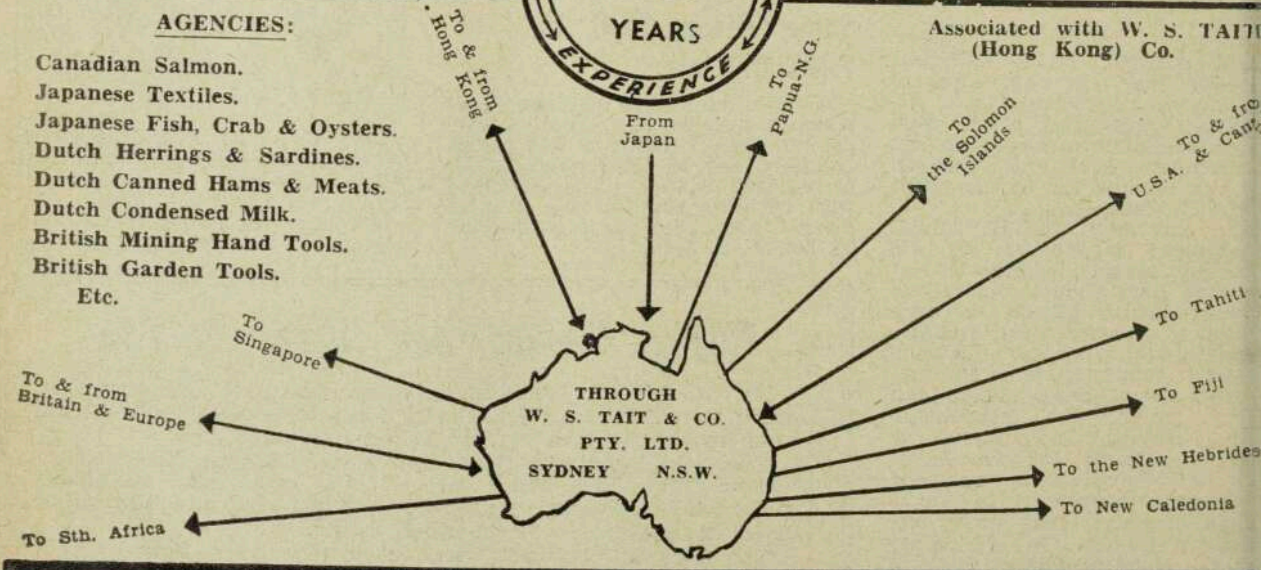
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rters were "sky high". This r, they are at a record low.
he Co. has a lot of cocoa plant- s coming into bearing, and hopes cover reductions in profits on ra with increased sales of cocoa. the price of each commodity is d by market variations.
he subsidiaries — Burns Philp uth Sea) Co. (which covers the area) Burns Philp (New nea) Ltd., and Burns Philp w Hebrides) Ltd.—all did well 957-8, and contributed their full e of a 10 per cent. dividend.
he Co's old-established whole- ng business, carried on for 75 s, is disappearing under the practice by which distributors go directly to manufacturers, groups, or co-operatives. Con- ently, the Co. now is disposing oods for cash, per medium of service stores — thus making tantial savings in bookkeep- insurance, bad debts, wages, head, and long credit require- ts.
he modern motor vessel *Bulolo* d not be replaced for less than 0,000 — which means that 0,000 would have to be earned re taxes were paid.
here is a diminishing profit in operation of passenger liners. *Bulolo* was built to carry 248 engers, and operating costs profits) were calculated ac- ingly. But under new indus- laws, she had to be altered arry between 170 and 180 pas- ers in two and three berth ns, so that more accommoda- could be provided for the crew. art from that, passenger s do not pay because, owing to conditions, ships now are d to lie too long alongside ves, while the crew remains Anything over a dozen pas- ers means a large addition of to care for passengers.
at additional crew has to be for time wasted in the ports g the working of cargo—but passengers do not pay any

e only passenger ships likely urvive under Australian con- ns, and the 44 hours week at might be those of the ferry which can quickly land and rk passengers, and not be in an expensive port by cargo derations.
e Co. finds itself nowadays ing in many different cur- es — especially Australian, En- New Zealand, Fijian, French, dian, United States—and re- g a variety of fixed rewards whatever cash accumulations as for temporary lending — seven per cent. for three- hs Treasury Bills in London, -2 per cent. for long-term rnment bonds in USA.
William Crawford Currie, chairman of the BISN Co. has joined the Burns Philp d, in succession to Dudley



THEY SAILED AWAY FROM SYDNEY IN MAY: These "Bulolo" passengers, left to right, were: Mrs. G. McMillan, who returned to Rabaul after spending three months in Sydney. Mrs. McMillan's husband, who had spent many years in various parts of the Islands while working for the OTC, died recently. Mrs. E. M. Norris, of West Australia, who will visit Mr. and Mrs. E. A. George of Kokopo. Mrs. Florence Higham returned from Sydney to Port Moresby.

Wynne Cross, who served Burns Philp and Co. Ltd. for 57 years.

One Month in Fiji for 20 Anti-TB Students

Two groups, each containing 10 Assistant Medical Officers, chosen from various South Pacific Islands, will spend one month each, in January or February, 1959, at the Central Medical School, at Tamavua, near Suva, Fiji, on a refresher course, on the diagnosis and treatment of Tuberculosis.

The courses have been sponsored by the World Health Organisation, and the Government of Fiji will act as host to the students.

Allocations of places for the various territories are:

Fiji, Papua and New Guinea, three each;

Cook Islands, Eastern Samoa and Western Samoa, two each; (Over)



Mr. and Mrs. Horst Goetz after their wedding at St. Mary's Catholic Church, Lae, NG, on May 21. The bride, formerly Marie Patricia Edwards, has been in the Territory Education Department for a year; Mr. Goetz, from Hamburg, Germany, has been in the Territory for six years. They will live in the Western Highlands. Photo: O. Brabant.

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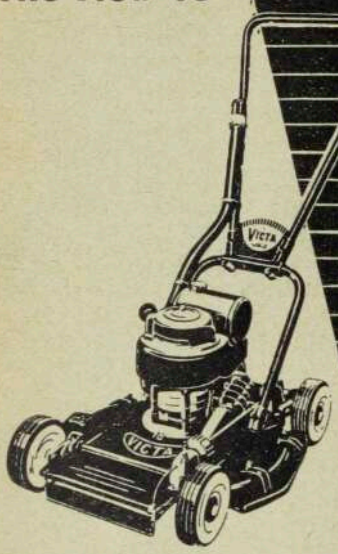
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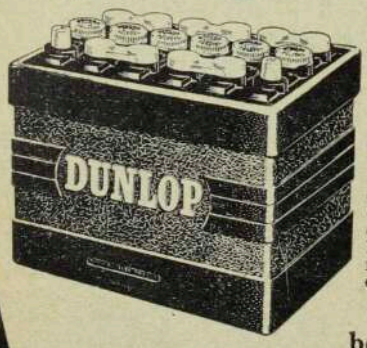
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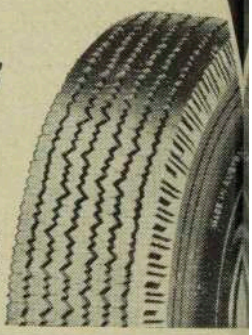
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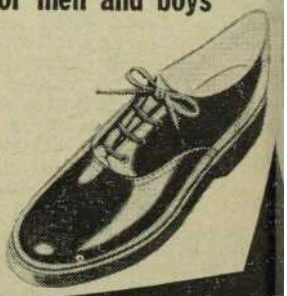
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k to the job on May "Tulagi" went the and Mrs. C. Mountford, of the Melanesian on, bound for Honiara after five months in NZ. Mr. Mountford first visited SIP in 1924 and stayed there for four working with the Mission. He also spent time there in 1956.
Rev. and Mrs. P. B. Baker (lower photo) of the Melanesian Mission, sailed for ra, BSIP, after an extended leave of 18 s, most of it in England. With them iss E. Stock, who has been associated the Mission in Honiara for about six and had just completed nine months in NZ.

itish Solomon Islands protec-te, Gilbert and Ellice Islands ny, Nauru, New Hebrides, Niue Tonga, one each.

Pheasants for imea

teen pheasants (four cocks and ens) travelled from Auckland Noumea early in May as pas-ers in a TAI aircraft.
ed by Mr. E. A. Higgins, of ngarei, the birds are the eus of what is hoped will de-into a colony of game birds New Caledonia, as an eventual tional tourist attraction.
ccess of the venture will rest the ability of the birds to t themselves to New Cale-a's climate, feeding conditions, and the possibility of pests—animal and human—depleting stock before it becomes estab-d.

r Becomes National k for N. Cal.

e Melanesians of New Cale-a, under the "more liberal" of recent years, have become ty drinkers of beer.
w Caledonia's leading news-r has pointed out that, in the quarter of 1958, no less than 0 gallons of beer were im-d into the French Territory, at a cost of about £133,000. This was at a time when high authority was deploring the gap between exports and imports.

The natives appear to be the chief consumers—and official figures do not tell the full story, because much locally-brewed beer is also consumed.

The newspaper says the figures are frightening, because all efforts to reduce beer-drinking seem to have failed.

Before the war, a bottle of beer was seldom seen in Noumea—and when it was it was Australian beer.

Beer is Big News in P-NG, Too

The non-indigenous population of Papua and New Guinea, in 1957 was estimated at 14,436, of whom 10,600 are Europeans, and the remainder mostly Asians. As the natives do not drink liquor, it is easy to calculate the annual alcoholic intake of the Europeans.

This shows that drinking in New Guinea runs neck-and-neck with similar drinking in Canberra, which has been described as "the alcoholic capital of the nation".

The European population in New Guinea, from 1956 to 1957, rose by seven per cent. The importation of liquor, in the same period, rose 12 per cent. This takes no account of the output of the Port Moresby brewery. And now there is another brewery operating in Lae.

A Fiji Protest About the SPC

Fiji probably has forgotten an incident of 1947.

When the six Pacific Powers got together in 1946-7 and formed the South Pacific Commission, and presented it to Fiji as a *fait accompli*, and asked Fiji to accept it, the unofficial members of the Fiji Legislative Council staged a minor rebellion.

They insisted that, in a matter so closely affecting the Colony, Fiji should have been consulted, before Agreement was reached.

The debate took place on July 25, 1947. The late Mr. A. A. Ragg moved: "That this Council strongly protests against the decision of the South Seas Conference held at Canberra on February 6, 1947, to include the Colony of Fiji within the ambit of operations of the South Pacific Commission":

"The 'big boys' have got together and have, without reference to the people concerned, decided what is to be done," said Mr. Ragg. "We are expected, without question, to accept the decisions of the participating powers in matters which are primarily our own concern."

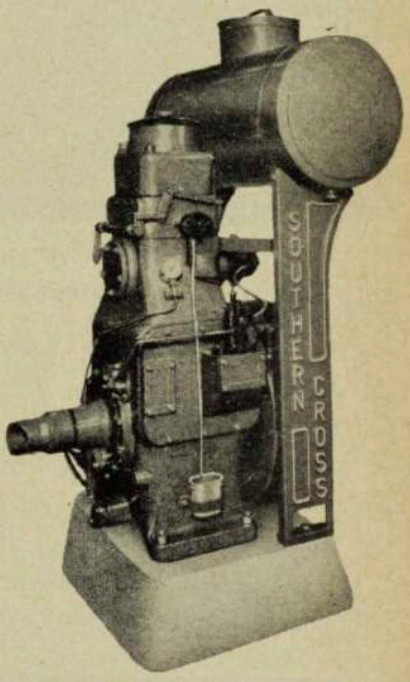
Mr. W. G. Johnson, in seconding, said: "The Agreement at Canberra

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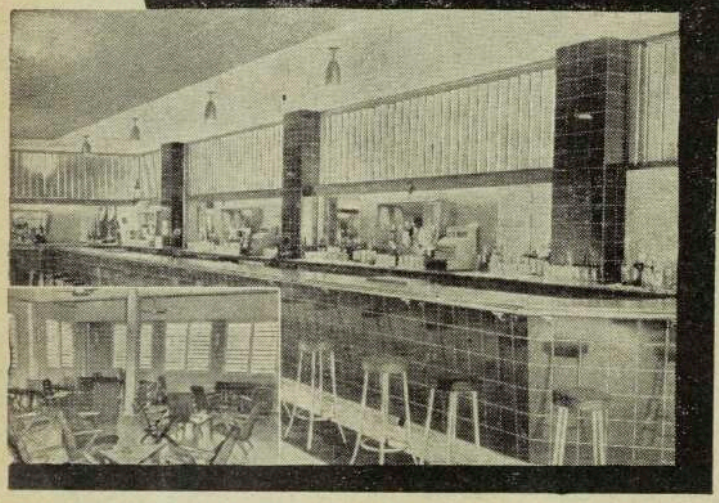
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s signed, I understand, subject later confirmation. We were ıdering whether we were going be consulted as to whether we hed to participate in the Con- ence."

Mr. H. B. Gibson: Before the t was made and before the tlemen (His Excellency and the ing Colonial Secretary) went to tralia, some reference to the ter might have been made in Council so that we would have ı able to express our opinions. may have different opinions on t ought and ought not to be e, and we may have different es and fears as to what one ht expect from a South Pacific iament, such as is envisaged.

Mr. A. D. Patel: I would like this ncil to consider what an impor- part these communities have ed in helping our Fijian hren in coming out of a state primitiveness, and taking their er place amongst the civilised les of the world. Considering the British, the Indians, and Chinese people have not only directly concerned in the omic development of these ns, but also directly concerned he cultural development of the s inhabiting these regions, I d say that we should have been ı an opportunity to take part in e activities, which are of a l and cultural nature.

Hugh Ragg: The people ly concerned (speaking in terms Fiji) have not been consulted tly. I agree that we had very representatives in Great ain's delegation, inasmuch as ad the Governor of this Colony the officer now acting as nial Secretary, and no doubt as advisers or as members able to bring forth the Fiji of the position and did a very good job of work. But that is, after all is said and done, a very limited representation.

The motion was defeated by 19 votes to 11. Three Fijian members voted with the Officials against the motion. The 11 who supported it were: B. M. Gyaneshwar; A. D. Patel; A. R. Sahu Khan; K. B. Singh; Vishnu Deo; Ratu T. W. T. Vuiyasawa; A. A. Ragg; W. G. Johnson; H. B. Gibson; J. A. Garnett; Sir Hugh Ragg.

The debate is worth remembering because, if there is to be any formal consideration of the future of the South Pacific Territories, it may centre upon the machinery of the South Pacific Commission, created in 1948.

Those Great Big Enormous Fijians

Fijian sailors were getting themselves talked about in Port Moresby in late May, according to the *South Pacific Post*.

It appears that when the new Fiji Government vessel *Ra Marama* called there en route home on its delivery voyage from Singapore, half a dozen of the Fijian sailors were asked to sing for the Native Peoples' session over the local broadcasting station, 9PA.

The singers rolled up to record their items, and so did three of their mates who, reports the *Post*, "drank grog from bottles and staggered all over the place . . . they sang and sang. They were enormous".

The upshot of it was that the real singers couldn't get a note in sideways; an ABC official sent the whole lot—singers and plain sailors—packing and no one except those in the immediate vicinity heard any singing at all.

That's the story, anyway.

Hawaii's Fruit Juice Exports

The Hawaiian fruit juice export industry grows year by year, in most categories. Statistics covering the last three years are:—

Guava puree and juice: 11,195 to 15,200 gals.

Guava nectar: 12,459 to 16,207 cases.

Papaya (pawpaw) puree and juice: 11,472 to 20,937 gals. Nectar 41,831 to 52,015 cases.

Passion fruit puree and juice: 16,359 to 102,817 gals. Nectar, 251 to 701 cases.

A large part of the puree and juice is exported frozen; the remainder in cans.

Tribute to a Great Indian Poet

The life and achievements of the great Indian poet Rabindranath Tagore (who died in 1941, aged 80) were described in addresses by Mrs. K. D. Bhasin and Mr. A. D. Patel, at a meeting of the Fiji Literary Society, in Suva, on Tagore's birthday (May 5).

Mrs. Bhasin said that the vitality of Bhasin's genius, and the variety and beauty of the literary forms he created, were amazing.

He gave to his people in one life time what other peoples had taken centuries to evolve—a language capable of expressing the finest modulations of thought and feeling, a literature worthy to be taught in any university in the world. He was one of the world's few writers whose works withstand the severest challenge of great literature, Eastern or Western, ancient or modern.

Mr. Patel said Tagore all his life pleaded and strove for social justice, for the right of the poor to material well-being, of the citizen to self-government, of the ignorant to knowledge, of the child to unfettered development, of the woman to equal dignity with man.

All communities were represented at the meeting. Mrs. B. P. Rattan gave a Tagore song, in Bangali, and a group of Fijian boys, from the DAV College, recited selections from Gitanjali—*S. M. M.*

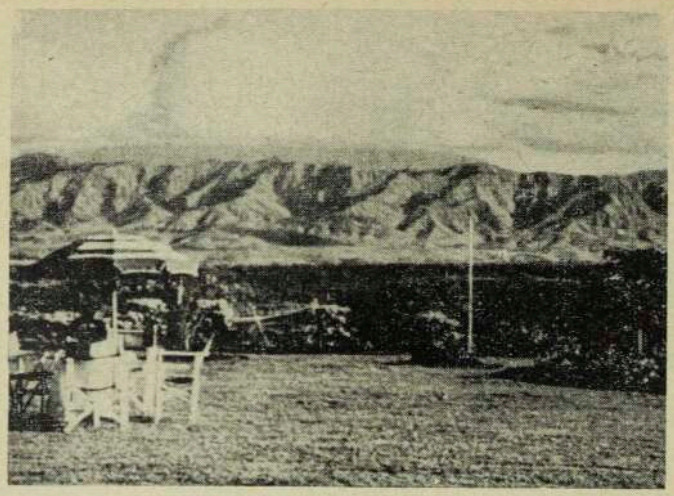
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At a recent Polynesian Assn. party in Sydney, this scratch group all over the Pacific and beyond supplied the music. There is Mrs. a Little, from Fiji, Lucky Harris and Tex Foote, who recently got back Tahiti; Joe Musery, from Indonesia; and Tui Jay Hamilton, of Zealand.

Photo: Telephotos.

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Buy Bananas—Buy Fijian

Fiji fielded a strong team w it sent its delegation to New land in early June to urge Zealand to buy as many ban as previously — if not more. Commentary, this issue).

The delegation was led by Financial Secretary, Mr. H. Davidson and included: Maurice Scott, new speaker of Legislative Council; Mr. W. Johnson, European Nomin Member of the Council and ch man of the Banana Commit 1956; Ratu Penaia Ganilau Fijian member of the Legisl Council; Mr. A. B. Ackland, ma ger of Fijian Banana Ventu and Mr. J. L. Chalmers, of Colonial Sugar Refining Comp and a member of the Rewa Va Planning Committee.

More Aid for Islands Women

Matters connected with the s development of South Pa Islanders were considered by Research Council of the S Pacific Commission, which c menced a session in Noumea May 17.

The provision of reading m erial; promotion of co-opera societies and similar methods aided self-help; records for broadcasting of Pacific Is songs; and especially the pro tion of Islands women's inter in the various archipelagoes, discussed.

The Council welcomed two sultants — Miss Freda Gwill woman educational adviser to British Colonial Office, and Pro sor Horace Belshaw, of the torian University, Wellington.

Plans were developed under wi specially qualified women specia will visit the Islands communi to advise and instruct na women. Funds to assist this ject have been made available the United Church Women America.

Among those who attended Council sittings were:

Mr. C. H. Allen, Senior Assistant Secr for Native Affairs, British Sol Islands.
Dr. J. V. de Bruyn, Adviser for N Affairs, Netherlands New Guinea.
Mr. W. C. Groves, Director, Depart of Education, Papua and New Guin
Mr. J. Guiart, Professor of Histor Oceanic Religions, Practical Scho Advanced Studies of the Sorb France.
Dr. A. H. J. Kroon, Executive Office Economic Development, South P Commission.
Dr. E. Massal, Executive Officer Health, South Pacific Commission.
Mr. J. L. Noakes, Director of Social velopment, Cook Islands
Dr. Richard Seddon, Executive Officer

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cial Development, South Pacific Commission
T. R. Smith, Secretary-General, South acific Commission.
John de Young, Staff Anthropologist, rust Territory of Micronesia, Guam.
essor J. W. Davidson, Research School Pacific Studies, Australian National iiversity, Canberra.
Desamais, Inspector of Primary hools, Noumea.

umea-N. Hebrides Air vice Resumed

aving had a new wing fitted in mea, TAI's DC3 plane resumed Noumea-New Hebrides shuttle ice in May, and thus ended a lot of inconvenience — suffered especially by New Hebrides people.

Qantas, which runs a service between Noumea and Australia, has ceased to carry mail on that run, because the New Caledonian Post Office will not pay for such transport in anything but francs. This means that airmail for Sydney now goes by TAI via Brisbane, and arrives late on Thursday instead of Thursday mornings.

Light for a Notorious Reef

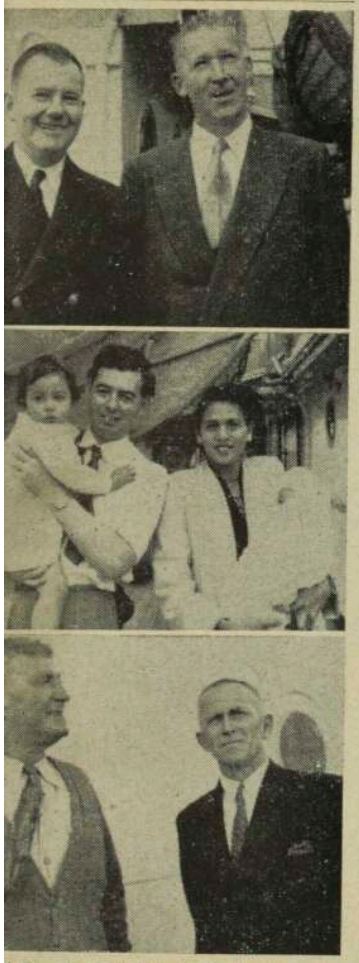
After surmounting great technical difficulties, the Public Works Department of Fiji finally has been able to construct a lighthouse that will warn mariners of the locality of the notorious Horseshoe Reef, which lies in the Koro Sea, within the Fiji archipelago.

The lighthouse was pre-cast in sections in Suva and taken to the reef in sections, and placed in position by men working patiently from small craft. It is a place of sudden winds, treacherous seas and tortuous currents — but the very difficult job was completed in May.

Many ships have been trapped on Horseshoe Reef, in the last 100 years. Some escaped, to be repaired and sail again; others were lost.

Machines Displace Costly Native Labour

It has come as forecast: Highly specialised machinery is displacing,



d for the Cook Islands in May to assess us crop prospects for the current season r. G. Bairstow (right) of Turners and , Ltd., Auckland. With him is "Maui s" popular Chief Steward Wally Kain, to thousands who have travelled in this rough the years (top photo).
ning to Rarotonga per "Maui Pomare" after vacation in New Zealand, was dio technician G. W. Brereton of Raro- Radio with Mrs. Brereton and the (centre).
thful Winter visitor to Tahiti from New for years past has been Mr. V. "Jim" n—seen off here aboard "Waitemata" by artist Charles McPhee of Auckland merly of Tahiti and Samoa (bottom).

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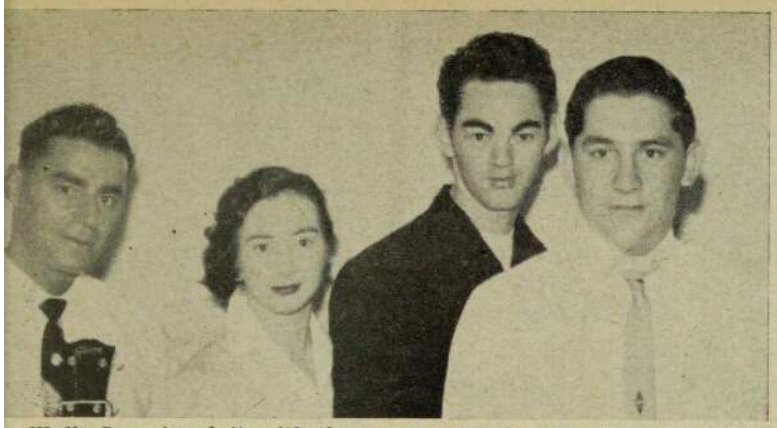
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r. Wally Downing, left, with three young people from Norfolk Island— Quintal, George Le Creu and Peter Knapton. They met at a Poly- Assn. party in Sydney. Photo: Telephotos.

New Guinea goldfields, the e labour that, pampered and ected", has now become too for economic operation.
everyone knows, native labour w and inefficient. But, if it w in cost, three or four ient units may be used instead e efficient unit. But, lift the of inefficient units—as has done steadily by well meaning e over recent years—and the inevitably is reached when ines, operated by skilled anics, are cheaper than native r.
nechanical loader, operated by Australian mechanics, for work e new 1,100 feet tunnel which Guinea Goldfields Ltd. is g into a mountainside near its n Ridges mill, at Wau, arrived au in May. The managing or, Mr. John Hohnen, said native unskilled labour now ar too costly for such work. new tunnel, incidentally, l be completed at the end of ear.

tor of Your Stamps

latelists—that is, the in- rable people whose active is the collection of postage- s—met the new issues of and New Guinea postage- s, on June 2, with orders hundreds of poungs. The d for "first day covers" was ive.
ept for one stamp (the 7d), hole series was designed by obert Griffiths, a 26-years-old ical draughtsman, who was yed for a time in Port by by the oil-search com- .
set his mind on winning that and, while in Port Moresby, sited many parts of both ories and took hundreds of graphs, so that his artistic s should be backed by accuracy. This was a remarkable achievement. He now is abroad, studying art.
Even the 7d stamp (which shows the klinkii plymill of Bulolo), while produced by Mr. Laurie Edwards, is based on a design by Mr. Griffiths.

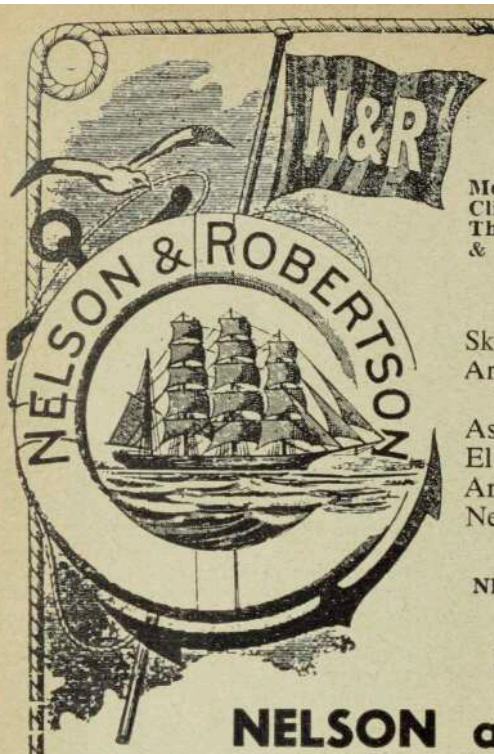
Long Samoan Hours on Finance Problems

The new Legislative Assembly of Western Samoa, which began its Budget Session at the end of February, completed business on May 29.
Finance has given the members much thought and worry. The Estimates were discussed for eight and a half weeks before acceptance.
Members who try conscientiously to understand the financial propositions which they are asked to adopt are not given much official help in their request for information.
When the NZ Minister for Islands, Mr. Mathison, visited Apia recently, he was asked for help.
Mr. G. F. Betham, European elected member, referred pointedly to the fact that the Government had not supplied members with balance-sheets over the past three years, which they needed so that they could see the Territory's true financial position.
They wanted to know, for example, the position of the Governments Liquor Trading Account, Electric Power Scheme, and P.O. Savings Bank. Why were excessive stocks, approximately £400,000, carried by the Public Works Department? Why did the Treasury not more closely supervise the PWD accounts?
The Minister addressed the Assembly at some length, but he gave the members practically nothing of the information they were seeking.
In the opinion of the Samoan and European members, who have been critical of the governmental set-up, the Minister has accepted completely the viewpoints and the finance policies of the High Commissioner and the members of the Executive Government.
The Customs Amendment Ordinance, providing a 10 per cent. surtax on import duties, as one means of raising urgently-needed revenues, received a lot of opposition before it passed.
Private members find these long

Are You Strained? Do You Drink?

A statement that residents of Papua and New Guinea drink alcohol to excess, probably "because of environmental strain", made by a British Medical Council doctor (Dr. R. K. Macpherson) has caused some sour comment in the Territory.
Territorians are of the opinion that they are not strained; that they drink because they like to; and that they don't drink too much, anyhow.
Dr. Macpherson spent some months in the Territory a couple of years ago. As *PIM* remembers him, he was a gentleman of pleasant but austere habit who liked walking; a native of Australia, we think, but long resident in the UK where his spiritual home was Edinburgh.
As such, he no doubt was eminently suited to the task of reporting to the Commonwealth Government on living conditions in the Australian tropics.
So far as Territorians are concerned, he was just another of those galloping experts who write long reports that no one acts upon.
By environmental strain he apparently meant that living and working accommodation in P-NG is inadequate and unsatisfactory; that clothing is not generally suitable; that there is not enough air-conditioning in offices and homes; and that public servants, sent to the tropics, should be "instructed in the art of tropical living".
Dr. John Gunther (Assistant Administrator in P-NG) said flatly that the consumption of alcohol by Europeans in P-NG was not excessive. He favoured more general use of air-conditioning, however.
Spoken like a true Territorian, Doctor.

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ons harassing and expensive. Assembly, by a large majority, ded to ask the Government to ease the members' sessional allowances.

le Variety of ts in N. Guinea

ıe Papua-New Guinea Christian ion field becomes ever more d in character. Even Euro- s find it confusing.

e latest enterprise reported is he Church of Christ. Mr. H. er, who was a missionary once ıe New Hebrides, and lately has stationed in Toowoomba, in nsland, has now entered the Guinea Highlands. A scout e, some time ago, selected a ion for him in uncharted try. somewhere near the boun- of Dutch and Australian New ea. He told a meeting in Too- ıba that he expected to be for two years—"if I don't up in the cooking pot of the ibals".

o Salvation Army girls (Cap- Ruby Dalrymple, of Brisbane, Lieutenant Dorothy Elphick, of ıgarei, New Zealand) have to the New Guinea Highlands ırect a mobile medical clinic g the natives there.

memorable spectacle, in New ea, is that of an earnest man g to explain to primitive es, in Pidgin, the differences een the various sects which to him so large a proportion of ıedical care and simple tuition he receives.

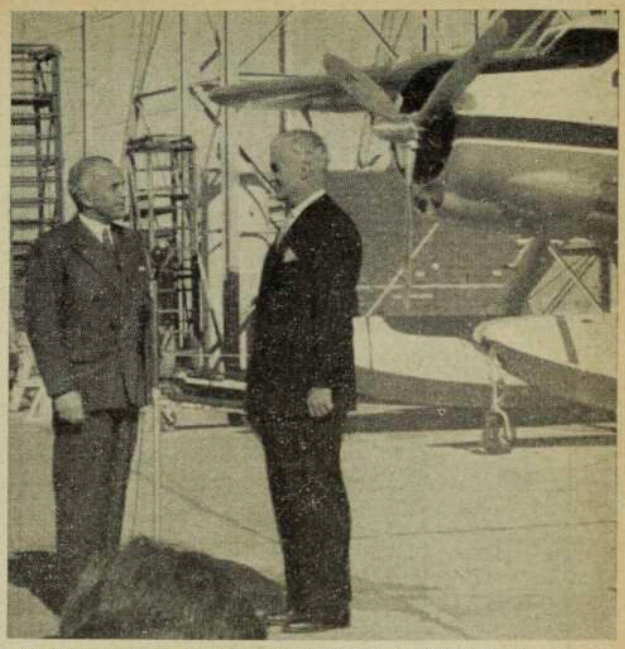
Guinea is a Trust Territory. ically any sect can go in. are about 40 established now.

Gets Small es in King-Size

en the first two Otter Aircraft Qantas internal services in a-New Guinea were handed over by De Havillands at Bankstown, NSW, on May 27, the occasion got full Lockheed Electra treatment.

About 500 people — including De Havilland and Qantas executives, and representatives of newspapers, television, news-reels and radio — watched Mr. Lester Brain, De Havilland's managing director, hand over the log-books of the planes to Mr. C. O. Turner, general manager of Qantas—and it seemed that most of these stayed on for a buffet lunch afterwards.

The Otter has been described as a "King-sized" Beaver. (The small Beavers have been used in P-NG by Qantas for the last couple of years, but are now being withdrawn.



At Bankstown on May 27, Mr. Lester Brain (left), hands over to Mr. C. O. Turner, of Qantas. The amphibian-type Otter can be seen in background (picture of the plane in flight appeared on page 141 of April PIM). This plane got Important Treatment when it reached P-NG, too. It was christened in Moresby—the wife of a civil aviation V. I. Person aimed the bottle. In Lae, the aircraft caused some lifted-eyebrows when it landed. Lae is not used to flying-boats, and the wheels of this amphibian are not readily seen, while the floats certainly are.

The Otter, like the Beaver, is a single-engined plane, but it has 600 HP to the Beaver's 450. It has a range of over 1,000 miles and can carry 11 passengers, or about 3,000 lbs of freight.

In both the standard type and the amphibian type, which *PIM* saw at Bankstown, 11 small but adequate forward-facing seats were fitted. But it was noted that these were easily removable—and there is no knowing what will happen to them once they get to the Territory.

Qantas will take four of these aircraft, which will be used on airstrips not suitable for the company's DC3's. At the demonstration at Bankstown, the amphibian, landing into a strongish west wind, and empty, pulled up in about 400 feet.

De Havilland's association with Qantas goes back to 1922 when, as Queensland and Northern Territory Aerial Services, the company was pioneering its early routes in Western Queensland. The Otter is the 14th DH type that Qantas has used since then.

Captains W. Nye and K. Montague, of Qantas' New Guinea services, came down to Sydney to take the aircraft home. They have now entered service in P-NG.

gressive Witnesses of Jehovah

hovahs Witnesses — a religious nisation with headquarters in USA now in Papua and new Guinea; this journal said of them recently they were "trouble-makers". ey appear also to be sensitive and gerant. Quite a number of letters e from as far away as Azusa, ornia—have reached the editor, enging the statement that they e trouble.

me of the heads of the sect have in a lot of printed material, ntly in the belief that anything is printed is necessarily true. IM" has discussed Jehovahs Wit- s with various Islands Adminis- rs. Some tolerate them. We have d none who like them.

Fiji to Have a Hibiscus Highway

Following a suggestion by the Governor, Sir Ronald Garvey, the people of Savu Savu, Fiji, propose to plant hibiscus along the fine, new road recently constructed at Buca Bay, and to call it the Hibiscus Highway.

It runs for 50 miles through country of great scenic beauty and, if set off by the brilliant, quick-growing hibiscus in the way suggested, it should prove a notable attraction for tourists.

Wasps to Fight Beetle Menace

Most places want to drive wasps away. Fiji is going to breed them.

It is part of the drive against the rhinoceros beetle which feeds on coconut palms and is a threat to the Colony's £3 million a year copra industry.

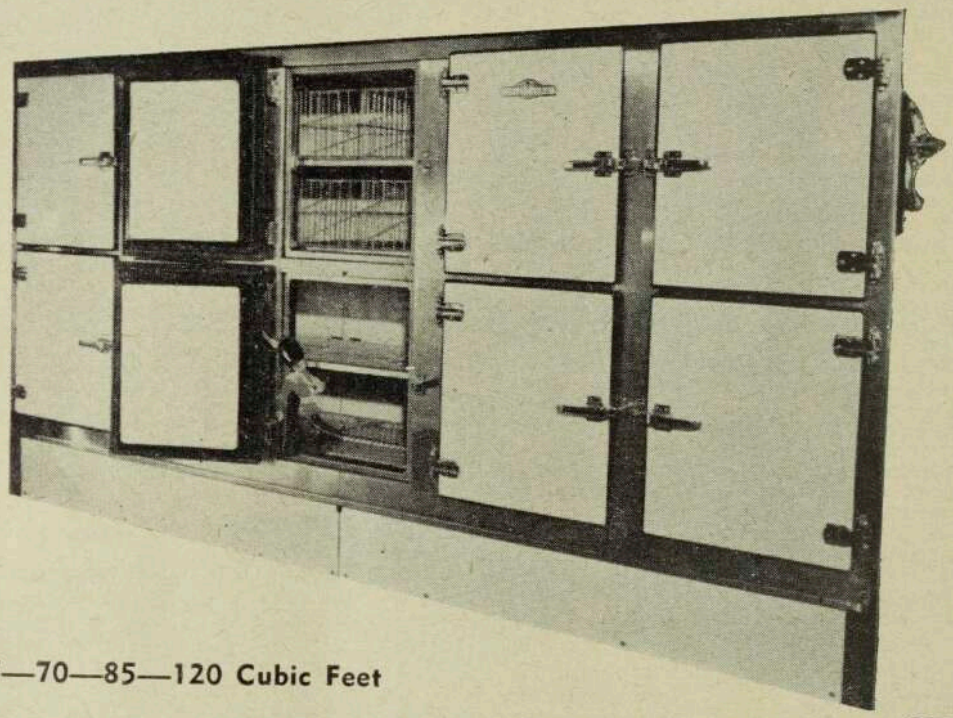
The beetle was introduced by accident into the South Pacific by the Germans before World War I (and by the Japs during World War II) and flourishes there because it has no natural enemies. Many attempts to find a predator have failed.

Now it is believed that a wasp called *scolia ruficornis* feeds on

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larvae of the beetle.
e Fiji Coconut Pests Board
ts that cocoons are being in-
ced experimentally from Koror
ne Palaus (Caroline grop) by
H. W. Simmonds, a former
rnment Entomologist who now
s part-time with the Board.
ling sites are being prepared
ree places. If the experiment
cessful if it is hoped to extend
other areas.

bed by a -Sized Garfish

unlucky native fisherman at
Papua, was killed late May
a fish leapt from the water
punctured his jugular vein.
man was spear fishing on a
when the accident happened.
thought the fish was a "long
—a sort of king-sized garfish
a long sword-like beak. This
s can grow up to three or
feet long in P-NG waters.

Seven New ralians

lignified ceremony was con-
l by the Magistrate, Sir Col-
O'Loghlin, at the Masonic
Lae, New Guinea, on June
n the first Chinese residents
naturalised.
ough many more have ap-
for naturalisation, only seven
received their papers in
or the ceremony. Six of these
ed, the seventh, Mr. Seto Kui,
being absent on a visit to
ong.
e naturalised were: Mr.
el Kam Hong Dang, Miss
Yuk Tai Hui, Mr. Seeto
and Mrs. Henry Chim, Mr.
Seeto and Mrs. Angela Seeto,
r. Mah Ming.
Kam Hong, well-known
ant of Lae, who was born

Great Mining Enterprise goes into Reverse

The great mining and pioneering story that began in New Guinea in the early 30's when Bulolo Gold Dredging air-freighted into Buiolo in parts, its first dredge, and reassembled it there, is now, to a limited extent, being repeated in reverse.

In June one of the dredges—Number 4—was dismantled ready for road freighting to Lae and despatch to Bolivia where it will again be air-freighted into the field of operations of another mining company (right outside the Placer Group).

At the height of its mining activity Bulolo Gold Dredging had eight dredges working in the Bulolo Valley. Now only one is working, while the company had switched over to timber and plywood production.

The company has sold one other of its dredges, but the others remain at Bulolo—either awaiting possible purchasers or used for the Company's own purposes.

in NG, spoke for them all when he said he was indeed proud to become an Australian citizen.

In attendance were Minister for Territories Hasluck, the Administrator of P-NG, Brigadier D. M. Cleland, Mr. Howse, MP, Under-Secretary for Territories, and Mr. H. Niall, District Commissioner, Morobe. A reception at the Lae Residency followed the ceremony.

At Lae the New Beer Flowed

People in Lae, New Guinea, who hitherto have imagined that beer is something that can be easily brewed in a bath-tub, have become increasingly amazed in the last year at what really constitutes a modern brewery.

On June 4, 1958, the Minister for Territories, Mr. Paul Hasluck, before a distinguished gathering, opened Lae's new brewery, New Guinea Brewery Ltd. It was the culmination of 12 months of effort by two cheerful, bustling people, Messrs. R. Meier and J. R. Nydam.

Australians who think they are past-masters at the art of giving "anything a go" have been shown a thing or two by these two Europeans, one a brewer and the other a brewery engineer, who literally built the enterprise from the ground up.

They have cleared the ground, poured the concrete, built the office block (which they initially used as living quarters) and erected the brewery building.

When the machinery and equipment began to arrive—refrigeration gear, huge stainless steel vats, bottling machinery, all sorts of queer bits and pieces of pipes and gauges and motors—they installed that, too.

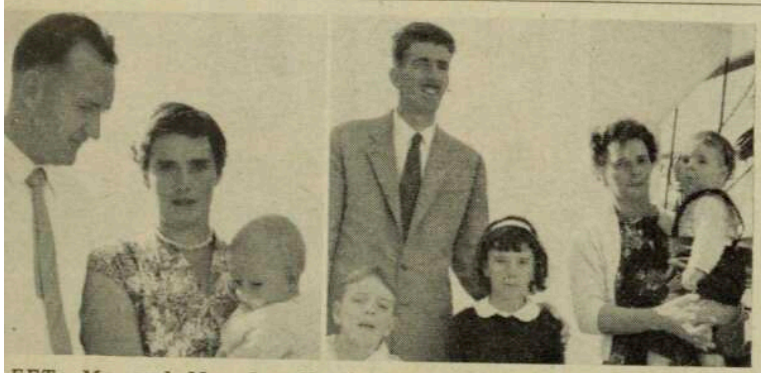
Now they are brewing the beer and going out and selling it.

Messrs. Meier and Nydam were under no delusions as to what they had to produce. It had to be beer equal to the world's best, or it would not be good enough. Papua-New Guinea drinkers are beer drinkers—having brought their native Australian talent with them and improved upon it.

And the new brew has plenty of rivals already established in the field: the product of South Pacific Brewery—where Mr. Meier was brewer before he began on the new Lae enterprise—and any amount of imported Australian bottled beer.

After the war, the Territory suffered a beer drought along with Australia and all sorts of foreign brews were imported; but now, Territorians literally have never had it so good on the beer front. It will be interesting to watch how each brand fares from now on.

The Lae brew flowed freely on opening day. Local connoisseurs pronounced it a "potent drop . . . the real McCoy".



LEFT: Mr. and Mrs. Les Hastings, with daughter Rebecca, aged months, returned to Lae on the "Shansi" after six months leave, in Victoria and NSW. Mr. Hastings is a patrol-officer, and has in New Guinea for about eight years.
RIGHT: Mr. and Mrs. Kev. Lake, with son Doug (6), and hters Robin (8), and Jenny (12 months), returned to Lae on the "Shansi" after four months leave in Sydney. Mr. Lake has been Comworks there for 10 years, as a supervisor.

Suggested Union: Fiji and N. Zealand

In the course of a discussion by members of the Royal Empire Society in London on November 26, 1957, the future of Fiji was touched upon.

(Over)



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leading speaker said there were ee simple alternatives to giving nplete sovereignty of a colony ch was not large enough to t by itself. They were:—
Participation in a Federation, h as the new West Indies eration.
Self-government within a Com-nwealth, such as had now been posed for Singapore. This, he , might be suitable for Gambia, Mauritius.
Integration with an existing ninion—and here he suggested Fiji might be integrated with Zealand, or Zanzibar with an African country.
mment: If Mauritius is big gh for self-government within British Commonwealth, so also iji; and there are more reasons according that status to Fiji to Mauritius.
he simplest alternative for Fiji, ould appear, is membership of ritish South Pacific Federation, in the British Commonwealth.
owever, it was apparent from report of the discussion that Royal Empire Society members v very little about the units of Royal Empire.

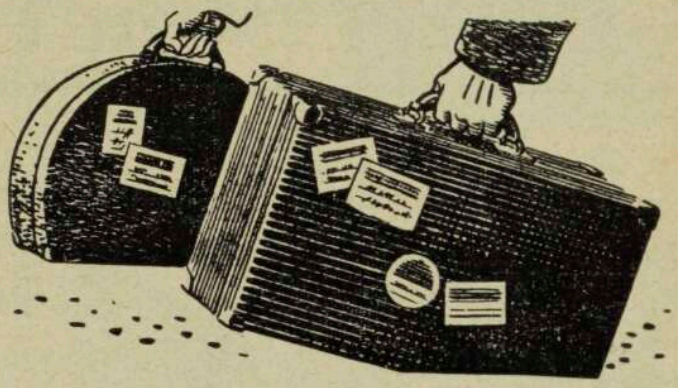
FLAG BEDECKED BUT IGNORED

Huge Union Jacks painted on e sides and hatch-covers of e China Navigation Com-ny's freighter "Funing" in-gued Port Moresbyites when e vessel was there recently. The reason for this show of triotism was that the vessel d just come from the Far st along a route that took close to the Celebes. They re there for easy identifica-n of the vessel—or as Cap-n I. King put it, "To give planes something to aim

But neither the Indonesian els nor the loyalists showed y interest in the ship.

Land "Unfertile, fficient, Unavailable"

ere is a note of urgency in the nents of well-informed public nts in Fiji on the land and ulture situation, as they see veloping.
e land, for the most part, is by the Fijians. The Fijians are outnumbered, by over 0, by the Indians, who are rally landless. The Indian nd for land is growing con-ly.
i's population has doubled in ears, and is now about 370,000. ll be well over the half-million in another 20 years. How will this population be sustained, if fuller use is not made of the land?
An evidently competent writer in the Department of Agriculture's journal declares that a new set of land laws is needed, and points urgently to the following evils:
• Because of the increasing number of Indians demanding land, and the smallness of the areas available, Fijian land values are exaggerated, and becoming worse.
• The man with land to sell or lease can get his own price, without delay. The Crown is powerless to hold down these soaring valuations, which could gravely affect the Colony's economy.
• The Crown controls less than 4.5 per cent. of the land—and much of the Crown area is totally unsuited to farming.
• Circumstances (he refers to the racial unbalance) have produced in



Going places?

Your trip will be much happier if you know that every detail has been settled in advance — but there is no need to do it yourself. Much time and trouble can be saved by letting the Bank of New South Wales Travel Department assist you.

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Whether your journey is in Australia or overseas, the "Wales' will gladly plan itineraries, make transport bookings and hotel reservations, arrange travel finance, and, for trips overseas, advise on passport, visa, and taxation clearance procedure.

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You can bank on the "Wales"

These services are available through all branches of the

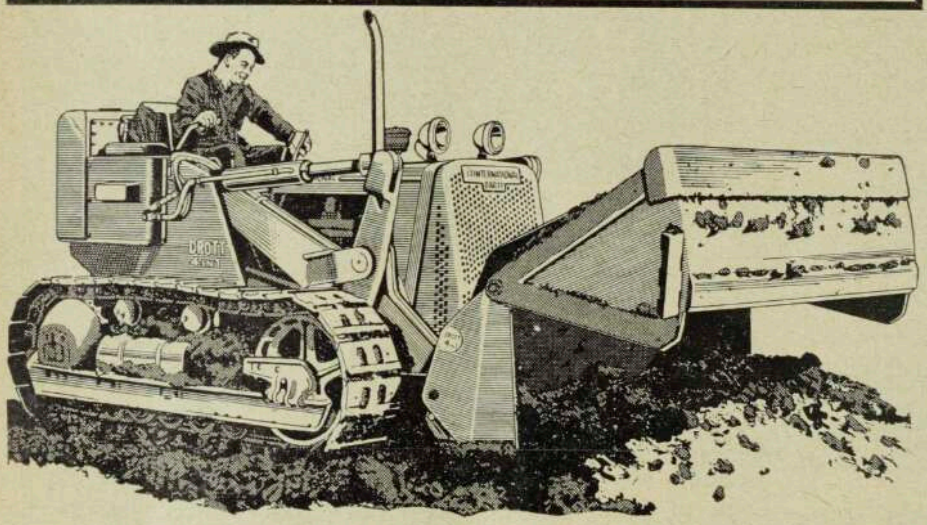
BANK OF NEW SOUTH WALES

FIRST AND LARGEST TRADING BANK OPERATING IN AUSTRALIA, NEW ZEALAND, FIJI, PAPUA AND NEW GUINEA

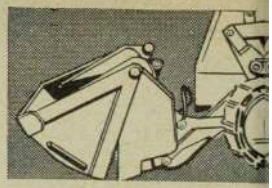
(INCORPORATED IN NEW SOUTH WALES WITH LIMITED LIABILITY)

15447a

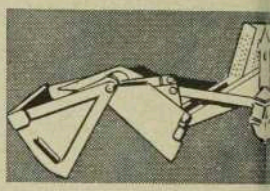
THE NEW VERSATILE INTERNATIONAL DROTT "4 in 1"



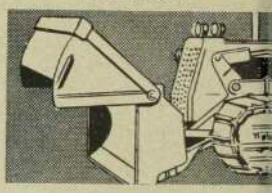
Bullclam!



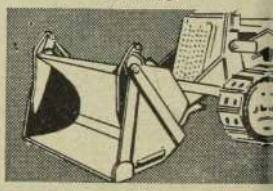
Clamshell!



Bulldozer!



Shovel!



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an emergency which most ıtries experience only at a time nternational stress.

r. I. T. Twyford, a chemist in Colony's Department of Agri- ure, has stated flatly that the story that Fiji's lands are rich fertile is almost completely un- . He said there were some s which were rich and fertile, not many.

e says that unless the general lity of the Fijian soil is built nd maintained, agriculture must ne and the Colony would face ster—"as is already beginning appen in some areas".

ging Home the on in Lae

pig is an animal with dirt is face, he can't read a book vrite his name", were words h Bing Crosby made famous in ng My Way". But what self- cting pig cares about these gs?

rtainly not the happy looking shires on Mr. Jack Maloney's outside Lae, New Guinea, e 40 of them browse con- dly, and produce little pigs, in turn will produce more little

arting with one sow and one pig wo acres of leased land, five out of Lae township, Mr. ney is still another example of n with faith in the future of Territory.

eventual aim is to obtain a of 400 acres of land (and as s eligible for the recently unced credit scheme for ex- emen settlers in P-NG the n could come true) where he un 400 pigs. This could lead to ch-needed industry for Morobe. would require to build oir and treatment plant, and would be able to supply bacon, pork, pickled pork, cheeks, rs, and all offal meats. Avail- y of pigs for sale to natives means to improving their e stock will be of immeasur- alue, as already experiments of nature have shown a vast vement — the progeny being as big as the native pigs. rtation of pigs to the Terri- unlike cattle, is not sub- d, yet they play an important n the native economy.

Maloney's 40 Berkshires are d like pets—he knows each nd they all know him—but the ment pays off.

eanliness is the main thing," Mr. Maloney giving a few "A clean pig is a healthy Worms are the worst enemy e pig breeder (an internal ite picked up from the ground) is most evident under dirty ions. Pigs kept clean and ed, do not succumb as easily attacked."

orm invasion can go to the ch, kidneys or heart. The first sign is general lassitude and obvious ill health, and if allowed to continue the pig wastes away and loses the use of its legs."

"It is necessary to keep a close watch to ensure that no wound or cut is neglected, and when detected, it must be treated immediately. One pig with neglected ground-worm could wipe out the whole herd."

At Mr. Maloney's farm, the piglets are kept on concrete for 6-months, and the older ones are allowed to run on grassy ground which has a fresh water wallow running through it.

Every day, after their first meal, they are let out for grazing, then brought back to the pens and washed down. They are also oiled once a week.

Natives with bags of Taro are always welcomed as the taro is good fodder, and the money paid for it enables the native to save enough in time to buy a pig—an ambition dear to every native's heart.

Lae Welcomes "New Guinea Courier"

The New Guinea mainland's new newspaper, *New Guinea Courier*, made its bow to its public for the first time at Lae on Wednesday, June 4, and the healthy-looking, well-produced first issue was very well received.

It was nice, said readers, to get some mainland news for a change, instead of all that stuff from Port Moresby.

Lae has not had a newspaper since February, 1942, when the *Morobe News* (which began publishing in 1939 from Wau) was closed down. Reason for closure was that the printery got in the way of a bomb which was dropped just outside, in the first Jap air-raid.

Emergency on Niue Island

Niue Island, small, high, unprotected and surrounded by a lot of Pacific Ocean, usually gives the Masters of the vessels trading there from New Zealand some uncomfortable hours while they are hanging off unloading stores and taking on bananas. And it is certainly no place to land a flying-boat.



One of Mr. Maloney's pigs. A mama pig we think, although with pigs who insist on sitting we are by no means sure. If this is not a mother, then Mr. Maloney has other pigs who are (see story).

But a RNZAF Sunderland from Suva accomplished it on June 1, to take off a seriously ill woman for surgical treatment in Suva.

They made the flight from Suva to Niue in six hours but found the weather too bad to land. Squadron-Leader M. S. Gurton flew around for an hour, then put the flying-boat down successfully in an 18 knot cross wind under the lee of high cliffs.

The patient, Mrs. Pamela Kimder, was taken out on a launch and was got aboard with a lot of trouble and the flying-boat then took off. But shortly it was in trouble again. An oil leak developed in one of the engines, the Captain had to feather the prop and finish the journey back to base on three engines.

They got back to Laucala Bay alright—after the crew had been more than 12 hours on the job. And

Too Many Missionaries, Samoa Decides

New Guinea which now has nearly 40 religious sects operating as missions and believes that it cannot do anything about it (because NG is a Trusteeship Territory) may be interested to know that Western Samoa, which is also a Trusteeship Territory, has decided that it can do something.

Recently it was decided by the High Commissioner to restrict the entry of Mormon (Latter Day Saints) missionaries who had been pouring into the Territory until there was one for every 38 adherents.

This prohibition was later challenged in the Legislative Assembly by a member who considered the prohibition a breach of the Trusteeship Agreement and the Declaration of Human Rights, to say nothing of the Samoa Amendment Act, 1957. However his motion was defeated so these missionaries, except in fixed quota (one missionary to 200 adherents), stay out.

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the patient's condition was later stated to be satisfactory.

News from Norfolk Island

The cruise ship *Duntroon*, which had arranged to land passengers on Norfolk Island on June 3 apparently changed its mind and merely circled the island. As the weather was perfect, Islanders could not understand why the tourists were not permitted a few hours ashore.

Burns Philp and Co. are reported to have bought out the old-established general store of R. & J. Needham at Burnt Pine, Norfolk Island.

This puts BP into the main shopping area of the Island. It will be an asset to residents if they also move their Qantas agency down there to the more central location.

New Cal. Plans New Stamp Issues

The New Caledonian postal authorities will issue two new stamps from July 7. One of four francs value will have a hibiscus as motif; and the other will be of 15 francs with a motif of a rare shrub of the Plain of the Lakes district *xanthostes mon rubrum*.

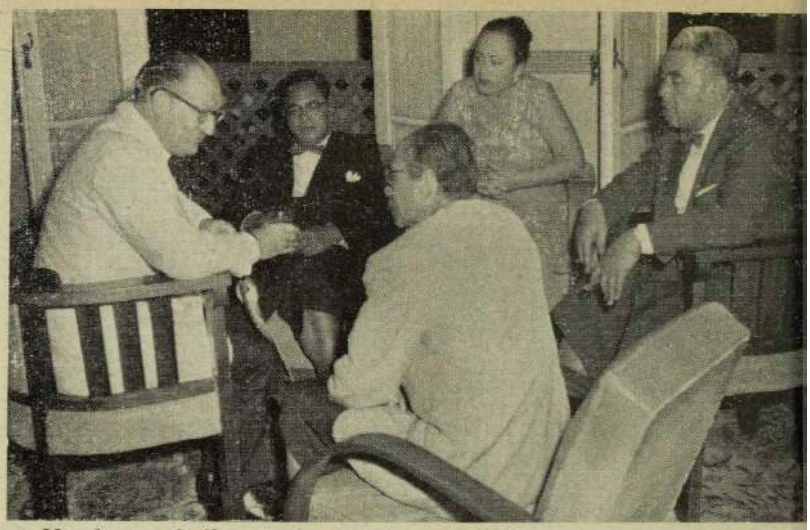
Towards the end of 1958 another issue of new stamps will be out. There will be probably four stamps in this series with designs of coral and fish.

A 200 franc air mail stamp (25/-) will also be issued about the same time.

Business in the postal world has been so good over the last months that the New Caledonian post office is running out of current values. All sorts of combinations are now necessary to get the right value on air-mail letters.

The position will be improved in the next month or two by the arrival of a huge order of stamps from France.





Members of the Eastern Samoan parliamentary delegation wh recently paid a short visit to New Zealand to study the Domini parliamentary system are shown chatting with the Governor of Fiji, Ronald Garvey, at a reception held in the Grand Pacific Hotel, Suva.

On Sir Ronald's left is the Hon. S. P. Aumoeualoge, president of Eastern Samoan Senate; next is Mrs. Mabel Reid, acting Speaker of E. Samoan House of Representatives. Extreme right, the Hon. Sotoa, A in the delegation, the Hon. Chief Tufela Faiaogo, and N. P. Fofogaoo clerk and interpreter.

Photo: Rob Wright of Fiji

Maybe Some Boat Building in BSIP

The possibility of the establishment of a Boat Building industry in the Solomons advanced one step further with the recent visit of Dr. Kroon to the protectorate.

Dr. Kroon, of the South Pacific Commission, selected a site at Auki on Malaita Island for the proposed school.

A qualified boat builder is to be appointed and initially it is intended that 24 Pacific Islanders will be trained in construction and maintenance of both boats and marine engines.

The cutter building industry Laulasi was praised by Dr. Kr who expressed the opinion t with a little more knowledge Laulasi builders could constr boats for export.

BSIP Rice Growing— 1,640 Tons to Go

Under the guidance of the Ag culture Department the rice dustry on Malaita, BSIP, is stea progressing and it is estimated t about 60 tons will be produced the current year.

Already four rice hullers h been installed and it is hoped t three more will be purchased wh funds become available.

Paddy rice is priced at 5d per and local Government Deparme are paying 9d per lb for polish rice.

Retail price of rice in Honi is 1/- per lb and the annual c sumption in the Protectorate is the vicinity of 1700 tons.

(Australian rice price for BS is £A70 a ton, f.o.w., Sydney Melbourne—equal to 7½d per lb)

P. Moresby Has Undesirable Moth

Specimens of a type of ow moth which is eating the foliage poinciana trees in Port More have been sent to the Brit Museum for identification.

In some parts of the town th

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ɔua-New Guinea's new stamps on sale in Territory post of- on June 2. Hundreds of first- covers were dispatched over- by the Philatelic Section of Port Moresby post-office. The drawing, of the 5/- stamp, like all but one of the series, ɔork of an ex-Territorian, Mr. riffiths.

completely stripped poin- s; but government entomolo- Dr. J. Szent-Ivany, said there ɔeen no reports of any outside Moresby.

iis is a serious outbreak, but n't think they will kill the as they feed on the leaves ıot on the bark," he said. "I think they will become a r to commercial crops—they to be a type which eats the s of only one plant."

officials are trying to eradi- the moths with a chemical used against mosquitoes.— r.

Loaders for u and Ocean

ring successfully manufac- and installed a new loading for the phosphate industry cean Island, at a cost of 00, the Brisbane engineering of Evans, Deakin and Co. Ltd., ɔeen given a contract by the h Phosphate Commission to another new loading plant uru, at a cost of £500,000.

contract involves shore in- tions, conveyors and huge ever loading arms, and the will take two years.

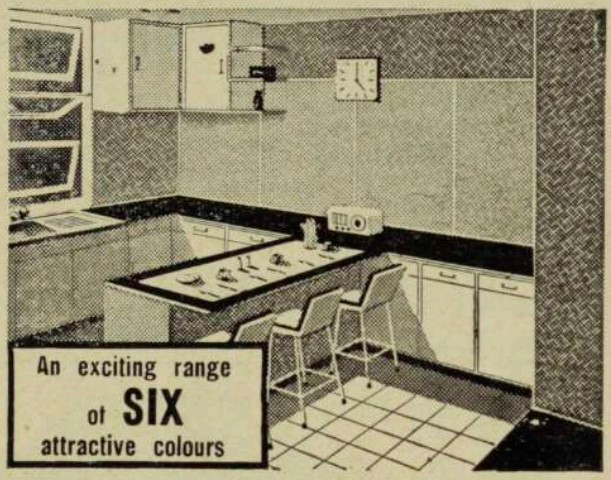
ıough the Pacific's largest phosphate deposits are on islands (Ocean and Nauru Islands) where natural shipping facilities are completely absent, the deposits are so rich that it pays to provide the installations described.

The islands are steep to the sea —there are practically no coral reefs to give any kind of shelter.

In rough weather, the ships lie off. In quiet weather, they came close in beside the cliffs, and lie there uneasily in deep water. The phosphate comes down from the workings inland by chutes and conveyor belts, and is carried out over the sea in huge cantilever arrangements, and then is dumped directly into the holds of the ships, lying underneath.

Great loading installations were in operation there prior to World War II. The Japs occupied both islands during the war, and the machinery was more or less wrecked. It was quickly patched up after the war, and the old installations helped in the shipment of enormous quantities of phosphate to Australia and New Zealand.

Evans, Deakin Ltd. won these valuable construction contracts in competition with engineering firms of many countries. (Over)



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OLD NAME, NEW TRIMMINGS

The Club Hotel (it started out ne years ago to be the South as Hotel) is slowly taking ape in Suva and will probably ready for its first guests at beginning of October.
The hotel is being built by rris Hedstrom Ltd. but will operated by Northern Hotels l., with Mr. Max Lovell as nager.
The name "South Seas" would bably have had more appeal overseas visitors—but the sees felt that the old name Club Hotel should be per- uated. The bar of the new junctions under the old b Hotel licence; the old el itself, a veteran known generations of Fiji residents, eived the coup de grace in 1951 hurricane.
The new hotel will have 17 -conditioned bedrooms, each h its own private bathroom l balcony. That amount of ommodation is only a drop the bucket of Suva's hotel ds—but it will be a very come drop, for all that.

tudy of ic Sanitation

ong Health Department people have been attending a course "environmental sanitation", ged in Port Moresby by the l Health Organisation, are health administrators, assis- medical practitioners, sanitary inspectors and technicians. Territories which sent ls to this course include ican Samoa, Solomon Islands, Islands, French Oceania, Gil- and Ellice Islands, West New a, New Hebrides, Guam, and New Guinea, Tonga, Territories of Micronesia Western Samoa.

Wants Money Tourism

se trying to develop tourism means of improving Fiji's as trading position say that ow receives 10,000 tourists a from which substantial eco- benefits are derived—but ctivities now under way will in 35,000 p.a. within six years. t number would give the another £2 million per an- in overseas exchange. But are the 35,000 to sleep and

rism interests had been hope- fully looking to the Fiji Government for a policy of loans—loans to assist in building new hotels, from which private enterprise has been scared away by the ever-rising costs.

The Government has not been responsible. In fact, the Government has told the Fiji Visitors Bureau (its chief instrument in assisting tourism) that it will have to get along with less Government aid in future.

It is the same old story: Plenty of business in sight, but no money wherewith to provide the machinery to develop the new business.

Said Tourism Director R. A. Howlett, before leaving Fiji for Singapore: "We must spend money to make money. If there is no Government finance in sight, there is no hope for new tourist development."

Frank Exon's Job For Australia

During the two years which the late Mr. Frank C. Exon, formerly of Fiji, spent in Pakistan as Supervising Installation Engineer, putting in telecommunications equipment under the Colombo Plan for Pakistan, he and his wife made many friends.

Mrs. Margaret Exon (who has been residing with her married daughter, Mrs. Elizabeth Cottee, at Nowra, NSW) has received numerous messages of regret and sympathy from Karachi, sent by both European and Pakistani high officials when they learned of Mr. Exon's sudden death at sea on April 22 (May, *PIM*, page 147).

The Australian High Commissioner in Karachi especially praised Mr. Exon's work as an engineer, and commented on the way in which his skill, knowledge and enthusiasm won him friends in both East and West Pakistan.

Mrs. Exon, like her husband, suffered very severely from illnesses contracted in Pakistan, but she is making a good recovery.

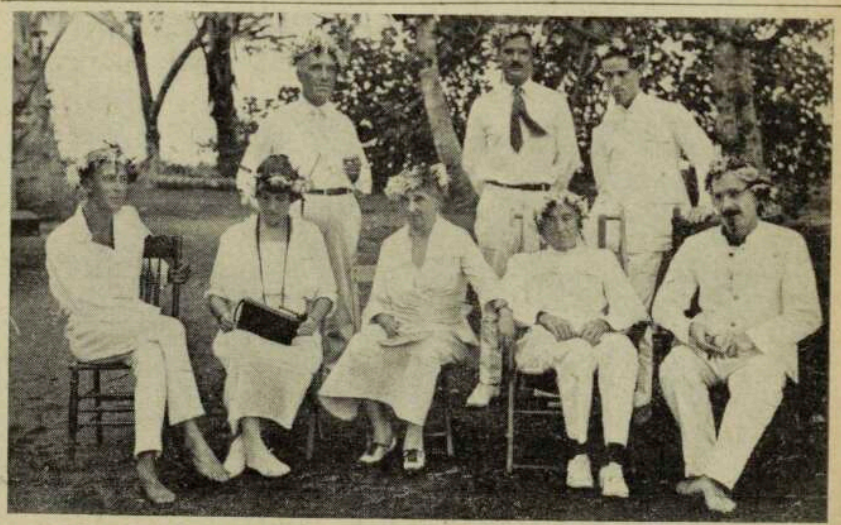
See the East on Way to US, UK

Dates for the first voyages of Orient & Pacific Lines' vast new operations in the Pacific, linking Australia with the Far East and with North America, together with schedules of fares for the new section of the "Pacific triangle" were announced in Sydney in May by a spokesman for Orient & Pacific Lines.

The new services cover some of the most interesting routes in the world.

The new services of Orient & Pacific Lines, combining the resources and experiences of two of the world's leading shipping lines (P. & O. and Orient) will provide the largest shipping service ever to operate in the Pacific. The new links between Australia and the Philippines, Hongkong and Japan, and between those countries and North America, will complete a Pacific triangle of great importance in bringing Australia and New Zealand and the islands into the pattern and flow of international tourism and commerce.

The first of the new voyages will embrace two sides of the triangle.



This old photograph was taken in the early 20's in Papeete, and is one of a collection owned by Oscar Nordman. At extreme right, standing, is the novelist, the late Robert Dean Frisbie, not long after he first arrived in Tahiti (he later moved to the Cook Islands.). It is suggested that that is Charles Nordhoff (of the famous Nordhoff and Hall writing team) seated far left. Does any "PIM" reader know who the rest are?

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It will be made by *Himalaya*, to leave Sydney, March 18, next year and proceed via Auckland, Suva, Honolulu and Vancouver to San Francisco, thence via Los Angeles calling at Honolulu, Yokohama, Hongkong and Manila before leaving the Pacific via Singapore and Suez for London, where she is due on May 28.

The second of the new voyages will be a North Pacific crossing by *Chusan*, from Manila, May 9, proceeding via Hongkong and Japan to Vancouver and San Francisco. This vessel's itinerary provides for return from North America to Europe via Panama.

The third new voyage will be by *Himalaya*, from Sydney, August 7, proceeding via Auckland, Suva and Honolulu to Vancouver and San Francisco, then from Los Angeles (August 30) across the North Pacific to Honolulu, Yokohama, Hongkong and Manila. In this case the route completes the Pacific triangle, coming south from Manila through Torres Straits to Sydney, where *Himalaya* is due on September 28.

Last of the 1959 initial voyages also covers the complete triangle. It will be by *Oronsay*, leaving Sydney, October 27, for Manila, Hongkong and Yokohama (where the vessel is due on November 10) and thence to Honolulu, Vancouver, San Francisco and Los Angeles and south along the established trans-Pacific route to Sydney via Honolulu, Suva and Auckland. *Oronsay* is due to return to Sydney on December 15.

These four voyages are in addition to regular sailings on the established Sydney, Vancouver, San Francisco, Los Angeles and direct return run.

Fares from Sydney to Yokohama will be from £Stg.135 First Class, £Stg.100 Intermediate First Class and £Stg.68 Tourist Class. Fares for passengers who disembark at Manila or Hongkong will be less. For through journeys from Sydney to the North American ports via the Far East, the fares will be from £Stg.330 First Class, £Stg.260 Intermediate First Class, and £Stg.191 Tourist Class. There will be a 10 per cent. reduction for return or triangular voyages. The fares for the complete triangular Pacific voyage will be from £Stg.500 First Class, £Stg.392 Intermediate First Class and £Stg.280 Tourist Class.

Samoa's Banana Comeback

The most encouraging development in Western Samoa in May was the comeback of the banana industry, due to the shortage of bananas in Fiji and Tonga, the threatened restriction of banana export from those countries, due to the imposition of New Zealand import restrictions and the shortage of overseas funds which do not affect Western Samoa where New Zealand currency is circulating. During May banana exports amounted to the all time record of 101,813 cases and for the month of June four overseas steamers are expected to lift some 92,000 cases of bananas for the New Zealand market.

For the first five months of 1958 the exports for bananas amounted to 310,902 cases compared with a total of 329,569 cases exported in 1957. The total exports for 1958 may well amount to over 1,000,000 cases and there is no doubt that the quotas can be filled as required as long as sufficient shipping space is made available.

Though there have been some complaints regarding over-ripe fruit having been shipped, latest re are more favourable and San growers seem to realise the ur need to pack only the best bana

Norfolk Islanders Celebrate Bounty Day

The Norfolk Island Friend League which was formed in Sy some years ago, had two funct in mid-June to celebrate Bo Day. The first was a social a John's Presbyterian Hall, Pado ton, on the night of June 14; on the Sunday following Memorial Service to "the Pit

TOO GOOD TO USE

New Guinea natives o often not as dumb as th look, writes a correspond in Brisbane.

A group of New Guin native school-teachers, recen doing the rounds here, we being shown over a Brisba suburban terra-cotta tile wor were, naturally, very interest as tiles are practically u known in their own countr

But before long the tile co pany's manager had a sixt four dollar question popped him by one of his visita "The tiles are very good, b why has this factory an ir roof?"

Answer unrecorded.

Islanders who formed the se ment, the Norfolk Island Heroes and relatives and fri passed away" was held in Church.

Mr. John Christian is the p dent of the League; Mr. E. Br ley is Treasurer and Mr. H. Le is Secretary.

Bounty Day celebrates the l ing on Norfolk Island in June, of the British ship *Morays* sent from NSW by the Governm to transfer the population of cairn Island. Pitcairn Island become overcrowded, and altho one attempt had been made to the descendants of the Bo mutineers to Tahiti (they retu to Pitcairn) it was decided to move them all to more fertile folk Island. Some of the islan became homesick on Norfolk and returned to Pitcairn w their descendants have lived since. But the majority se down to life on Norfolk Is quite happily.

Bounty Day, which symbo the links between Norfolk Is and their kinsfolk on Pitcairn always celebrated with gusto on Now Norfolk Islanders who are ing in Sydney celebrate it t also.

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)45 Claimed from Samoa Govt.

Government radiographer of Government Hospital, Mr. R. Thomas, has sued the West ban Government for £3,045 ges in consequence of his dis- l before the expiration of the year term for which he had engaged in New Zealand. had taken up his duties in ber, 1956, and was given three hs notice in March, 1958. The was for balance of salary and ances until the completion of ull term of three years and l damages to cover fares and t of effects to England. ntiff was represented by Mr. Metcalfe and the Attorney- al, Mr. E. R. Winkel appeared he Government. The Plaintiff laimed misrepresentation and h of warranty. case attracted much public st as it was in the nature of case. r argument of counsel had heard in the case on May 22, ides agreed to discuss a settle- and try to reach an agree- regarding the amount of es and submit a statement to ourt. At June 7, no decision e case had been announced.

ITTLE AUSTROPAPUAN

hen the N. F. Maloney ly went down from Port esby about six months ago an extended holiday in nsland, they took with their house-boy and his

e party returned home the r day, increased in num- by one. The Meri had birth to a son shortly e they left.

Brisbane reader wants to if this creates one of "First" records. Have been other full-Papuan s born in Australia? e can't have been very .

uldn't Have in Dad's Day

es of the pioneer prospectors ua-New Guinea! A veteran has been given the job of g the natives in the Maprik Sepik District of NG) "all is to know about mining", terest them in the idea of ut prospecting.

are about 3,000 native fossicking about the Terri- d, in the last financial year, oduced £34,000 worth of gold —a lot of it from the Kainantu area of the Eastern Highlands. There has been little native mining in the Maprik area hitherto, and if they manage now to get onto something good it will surprise a lot of people (including one of the editors of *PIM*).

Natives were not permitted to engage in gold mining in NG before the war; and the Sepik River gold-field (where they are now going to try their hands) was not a very rich one.

It came into existence in the mid-thirties and produced one rich lease (owned by Messrs. J. A. Thurston and H. Tudor) and a dozen or so lesser ones, from which the holders made no fortunes.

The price of Sepik gold is now worth about twice it was before the war—but it is still not worth while for Europeans. The cost of living has gone up many more times than twice, gold is more difficult to find in payable quantities, and there are far easier ways of making a living.

With native miners, the high costs of living and production do not enter into the proposition.



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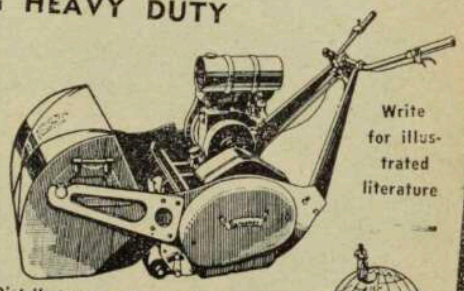
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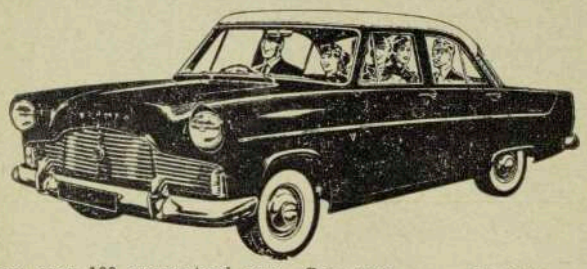
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Territories Talk-Talk

(Continued from page 27)

e Experts— e Talk

iat a happy hunting ground is G for experts. One is forever ng of medical experts soaring) the big open spaces to study or That in P-NG; or perhaps nguistics, sociology, economics griculture.

e other day, over the ABC ork came the revealing infor- n that a CSIRO expert was naking a survey in the Terri- of rice potentialities, with a of ascertaining whether rice be grown in sufficient quanti- o warrant imports from out- ources being curtailed.

"Rice" file in the Depart- of Agriculture must indeed be one.

ay back in 1933 or '34 I sent y to the *PIM* on rice-growing e Rabaul area, with a photo ng Colin Marr standing in a shing field of the cereal.

s well-known that the Japs, their occupation, grew large ities of rice around Rabaul cut off from their own home es. What does this present expect to add to the know- already obtained? It has been that P-NG can grow rice— ot as cheaply as it can be ted from Australia.

y of the opinions expressed by of these experts of the 1950's been on record for over half ury.

Way of lide Rule

t with physicists tossing es into space; scientific sur- emphasising the growth of orld's population to over- ng proportions; and the e rise in ocean tides over the surface due to the melting Arctic regions, it is quite t that the more we know ourselves, and the more we out to look into the future, ss happy we become.

the placid NG indigene is ing to wonder just what he's to get out of the higher ion planned for him by a lent Administration.

a rather pathetic plea from ive correspondent in the *Pacific Post* (14/5/58):

hy is nothing told us about that we can do after school? ant you to prove that school e best way to improve our s and to find proper work in a bank or being an ntice trainer or science er. If you cannot prove it ill back to our villages and he young men not to school is not right for educated to be without suitable work and money.

How many more enlightened natives are going to ask the same questions as the years go by? And who can, or will, give them a satisfying reply?

Teachers on Tour

The P-NG Education Department arranged for about ten native teachers to make a tour of Queensland last month, visiting schools, farms and factories "to give them wider understanding of Australian life, industry and education".

Later ten native women teachers will make the tour. Doubtless such a trip will add considerably to their general knowledge, broaden their vision and give them a certain prestige amongst their pupils.

A tour I would like to see, maybe escorted by J. K. McCarthy or one of his ilk, would be a collection of the Territory's "cargo cult" leaders, allowing them to have a first-hand insight as to how and where "cargo" comes from. Showing them from Whoa to Go how things are made, by whom and how exported.

P-NG LEGCO MEETS

Following startling allegations of drinking amongst New Britain natives (3,500 gallons of methylated spirits in six months and 95 per cent. of Australian whisky imported, according to Father J. Dwyer, MLC) made in the Papua-New Guinea Legislative Council at its early June sitting, methylated spirit was declared a restricted import.

It will be imported only under licence and sold under the poisons and dangerous substances ordinance.

Early in the June meeting, official member J. K. McCarthy, told the Council that the contentious Native Employment Regulation Bill, over which members spent much time and many words in March, would not be proceeded with; but some clauses from it would be incorporated as amendments in the Native Employment Bill. As a result of this change of heart, natives will not have to carry identity cards as was proposed; accommodation requirements for native workers will not be so rigid; and tobacco is back on the compulsory issue list. Some control over casual employment is "still considered to be in the best interests of native society", however.

PEOPLE

(Continued from page 9)

comes Chief Inspector. New Zealand supplies much trained personnel to the Fijian Departments of Health and Education.

* * *

Well-known Fiji business man, Mr. W. E. Goodsir, managing director of Kadavu Timber Company, became seriously ill at Kadavu on June 2, and the New Zealand minesweeper *Stawell* went across to Kadavu that night to take him to hospital in Suva. He recently returned from Australia, where he had been under medical treatment.



Mr. Douglas S. Askew, produce inspector for the P-NG Department of Agriculture, returned to Samarai, Papua, on the June "Shansi", after a period of leave in Sydney. Mr. Askew has been well known around the South Pacific for 30 years. In the early 'thirties he worked hard to have New Hebrides sulphur deposits exploited—but to no avail.

Mr. E. T. Fulton and daughter Elizabeth, left Melbourne for their plantation "Makurapau", Kokopo District, New Britain in June. Elizabeth, who has been ill, gets time off from school, while sisters Mary and Katherine keep Mrs. Fulton company at Mt. Eliza, Vic.

Madame Ingebord de Beausacq, who was collecting native artifacts on the Sepik River, NG, last year for the US market, was back in Port Moresby in June with a scheme for setting up an export industry of artifacts on behalf of the New Guinea natives.

Mr. William J. Sebald, United States Ambassador to Australia joined the north-bound travellers, when he left Sydney on June 16 for a nine days tour of Papua-New Guinea.

Mr. F. W. Blackford, senior technical service officer of ACF and Shirleys Fertilizers Ltd., left Brisbane in June for a four weeks' tour of New Guinea and Papua. He will discuss the pest and disease control of coffee, cocoa, rubber and coconuts with interested parties.

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DEATHS OF ISLANDS PEOPLE

THE REV. K. D. GROVE

The Rev, K. D. Grove, who served with the Free Wesleyan Church in Tonga from 1947 for a number of years, died in Australia during April.

Mr. Grove was principal of the Siu'ilikutapu Bible School during his term in Tonga.

THE HON. TU'IVAKANO

The Honourable Tu'ivakano, a Tongan High Chief with a distinguished record in his country's service, died at his Nukualofa residence on April 9.

Tu'ivakano graduated as Dux of Tonga College in 1886, four years after the college was established by King George Tupou I. He served in various government positions, and in later years was senior tutor and lecturer in music at Tonga College. He was Chief Justice prior to the appointment of the present holder of that position. He was a Privy Councillor and had been Speaker of parliament.

Tu'ivakano is a title; the late holder's family name was Kaho. Following his death it was announced from the Palace that the title had been passed on to Siaosi Ngalumoetutulu, better known as Siaosi Kiu Kaho, elder son of the late holder.

MR. R. P. COOPER

The death occurred on May 5 at the Repatriation General Hospital, Concord, NSW, of Mr. Reginald Phillip Cooper. He was 55.

Mr. Cooper was for many years a resident of Papua-New Guinea as well as serving there, and in Darwin between 1941-46.

He went to NG in 1933, working at Golden Ridges, Edie Creek and BGD at various times.

MR. J. G. MIEDECKE

One of the most popular pioneers of the European community died at Apia Government Hospital on May 14. He was Mr. John George Miedecke, who was 74.

Mr. Miedecke was an Australian, born in Adelaide, in 1883, and was a civil engineer by profession. He went to Western Samoa in 1923 as engineer for the Samoa Crown Estates (now Trust Estates). Later he became engineer-in-charge of the Public Works Department of the Samoan Government. Amongst other projects he built the Magiagi 80 kilowatt hydro plant which is still working satisfactorily.

In 1932 Mr. Miedecke took the lease of a Crown E plantation at Magia on the coast of Upolu, which in 194 taken over by the Governmen the construction of Faleolo ai In compensation the Crown E leased to Mr. Miedecke the cocoa plantation at Siusega an Miedecke, after struggling for years became one of the le cocoa planters of Western Sam

He continued to act as a and consultant in engineering enjoyed a well deserved repu in this field.

He played an active part i foundation of the Planters' sociation, was a member of Apia Rifle Club, and of the Ma Lodge. He gave important unselfish service to the Ter and earned the respect and e of all sections of the communi

He is survived by his wife, sons in Australia and two daug the elder of whom is the wi the W. Samoa Financial Secre Mr. L. M. Cook.

LADY BUCK

Lady Buck, wife of the N scholar and anthropologist, the Sir Peter Buck (Te Rangi Hi died at Honolulu late in May

Lady Buck had been in health since the death of husband who was Curator o Bernice P. Bishop Museum

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olulu at the time of his death
ral years ago. It is probable
Lady Buck's body will be
ght back to New Zealand, like
of her husband.

R. I. E. ("ICKIE") WALKER
. "Ickie" Walker, proprietor of
of the best known boat building
repair yards in Papeete, and a
ng member of the British
nunity in French Polynesia
there in April after a lengthy
s.
. Walker figured prominently
vents in Tahiti prior to the
lation there declaring for
ral de Gaulle during the war.

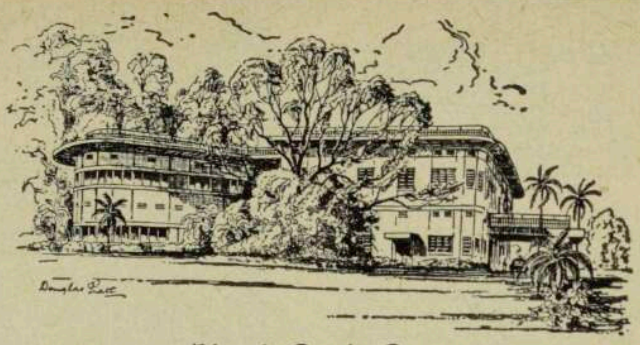
ATU SIR LALA SUKUNA
e death occurred at sea, on a
O. liner, between Australia and
nbo, on May 30, of Ratu Sir
Sukuna, KCMG, KBE, the
distinguished Fijian of the
Century. (See page 61).

MR. PHILIP RICE
of Fiji's leading lawyers, Mr.
Rice, collapsed and died very
nly in Suva on May 29, aged

was a New Zealander, and
ducated at the University of
and. He practised for some
in New Zealand, and then
34 transferred to Fiji where,
and Lautoka, he built up a
lerable practice.
r the death of Sir Henry
Scott, Mr. Rice entered into
rship with Mr. H. Maurice
in Suva, and from 1956 the
w firm was called William
and Company and Rice. It
happy combination. In 1957,
ice's son, Terence, joined the

Rice was held in high regard,
as a citizen and as a prac-
r. Those who had occasion
his services greatly admired
iality. His place in the Fiji
profession will be hard to fill.
Rice is survived by his wife,
n, Terence, and his daughter,
Nona Hull, a resident of
de.

STER MARY LAURENT
r Mary Laurent died at
Mission, Solomon Islands on
16, after 47 years of Mission
n the Protectorate.
ving there in 1911 she was
ppointed to Visale Mission on
lcanal for 16 years and then
Buma Mission, Malaita, for
rs.
twice did Sister Laurent
the Protectorate. Firstly in
or a six month's holiday in
; and secondly during the
hen she was evacuated to
a.
the war Sister Laurent con-
her teaching with the Buma
where she remained until
ath.



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Sports Review

NG and NNG in International Tennis

From AAP-Reuter and W. E. Tausent

AUSTRALIA defeated Holland by five games to four when the first international tennis event was held in Hollandia, NNG recently.

The visitors came from just across the border in Papua and New Guinea—but their Dutch hosts had marked the scoreboard "Australia" and "Holland", and before they got there the six Australian players (three men and three women, four from Port Moresby and two from Goroka), and their 23 supporters who went along in the chartered aircraft, had to go through all the hoops of visas and currency exchange.

The games were played under international rules; silver medals had been struck for the winners of the competition; bronze ones for the runners-up.

The Australians were overwhelmed at the hospitality they received—and a very pleasant time appears to have been had by all—including the spectators who saw some excellent tennis. Australian Graham Regan was judged, in Hollandia, to have been the best player.

Acting Governor, T. C. Baarspull, of NNG has donated a trophy for regular competition between players of the two Territories. Next time the Dutch players will visit Port Moresby.

Plans are in hand to organise Soccer matches between teams from the two Territories also.

Fijians will Make it Short—and Sharp

From Norman Baxter, in Suva

THE Fijian rugby footballers are off on another tour this winter—this time to the neighbouring island group of Tonga.

The tour will be short and sharp, lasting three weeks, during which seven matches, including three tests, will be played.

Tonga has asked that Fiji send the strongest team available.

However, it is unlikely that all the best men will be among the tourists, mainly because of the cost of assembling and outfitting the team.

Good men from Nadi, Lautoka and Vatukoula, apart from players in Vanua Levu, are likely to miss out for this reason.

Tonga is paying most of the cost, including fares to and from Fiji. Even then the Fiji Rugby Union expects to spend about £250 on trials and assembling and outfitting the team.

The Fiji Rugby Union, unfortunately, does not have very much money, and is never likely to have much unless the New Zealand Rugby Union, which has made a fortune out of Fijian tours, comes to light with a decent grant.

Over all, Fiji has done pretty well in the way of tours overseas, and visits to the Colony. Fijian sides went to New Zealand in 1951 and 1957, and to Australia in 1952 and 1954.

One Suva side made a brief tour of Auckland. From overseas there have been two Maori sides (1948 and 1954), a third string Australian side (1953), and Samoa (1956).

Several New Zealand club sides have organised private tours, and one of these is expected about the end of this season.

"Upstarts" It Is

From Our Honiara Correspondent

ADOPTING the name "Upstarts" suggested in a heading in April *PIM*, the Honiara European Soccer Team has created history by entering the hitherto entirely native competition which has been going now for 12 years.

With 12 teams in the competition the Upstarts, bedecked in red and white, face some stiff opposition and have already tasted defeat against a medical side, although a second round that ended in a 2-all draw has been a morale booster.

Better condition and skill will come as the season progresses, but the meantime there is no doubt that the addition of the European team has enlivened spectator interest with both Melanesians and Europeans.

It's Captured Their Imagination

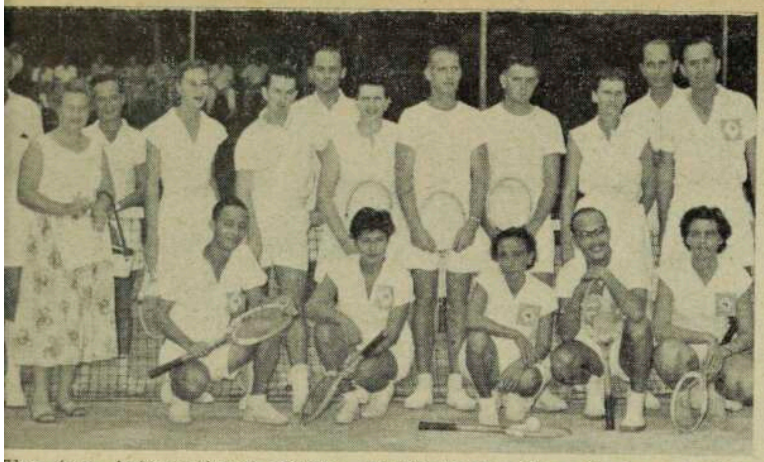
From Frank Hocter, in Rabaul

HOCKEY is a new game in Rabaul—the opening round of the Rabaul Hockey Association's first competition began on May 11.



Just to show that the New Hebrides is present when it comes to sport, John Antonio sends this photograph of the Mele Soccer team —one of Vila's best, he says.

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The two international teams, Netherlands New Guinea (with es) and Papua-New Guinea, with officials, photographed in ndia during the tennis matches. Teams were "Australia": Graham n, Ron Yeo, Ray Turner, Mrs. Rogers, Mrs. Chandler, Mrs. enson. "Holland": Ernst Rachel, Flores Smet, Claude Belloni, Hommes, Miss Mulder, Miss Van der Bel.

Photo: Hollandia Film.

lready the game appears to aptured the imagination of xed bloods and the natives. ld do a lot towards assimila- all races.

success of the new game largely due to Eric Harring- l Ron Curtis. Both players heir hockey in India.

ueen's Birthday weekend a ntative Rabaul eleven flew Moresby to take part in a Carnival that was being ere.

Nat Got His s Crossed?

By Peter Hall

ST British Empire "Ring" ngs with regard to Johnny afihi are confusing when d with world ratings.

e Empire line-up, Halafihi l third, below champion Pompey and Yvon Durelle, da. Fourth rated is Randy

er, in the world ratings, and Durelle are rated nd fourth with Randy hirteenth.

ni is in number 38 position!

ne has been rated below who are not considered fit usion in British Empire

eischer seems to have got s crossed somewhere along

heavyweight division, the is even more bewildering. ratings put Kitione Lave r five, with Tom Hini and ray of Fiji at nine and 10 ly. World ratings put Hini at number 45, Lave 47 and Bray at 61.

Again, boxers have been rated above them who are disregarded in British Empire circles.

Plenty of Everything In Rarotonga

From a Special Correspondent

RAROTONGA, in the Cooks, has become really sports-minded.

Amateur boxing is showing a revival; the yachting season has just officially ended but there is still weekend activity on Ngatangiia lagoon; the golf club is getting even more keen; cricket and tennis are increasing in popularity.

A big athletics meeting has only recently finished.

And a camera club, and amateur radio club, have just been formed.

Rabaul Now Home on The Horse's Back

ARRIVAL from Australia of seven horses, has meant a revival of racing for the Rabaul Amateur Turf Club. Reason for the few months' gap in the racing programme: Not enough horses.

The new importations have been bought by club members, and more shipments are planned, with the hope of bringing the racing total to 40.

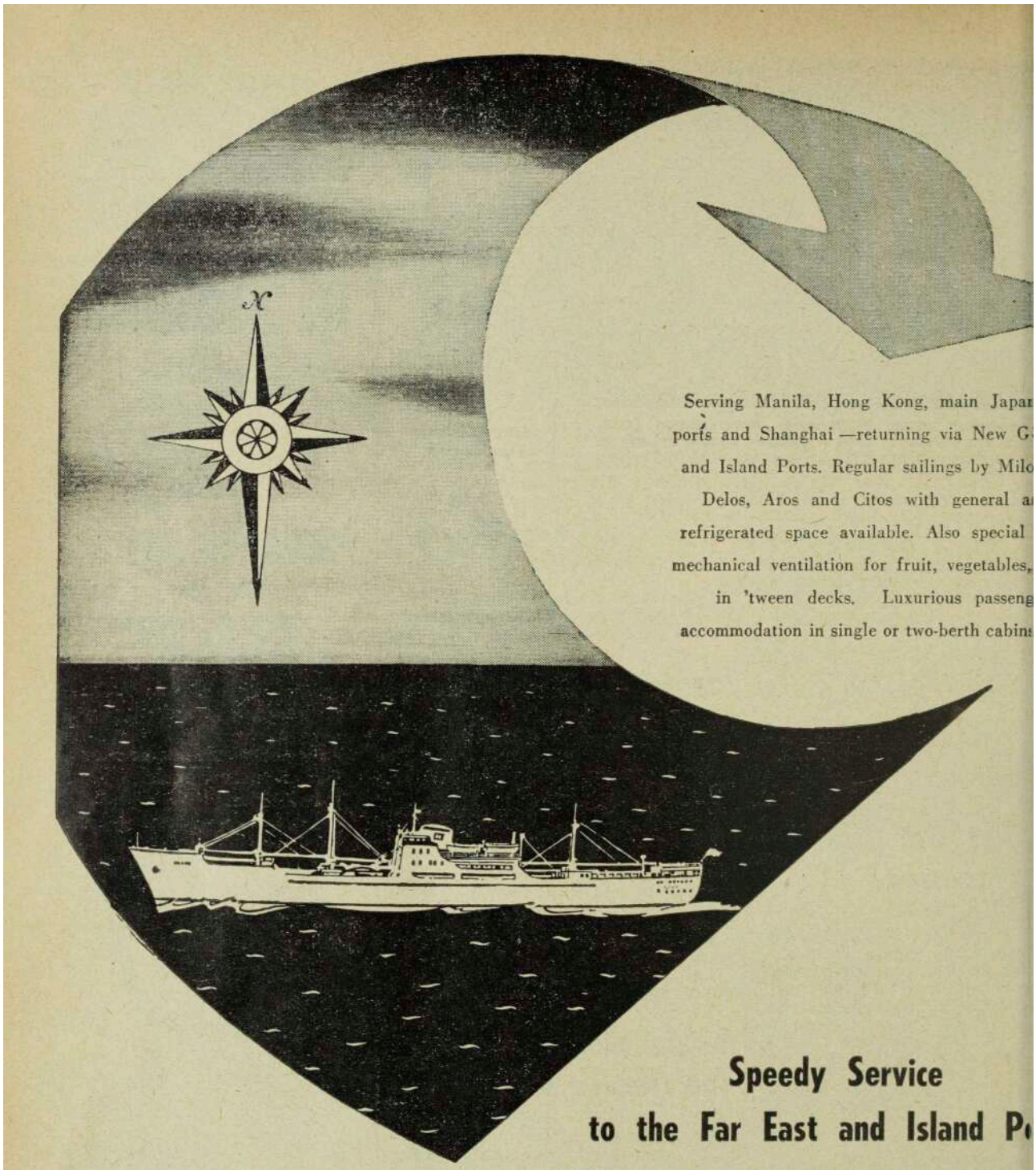
The second meeting of the May-June double was held at Vulcan Racecourse on June 14 (Queen's Birthday weekend). Good fields accepted for each of the five races on the programme.

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IPPING TIME-TABLES

sailings are approximate and may ary by as much as two weeks.

ydney-Papua-N. Guinea

Montoro sails from Melbourne for , Brisbane, Port Moresby, Samarai, , Madang, Lae. Port Moresby. Next sailing approx. Aug. 5.
Malekula sails from Sydney for Bris- Pt. Moresby, Samarai, Lae, Rabaul, , Alexishafen, Madang, Lae, Sydney. ydney sailing approx. July 11.
Malaita sails from Sydney for Bris- Lae, Madang, Lombrum, Lorengau, g, Rabaul, Samarai (other ports nally). Next sailings approx. June Aug. 6.
Bulolo, modern liner, sails about six weeks: Sydney, Brisbane, Port y, Samarai, Lae, Madang, Lombrum, Sailed Sydney June 17; next sail- prox. July 29.
ls from Burns, Philp & Co. Ltd., e Street, Sydney.

Soochow: Next Sydney sailing mately July 2 for Brisbane, Port y, Lae, Madang, Kavieng, Rabaul, rt Moresby.
Pak Hoi: Leaves Sydney for e, Honiara, Rabaul, Lae. Next sailing: approx. July 4.
vessel replaces Sinkiang while essel is on charter work.)
Shansi: Leaves Melbourne for Brisbane, Port Moresby, Samarai, Madang, Lae, Port Moresby. ydney sailing approx. July 15.
ls from Swire and Yuill Pty. Ltd., e St., Sydney.

Sydney-Dutch N.G.

weeks service by MV's Sigli, Silin- Sibigo and Sinabang carrying pas- and cargo from E. Australian Hollandia and Sorong, DNG (with nd/or Manokwari if inducement), Borneo, Bangkok, Singapore, thence a direct. Next Sydney sailings: ng, July 1; Sibigo, July 21; Sigli,

s from Royal Interocean Lines, 255 St., Sydney.

ar East-S.W. Pacific-Australia

S.W. Pacific ports on south-bound journeys only.)
ing: Hongkong dep. June 20, July 4, Kavieng July 6, Rabaul Lae July 13, Port Moresby July ey arr. July 28, thence Adelaide bourne.
tu (replacing Fengtien): Hongkong y 10, Madang Aug. 2, Rabaul Aug. Aug. 9, Port Moresby Aug. 14, arr. Aug. 22, thence Adelaide and ne.
: Hongkong dep. Aug. 14, Madang Rabaul Aug. 29, Samarai Sept. 2, . 3, Port Moresby Sept. 9, Sydney t. 22, thence Adelaide and Mel-

ree vessels will call at any or all Australian ports, Brisbane, Sydney. e and Adelaide, and load there or Far East including Shanghai call is made on the southbound etween Japan and Hongkong. from New Guinea Australia Line and Yuill Pty. Ltd., agents), 6 St., Sydney.

ustralia-West Pacific Line motor ros, Citos, Delos and Milos main-

Australia - New Zealand - Canada - USA

Sailings of Orient and P. & O. Line Passenger Ships 1958

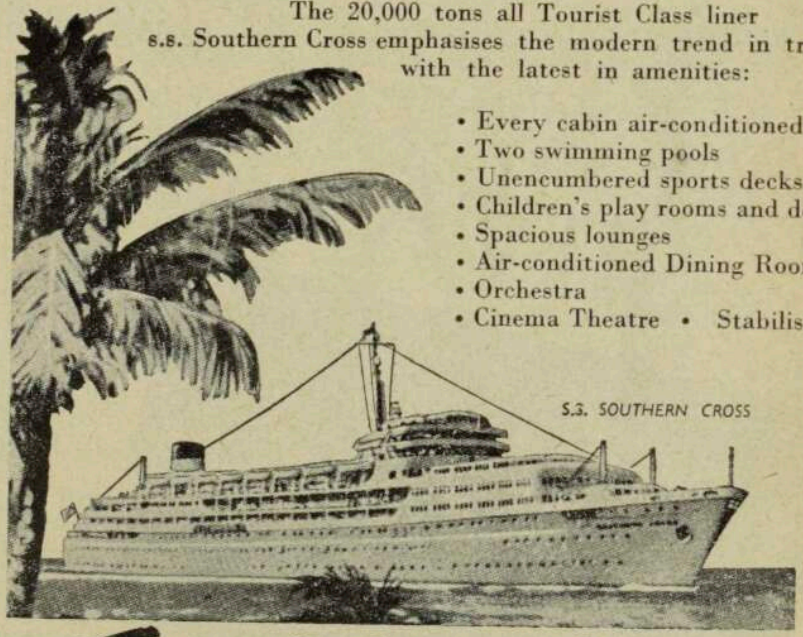
		ORONSAY	HIMALAYA	ORCADES	ORONSAY
SYDNEY	depart	July 11	Aug. 8	Oct. 7	Nov. 11
AUCKLAND	arr/dep	July 14	Aug. 11	Oct. 10	Nov. 14
SUVA	arr/dep	July 17	Aug. 14	Oct. 13	Nov. 17
HONOLULU	arr/dep	July 22	Aug. 19	Oct. 18	Nov. 22
VANCOUVER	arr/dep	July 28	Aug. 25	Oct. 24	Nov. 28
SAN FRANCISCO	arr/dep	July 30-31	Aug. 27-28	Oct. 26-27	Nov. 30-Dec. 1
LOS ANGELES	arr/dep	——	Aug. 29	Oct. 28	Dec. 2
HONOLULU	arr/dep	Aug. 6	Sept. 3	Nov. 2	Dec. 7
SUVA	arr/dep	Aug. 13	Sept. 10	Nov. 9	Dec. 14
AUCKLAND	arr/dep	Aug. 16	Sept. 13	Nov. 12	Dec. 17
SYDNEY	arrive	Aug. 19	Sept. 16	Nov. 15	Dec. 20

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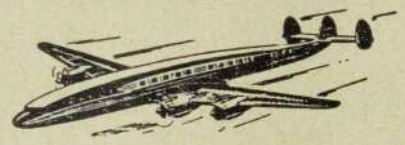
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Ltd., or by direct application
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regular services between Australian and Japan. Northbound vessels call anila, Hongkong and Japan; south- vessels call at any or all of llowing: Hongkong, Manila, Sanda- Rabaul, Lae, Brisbane, Sydney, urne and Adelaide, with quarterly at Gizo (opt.), Honiara and Vani-

s: Dep. Hongkong July 13, Manila 5, Sandakan July 20, Lae July 30, Aug. 2, Honiara Aug. 5, Brisbane , Sydney Aug. 13. Northbound Sept. : Dep. Hongkong Aug. 7, Manila . Sandakan Aug. 14, Lae Aug. 24, Aug. 27, Honiara Aug. 30, Brisbane , Sydney Sept. 6. Northbound Sept.

s: Dep. Hongkong Sept. 4, Lae Sept. ibaul Sept. 16, Honiara Sept. 20, ro Sept. 25, Brisbane Sept. 29, Oct. 2. Northbound Oct. 21. ils from Wilh. Wilhelmsen Agency td., 30 Pitt St., Sydney, or Islands (R. Tebb, Lae; Town Transport, ; A. Strachan, Madang. BSIP Trad- rp., Honiara).

Zealand-Fiji-Tonga-Samoa

Tofua maintains a service from id to Suva, Nukualofa, Vavau, Pago Pago, Apia, Suva and return land. Next sailings from Auckland: , Aug. 12.

Matua maintains a service from id to Lautoka, Suva, Apia, Suva, n, Wellington, and return to Auck- Next sailings from Auckland: July 1.

ls from all offices of Union Steam . of NZ.

N. Zealand-Cook Is.

passenger vessel Maui Pomare ns a regular service between d and the Cook Islands. s on application to NZ Govern- Department of Island Territories, on, or to any office of the Union of NZ Ltd.

ney-New Hebrides-BSI-Rabaul, Etc.

ilagi, 10 passengers, leaves Sydney olk, Vila, Santo, Honiara, Tenaru, , Pepesala, Gizo, Kieta, Arigua, o, Numa, Soraken. Next Sydney pprox. July 31 (sailed June 19). from Burns, Philp & Co., 7 Street, Sydney.

ney-N. Caledonia-Tahiti

of Messageries Maritimes Line, from Marseilles, via West Indies ama, call about every six weeks te, Vila (New Hebrides), Noumea ney, and return by same route. nt on this run are the motor- Tahitien and Caledonien. Next sailings: Caledonien, Aug. 16, Sept. 30.

olynesie (Messageries Maritimes) s about monthly passenger sail- ween Sydney and Noumea and Hebrides. Next Sydney sailings: July 25, Aug. 15. from Sydney agents: Messageries s, 36 Grosvenor Street, Sydney.

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

Bavill's new one-class all-passenger thern Cross makes four round- voyages per year, two west- hen two east-bound, calling at d Papeete every trip. Present Dep. Sydney July 6 homeward via

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London Agents: BURNS, PHILP & CO., LTD., 35 Crutched Friars, E.C.3.

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

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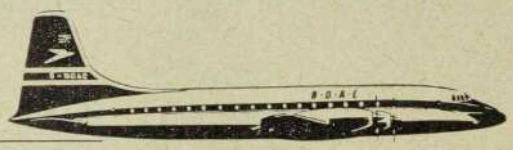
General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti.
SUVA—Morris Hedstrom Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.
APIA—Morris Hedstrom Ltd.
NOUMEA—Etablissements Ballande.
LAE—Burns Philp (New Guinea) Ltd.
SYDNEY—Birt & Co. (Pty.) Ltd.

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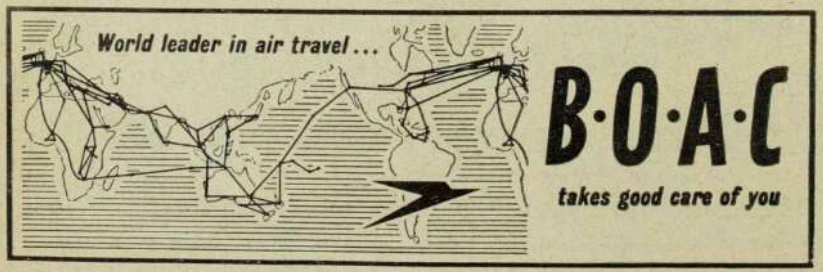
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A94/AUa

Wellington July 11, Suva July 15, July 19/20, Panama, West Indies; Next sailing from Southampton: Se (at Suva Oct. 28, Tahiti Nov. 1/2).

N. America-Fiji-Hebrides,

Pacific Islands Transport Line's Thorsisle and Thorshall maintai regular service from Pacific Coast American ports, with sailings over days. Some ports depend on c offering.

Thorsisle: Dep. New Westminster, 8, San Francisco Aug. 15, Los A Aug. 18, Papeete Aug. 30, Pago Pago 4, Apia Sept. 6, Nukualofa Sept 9, Sept. 11, Noumea Sept. 16, Tow Sept. 23, Pago Pago Oct. 3, San Fra Oct. 20.

Thorshall: Dept. New Westminster 8, San Francisco Sept. 15, Los A Sept. 17, Papeete Sept. 30, Pago Oct. 6, Apia Oct. 8, Suva Oct. 12, N Oct. 17, Lae Oct. 23, Pago Pago N Los Angeles Nov. 16.

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

US-Tahiti-Pago Pago-Fij Australia

Matson-Oceanic Line of San Fra operates a regular five-weeks passe cargo service from Los Angeles wit Ventura, Alameda, Sierra and So Southern terminal ports vary with c offering. Vessels call at Papeete, Pago and Suva, depending on ca Next sailings approx., from Sy Sonoma July 6, Alameda Aug. 7.

American Pioneer Line, has eight (Pioneer Gem, Isle, Glen, Reef, Cove, Tide, Gulf) on Australia - Panam Atlantic Coast service with call Papeete on southbound voyage. Sa approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva sidiary of W. R. Carpenter & Co.) o a service three times yearly wit 10,000 ton, 98-passenger vessel La along the above route. Accommo is entirely First Class, two-berth c Next sailing from Sydney Augus with calls at Suva, Lautoka and Hon

Details from American Trading & ping Co. Pty., Ltd., 19 Bridge St., Sy

Sydney-(or NZ)-North America

The four cargo vessels, Wai Wairuna, Waikawa, and Waitomo, and operated by the Union Steam Co. of NZ Ltd., maintain a mo service across the Pacific, from S to Vancouver and USA ports, via Lautoka, Nukualofa, and Apia, as c offer. Occasional calls are made at ning Island. They have limited pass accommodation. Next Sydney s (approximately): Waihemo, June 24; tomo, late July; Wairuna, late Oc

The Waitemata, from NZ ports, 3-4 trips yearly to Vancouver (via tonga and Papeete).

N. America-Hawaii-Fiji-San Tahiti-N. Zealand-Austral

Matson Line's Mariposa and Mo make round passenger trips from North Coast American ports to Aus

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cific Islands ports and New Zealand.
posa: Southbound, dep. San Fran-uly 2, Los Angeles July 3, Papeete -13, Auckland July 19, Sydney July ep. Sydney, northbound, July 25, nd July 28-29, Suva Aug. 1, Pago Aug. 2, Honolulu Aug. 7-8, San co Aug. 13.
erey: Southbound, dep. San Fran-uly 27, Los Angeles July 28, Papeete -7, Auckland Aug. 13-14, Sydney 7. Dep. Sydney, northbound, Aug. kland Aug. 23, Suva Aug. 26, Pago ug. 27, Honolulu Sept. 1-2, San co Sept. 7.
ls from Matson Lines, Berger 82 Elizabeth Street, Sydney.

ted Kingdom-Australia-Port Moresby

Federal Steam Navigation Co., Ltd., tended its regular quarterly UK-ia service to Port Moresby.
essels sail from Liverpool via Suez ney, Brisbane, Townsville, Cairns, oresby. Next sailing:
al: Will sail Liverpool approx. , due in Port Moresby August 25.
y agents: Birt and Co. Pty., Ltd., e St. Port Moresby agents: Burns New Guinea), Ltd.

WAYS TIME-TABLES

NS-PACIFIC SERVICES

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

t and Tourist Class available all Services.)

PAN-AMERICAN AIRWAYS
Strato Clippers, using Sleeperettes and Berths*)

ues., Thur., Fri.: Sydney, Nadi, on Is., Honolulu, San Francisco or Angeles.
ues., Thurs., Sat.: San Francisco s Angeles to Sydney (same route).
Skymasters are used on a con-service between Auckland and ee table 16); and also on a bi-service between Nadi and Tafuna, n Samoa (see table 18).

QANTAS EMPIRE AIRWAYS
Super Constellation Service)
NORTHWARDS
and Sat.: Melbourne, Sydney, Nadi onolulu, San Francisco, New York,

Thurs.: Sydney, Nadi, Honolulu, ncisco.
ydney, Nadi, Honolulu, San Fran-ancouver.

SOUTHWARDS
and Fri.: London, New York, San o, Honolulu, Nadi, Sydney, Mel-

Fri.: San Francisco, Honolulu, dney.
Vancouver, San Francisco, Hono-di, Sydney.
International dateline crossed Nadi and Honolulu).
super DC6 aircraft from Auck-, connect with the Qantas north-ights at Nadi on Tues., Wed. and d on Sat. and Wed. at Nadi for hbound flights.

Qantas Wed. and Fri. services ex. Sydney connect with BOAC London services at San Francisco (dep. Thurs. and Sat.).
BOAC services ex. London Tues. and Thurs. connect at San Francisco Thurs. and Sat. with southbound Qantas services.

BY CANADIAN PACIFIC AIRLINES
(With Super DC-6B Aircraft—Britannia on Vancouver-Amsterdam Service)

Every Wed.: Sydney (dep. 11 p.m.) Nadi, Honolulu, Vancouver, Amsterdam.
Every Fri.: Dep. Auckland 10.45 p.m. for Nadi, Honolulu, Vancouver, Amsterdam.
Every Sat.: Dep. Amsterdam at 11.15 p.m. for Vancouver (dep. 10.30 a.m. Sun.), Honolulu, Fiji and Sydney.
Every Mon.: Dep. Amsterdam at 11.15 p.m. for Vancouver (dep. 10.30 a.m. Tues.), Honolulu, Fiji and Auckland.
(Note: Crosses date-line en route).

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways (Skymasters)

NORTHWARDS
Mon.

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

Tues.

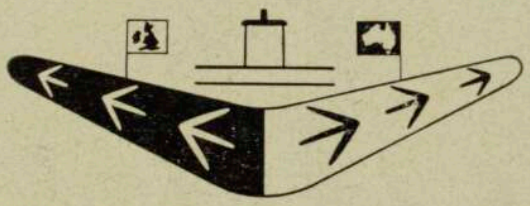
Depart:	Arrive:
	Townsville, 1.50 a.m.
Townsville, 2.50 a.m.	Pt. Moresby, 6.35 a.m.
Pt. Moresby 7.35 a.m.	Lae, 9 a.m.

Tues., Fri., Sat.

Depart:	Arrive:
Sydney, 8 p.m.	Brisbane, 10.40 p.m.
Brisbane, 11.45 p.m.	

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During the Boomerang Season, Sept./Dec.

Travel Tourist-One Class there and First Class back — from £240 Stg. return

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Travel First Class BOTH ways . . . . . — from £290 Stg. return

From Sydney:

23 Aug.:	†Oronsay	— 28,000 Tons
1 Oct.:	*Orontes	— 20,000 Tons
13 Oct.:	†Orsova	— 29,000 Tons
12 Nov.:	§Orion	— 24,000 Tons
19 Nov.:	†Orcades	— 28,000 Tons

Returning From London, 1959:

2 Jan.:	†Orcades	— 28,000 Tons
25 Feb.:	†Oronsay	— 28,000 Tons
24 Mar.:	†Orcades	— 28,000 Tons
18 Apr.:	†Orsova	— 29,000 Tons
20 May.:	†Oronsay	— 28,000 Tons

†First Class §Cabin Class *Tourist-One Class

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

ORIENT STEAM NAVIGATION CO. LTD., INCORPORATED IN ENGLAND

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NAC

NEW ZEALAND NATIONAL AIRWAYS CORPORATION

Wed., Sat., Sun.
Pt. Moresby, 6.35 a.m.
oresby, 7.35 a.m. Lae, 9 a.m.
Thurs.
:part: Arrive:
7, 8 p.m. Brisbane, 10.40 p.m.
ne, 11.45 p.m.
Fri.
Cairns, 4.35 a.m.
6 a.m. Pt. Moresby, 8.50 a.m.
oresby, 9.50 a.m. Lae, 11.15 a.m.
Sun. (Thrift Class Service)
:part: Arrive:
7, 8 p.m. Brisbane, 10.40 p.m.
ne, 11.45 p.m.
Mon.
Pt. Moresby, 6.35 a.m.
oresby, 7.35 a.m. Lae, 9 a.m.

SOUTHWARDS
Mon. (Thrift Class Service)
part: Arrive:
30 a.m. Pt. Moresby, 11.45 a.m.
resby, 12.30 p.m. Brisbane, 7.5 p.m.
ne, 8.30 p.m. Sydney, 11.10 p.m.
Tues.
part: Arrive:
.30 a.m. Pt. Moresby, 11.45 a.m.
esby, 12.30 p.m. Townsville, 4.15 p.m
ille, 5 p.m. Brisbane, 8.40 p.m.
e, 10.05 p.m.
Wed.
Sydney, 12.45 a.m.
Wed., Sun.
art: Arrive:
30 a.m. Pt. Moresby, 11.45 a.m.
esby, 12.30 p.m. Brisbane, 7.5 p.m.
e, 8.30 p.m. Sydney, 11.10 p.m.
Fri.
art: Arrive:
45 p.m. Pt. Moresby, 2 p.m.
esby, 2.45 p.m. Brisbane, 9.20 p.m.
e, 10.20 p.m. Sydney, 1 a.m. (Sat.)
Sat.
art: Arrive:
30 a.m. Pt. Moresby, 11.45 a.m
esby, 12.30 p.m. Cairns, 3.20 p.m
4.05 p.m. Brisbane, 8.40 p.m.
e, 10.05 p.m.
Sun.
Sydney, 12.45 a.m.

P-NG Internal Services

Operated by Qantas

OLLANDIA (Dutch New Guinea) (DC3)

(June 25, July 9, 23, Aug. 6 etc.). Lae 11.00 a.m., calls at Madang Wewak, and arrives at Hollandia p.m. Every alternative Thurs. 26, July 10, 24, Aug. 7) departs ndia at 9.30 a.m., and. with calls ewak and Madang, arrives Lae at p.m.

MORESBY-KIKORI (Catalina)

e Is., Kerema, Vaimuru: Alt. Fri ning same day (July 4, 18, Aug. 1 c.).

MORESBY-DARU (Catalina)

ervice each fourth Friday, return- rect same day (June 27, July 25, 22, etc.).
rema, Kikori, once every four , returning Port Moresby from direct (July 11, Aug. 8, Sept. .).

MORESBY-SAMARAI (Catalina)

esby, Samarai, Pt. Moresby: Alt. (July 1, 15, 29, Aug. 12, etc.).

MORESBY-RABAUL (Catalina)

(June 24, July 8, 22, Aug. 5, etc.) Moresby-Moewe Harbour-Talasea- not Bay-Rabaul, returning via ports (June 26, July 10, 24, Aug. 7,

W BRITAIN-BOUGAINVILLE (Catalina)

(June 25, July 9, 23, Aug. 6, etc.), l, Buka, Teopasino, Kieta, Buin. ning same day.

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

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.
Tues.: Dep. Rabaul 6.30 a.m., 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. Arrival back at Lae dependent on stops.

LOWER HIGHLANDS (Beaver)

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

LAE-BULOLO-WAU (DH Beaver)

Mon.: Dep. Lae 7.30 a.m., via Bulolo, arr. Wau 8.35 a.m.
Mon.: Dep. Wau 8.55 a.m., arr Lae (direct) 9.25 a.m.

(DC3)

Wed., Sat.: Dep. Lae 8.30 a.m., via Bulolo, arr. Wau 10.15 a.m.
Wed., Sat.: Dep. Wau 10.45 a.m., arr. Lae (direct) 11.15 a.m.

PT. MORESBY-WAU-BULOLO (DC3)

Wed., Sat.: Dep. Pt. Moresby 7.45 a.m., arr. Wau 8.50 a.m., dep. Wau 9.20 a.m., arr Bulolo 9.35 a.m.
Wed., Sat.: Dep. Bulolo 10.05 a.m., arr. Pt. Moresby (direct) 11.15 a.m.

MADANG-GOROKA (DC3)

Fri.: Dep. Madang 3.30 p.m., arr. Goroka 4.05 p.m., returning same day; dep. Goroka 4.35 p.m., arr. Madang 5.10 p.m.

PT. MORESBY-MT. HAGEN-MADANG (DC3)

Mon.: Dep. Pt. Moresby 7.30 a.m., via Goroka, Minj and Banz, arr. Mt. Hagen 11.50 a.m.; dep. Mt. Hagen for Madang (either direct or via airfields as required) 12.20 p.m.
Fri.: Dep. Pt. Moresby 9.30 a.m., via Goroka, Minj and Banz, arr. Mt. Hagen 1.50 p.m.; dep. Mt. Hagen for Madang (direct or via airfields as required) 2.20 p.m.

MADANG-PT. MORESBY (DC3)

Mon.: Dep. Madang 7.30 p.m., via Banz and Goroka, arr. Pt. Moresby 11.40 a.m.
Fri.: Dep. Madang 8 a.m., via Mt. Hagen, Minj and Goroka, arr. Pt. Moresby 1.10 p.m.

MADANG-WABAG (DC3)

Wed.: Dep. Madang 8.15 a.m. for Wabag, via Goroka, Nondugl, Minj, Banz, Mt. Hagen, Baiyer River, and Wapenamunda, returning to Madang same day.

NEW GUINEA-NEW BRITAIN-BOUGAINVILLE (DC3)

Fridays: Depart Lae 1.30 p.m., Finschhafen 2.20 p.m., arrive Rabaul 4.30 p.m.
Saturdays: Depart Rabaul 5.45 a.m., direct to Lae, arr. 8.25 a.m.
Sundays: Depart Lae 11 a.m., Finschhafen noon, Rabaul 2.10 p.m.
Mondays: Depart Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.
Thurs.: Dep Lae 11 a.m., Finschhafen, Rabaul, arr. 2.10 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 Amsterdam with a call at Biak (DNG) and Manila (Philippines). (Over)
DC3 aircraft link Biak with Hollandia, Sorong, Merauke, Tenah Merah, Manokwari, Niemfoer, Ransiki, Genjem, and Kokonao.

5. N. Guinea-Solomons

By Qantas with DC3 Aircraft

Every Monday depart Lae 6 a.m.: Finschhafen, Rabaul, Buka, Munda, Yandina, Honiara (BSI), arriving 5.30 p.m.
Every Tuesday depart Honiara 7 a.m.: Yandina, Munda, Buka, Rabaul, Lae, arriving 3.45 p.m.

6. Paris-Saigon-Noumea-Auckland

By Transports Aeriens Intercontinentaux.

DC6B aircraft depart Paris every Sunday for Athens, Karachi, Saigon, Darwin, Brisbane, Noumea, Auckland. Leaves Auckland every Thursday on return.

7. Sydney-Lord Howe Is.

By Ansett Airways Pty., Ltd., with Sandringham Flying-boats.

Return flight usually each Tuesday and Saturday.

8. Sydney-Norfolk Is.

(By Qantas, with Skymaster)

Alt. Fri. (July 4, 18, Aug. 1, etc.): Dep. Sydney midnight, arr. NI 6.45 a.m. Saturday; dep. NI 5.30 p.m. same day for Sydney, arr. 9.30 p.m. Alt. weeks makes NI-Auckland-NI flight. (See table 12 below).

9. Sydney-Noumea

By Qantas, with Skymasters (Weekly)

Wed.: Sydney dep. 11.45 p.m., arriving Tontouta, 7 a.m. Thurs.
Fri.: Tontouta dep. 8.30 a.m., arriving Sydney, 2 p.m. same day.

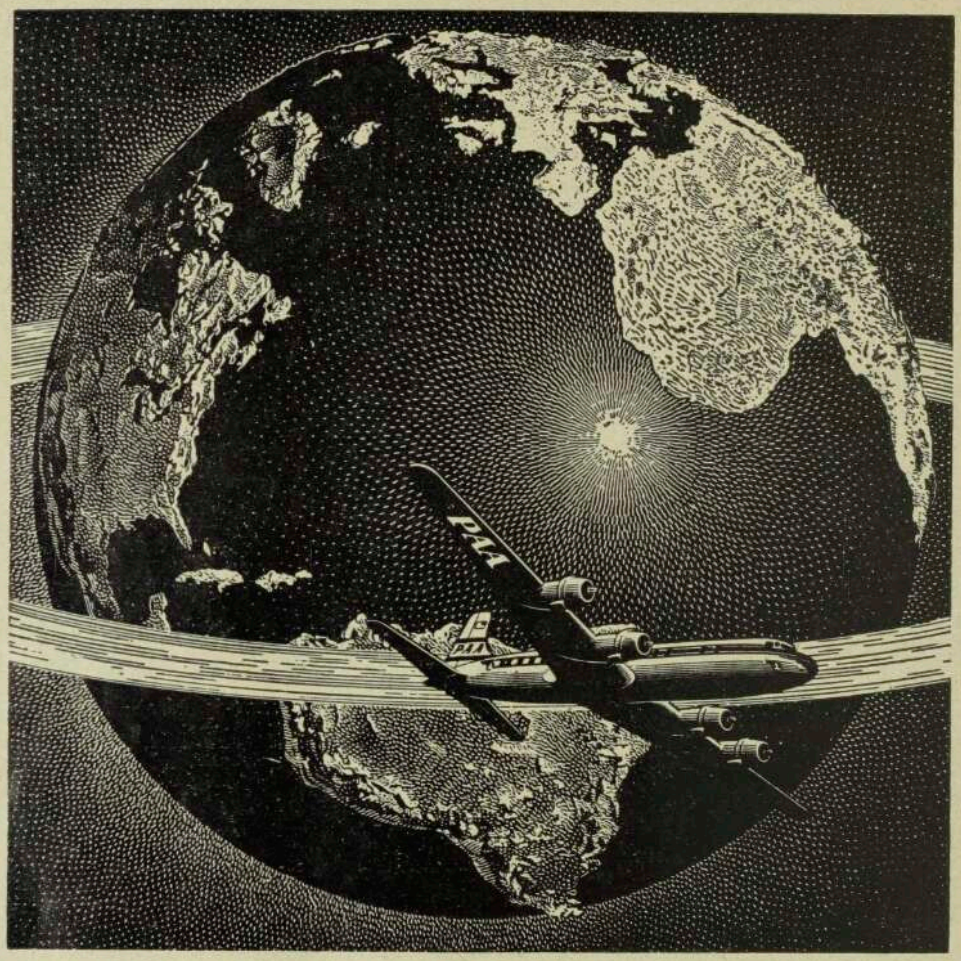
10. New Caledonia-New Hebrides

TAI with DC3 Aircraft.

Tuesdays: Depart Tontouta 8 a.m., arrive Santo 11.10 a.m., arrive Vila 1.45 p.m., depart Vila 2.15 p.m., arrive Tontouta 4.35 p.m.
Fridays: Depart Tontouta 8 a.m., arrive

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10.30 a.m., arrive Santo 12.5 p.m., art Santo 1.30 p.m., arrive Tontouta p.m.

1. New Caledonia-Fiji-Wallis Is.

TAI with DC3 Aircraft

ce from Noumea to Nadi (Fiji) Vallis Is. first Saturday in each Next flights: July 5, Aug. 2. allis July 7, Aug. 4.

. Norfolk Is.-Auckland

TEAL, by Qantas (charter)

at. (July 5, 19, Aug. 2, etc.): rn flight Norfolk (dep. 8 a.m.) tland (arr. 11.45 a.m., dep. 1.15) Norfolk (arr. 4.15 p.m.). (See e 8 above).

13. Auckland-Sydney

sman Empire Airways, with DC6 aircraft.

and Sat.: Dep. Auckland 9.30 arr. Sydney 1.00 p.m.
Wed., Sat., Sun.: Dep. Auckland p.m., arr. Sydney 9.45 p.m.
Departs Auckland 11.30 a.m., arr. ey 3 p.m.
Dep. Sydney 3.00 p.m., arr. Auck- 6.30 a.m. following day.
n.: Dep. Sydney 7 a.m., arr. Auck- 2 p.m.
ue., Sun.: Dep. Sydney 11.30 p.m., Auckland 6.30 a.m. following day.

Christchurch-Sydney

sman Empire Airways, with DC6 aircraft.

hur.: Dep. Christchurch 5 p.m., Sydney 8.40 p.m.
Dep. Sydney 8 a.m., arr. Christ- h 3.10 p.m.
p. Sydney 3.00 p.m., arr. Christ- h 10.10 p.m.

Christchurch-Melbourne

man Empire Airways, with DC6 aircraft.

ep. Christchurch 11.30 a.m., arr. urne 4.00 p.m.
Dep. Melbourne 7.30 a.m., arr. cburch 3.00 p.m.

Auckland-Melbourne

man Empire Airways, with DC6 Aircraft.

Dep. Auckland 11.30 a.m., arr. urne 4.15 p.m.
ep. Melbourne 7.30 a.m., arr. nd 3.45 p.m.

5. New Zealand-Fiji

sman Empire Airways, with Super DC6 aircraft.

ed., Fri.: Dep. Auckland 4 p.m., adi 9 p.m.
t.: Dep. Nadi 10.30 a.m., arr nd 3.30 p.m.
ep. Nadi 30 min. past midnight uckland, 5.30 a.m.
rican Airways, with Skymasters
s., Thurs.: Dep. Auckland 3.30 rr. Nadi 10.35 p.m.
s., Thurs.: Dep. Nadi, 12.30 a.m., uckland 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 June 27, July 4, 11, 18, 25, Aug. 1. Leaves Papeete June 29, July 6, 13, 20, 27, Aug. 3.

18. 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.)

19. Fiji Internal Airways

Fiji Airways, Ltd., Drover Aircraft.

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

20. 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 at Plaine des Gaiacs): Fri. a.m.
Noumea, Lifou, Ouvea Is.: Wed. mornings.
Noumea, Ile des Pins, Noumea: Saturday and Monday afternoons.

21. French Polynesia Inter-Island Service

Reseau Aerienne Interinsulair (RAI) with flying-boats.

Twice weekly service to the Leeward Group.
Wednesday: Papeete, Raiatea, Bora Bora, Raiatea, Papeete.
Friday: Papeete, Huahine, Raiatea, Papeete.

Booking agents in Papeete: Messageries Maritimes.

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.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

NOTE: To obtain the equivalent of Australian currency in other currencies (Sterling, Fiji, New Zealand, French Pacific francs) see page 163.

FROM SYDNEY (Aust. currency) TO—	Single			Return			Table
	£	s.	d.	£	s.	d.	No.
Moresby	51	5	0	92	5	0	2
Lae	62	15	0	112	19	0	2
Rabaul	72	9	0	130	9	0	2, 3
Noumea	51	4	0	92	4	0	9
Honiara	94	5	0	169	13	0	2, 5
Norfolk Is.	27	10	0	49	10	0	8
Lord Howe	12	15	0	25	10	0	7
Nadi	76	0	0	136	16	0	1
Suva	81	3	0	147	2	0	1, 18
Auckland	52	10	0	94	10	0	13
Christchurch	52	10	0	94	10	0	14
FROM SYDNEY (Aust. currency) TO—							
Honolulu	252	5	0	454	1	0	1
S. Francisco	312	10	0	562	10	0	1
Vancouver	312	10	0	562	10	0	1
Apia	109	5	0	197	14	0	1, 17
Papeete	183	15	0	331	16	0	16, 17
Aitutaki	150	0	0	271	0	0	1, 17
Biak	90	0	0	162	0	0	4
FROM AUCKLAND (NZ currency) TO—							
Apia	55	10	0	99	18	0	16, 17
Aitutaki	85	14	0	154	6	0	16, 17
Nadi	39	7	0	70	17	0	16
Norfolk Is.	19	15	0	35	11	0	12
Papeete	107	10	0	195	10	0	16, 17
FROM SUVA (Fiji currency) TO—							
Apia	25	0	0	45	0	0	17
Aitutaki	57	15	0	103	19	0	17
Papeete	82	14	0	148	18	0	17

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

HANDBOOK OF PAPUA-NEW GUINEA

The 2nd Edition of the "Handbook of Papua and New Guinea" will be available late June. It will contain 300 pages, many maps, complete lists of Residents, Public Servants, and Businesses in both Territories. Also details of history, geography, industries, commerce, etc.

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Pacific Commerce and Produc

Goroka Coffee Co. Under Fire

THE Australian public is being offered units in a new coffee venture called Goroka Coffee Holdings Ltd., which has attracted some unfavourable Press comment.

One of the promoters of the new company is Mr. Frank Powell who will be remembered for the part he played in promoting another recent coffee company in New Guinea—Arabica Coffee.

This company also received unflattering comment in at least one section of the Sydney Press, and was unfavourably mentioned in the New Guinea Legislative Council.

Latest proposition concerns the Kinjibi Plantation, held under option for a price of £110,000.

The promoters are offering to sell 1,160 units in the plantation at £200 a unit, or a total of £232,000.

They say they can guarantee an immediate return of 20 per cent. on the amount invested.

To support this claim they present production costs and selling figures which, they claim, will leave a net profit of 3/5 on each pound of coffee.

It is here that the Sydney critic in the Financial pages of the *Sun* took issue with the company's claims.

Production for the first three months of the year from the plantation was 39,420 lb which returned, at the promoters own figures, a net profit of less than £7000, or at the rate of £28,000 a year. Yet the promised 20 per cent. on the full 1,160 units would require £46,400.

The *Sun* critic said that at the time of writing there was no trust deed to protect money subscribed, that the company had had a change of auditors, and that proposals to have the company underwritten as a public flotation were rejected by a prominent stockbroker.

Directors were shown as Messrs. R. Gray, M. F. Kellner, P. Patroni, D. E. Kelaart, and D. M. Clarke.

Australia's £½m To Puri Bore

NEWSPAPER reports published late in May, to the effect that the Australian Government had passed legislation to subsidise boring operations of the Australian Petroleum Co. in Papua, ga wrong impression.

It was announced, three m ago, that Vacuum interests withdrawing from the searcl oil in Papua—after 20 years' o tions and an expenditure o million—leaving the British P leum Co. to carry on alone the middle of 1958, or cease o tions. It then appeared that o tions would cease, if the Com wealth Government did not to the aid of the BP Co. (see article, May, page 13).

The newspapers' announce of May suggested that the Au lian Government was about to general financial aid.

The Petroleum Search Su Bill, 1958, is merely a mach measure, rushed through P ment in May, to remedy a defe an earlier measure. The (1957), provided that, in ce circumstances, the Australian ernment would subsidise the in respect of a certain clas boring in Papua.

The 1958 Bill makes addit provision for payment of that sidy—but discloses that the sidy will amount to no less £500,000.

The APC is engaged in pu down a bore at Puri. It coul the APC's most significant because it is designed to give tain stratigraphical inform about the whole structure of area—and important future cisions may depend upon data.

The statements made by M ters when the Bill went thr (mid-May) gave very little i mation.

It *was* stated, however, that APC expected to spend £1,000,000 on that Puri bore, that the Commonwealth would sidise the work up to £500,00

There has been, up to mid-, no further development in th search situation in Papua, as scribed in the article in May where the new gas develop was explained.

It is possible that the mil pounds Puri bore is connected those gas possibilities.

The APC now is proceeding the four bores referred to in article; and future developn probably will be guided by data produced from those bo especially Puri.

Most observers appear ce that, if encouraging data from the four bores, another ner will be found for British P leum, to allow APC to con the search; but that, if the da undecisive, the Commonw

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vernment may provide further sidies, to encourage British roleum to continue alone.

puan drilling depth, June 10: Bari- a. deepened 1,231 ft. to 13,046 ft.; deepened 1,104 ft. to 8,021 ft.; Kuru, ened 138 ft. to 3,194 ft., casing nted at 581 ft.

er Dividend is Reduced

acer Development, Ltd., has reduced inal dividend for the past year from anadian cents to 25 cents a share. total for the year ended April 30 c. compared with 100c. for 1956-57.

iseul Earns Less Profit

oiseul Plantations, Ltd., Bougainville, copra plantation company, earned t profit of £91,533 for the year to mber 30 last—down £5,530. Dividend unchanged at 30 per cent., and took £45,000 of the profit. Latest result achieved only after cutting depreciation charge by £23,354 to £12,195. tors have increased reserves by 00. Total revenue of the company the year fell from £253,961 to 214, while plantation working ex- s rose from £100,050 to £106,712. output fell by 157 tons to 3,770

aipi Well Completed

uan Apinaipi's first well since it re- active operations in Papua has completed unsuccessfully. Drilling of Kaufana No. 1 well ceased at 3,380 ithout having encountered any signs or gas on the way down. Geological geophysical data obtained is being d, and will be used in a further ment of the south-eastern part of ermit, directors state.

ctors also say that a reconnaissance y survey of the whole area of about square miles, which began late last has almost finished. Additional water gravity work in the Gulf of , in conjunction with the Bureau of al Resources, is in progress, and is ed to provide valuable information sessment and future exploration of rea, they add. This phase of the ny work has attracted interest and criticism from oil observers, who that any likely project arising the underwater surveys would be the company's financial capacity ve or exploit.

a's Steady Dividend

ma (Fiji) Gold Mines N.L. will pay dy interim dividend of 1/- a share y 4. Books closed for the issue on 13. Of this latest dividend 9d a will be tax-free, and 3d taxable. rresponding dividend last year was -free. Main revenue of the com- now comes from its investment io, which is extensive.

n Rubber Production

er production showed a decline April on the plantations for which hips Trading Co., Ltd., reports, as April report showed that Kerema ed 28,062 lb (March, 33,060 lb); 77.668 (78,792) lb; Rubberlands, (36,300) lb; and Lolorua, 38,355 lb.

a Gold Profit Up

ea Gold N.L. netted a profit of for the year to February 28— of £415. Unchanged dividend of share absorbed £10,416. Market f the company's holding of 61,500 in Bulolo Gold Dredging, Ltd., is at £113,775, against £138,375 a year ago. Dividends received from Bulolo rose from £11,793 to £12,141. The company was a New Guinea pioneer and was instrumental in starting Guinea Airways, and Bulolo Gold.

NG Goldfields New Work

Directors of New Guinea Goldfields, Ltd., have begun new underground development work in the No. 2 Portal area of Anderson's Creek at the company's Golden Ridges mine. An adit will be driven about 1,100 ft. in an effort to intersect the Golden Ridges lode at depth. Because of concern about rising costs of labour the company has sent mechanical equipment to the field to expedite the work.

These developments caused considerable comment in mining and investment circles, particularly as it had been thought that directors had indicated that deep mining was virtually at an end.

As a result of this comment, directors issued a statement saying they were "disturbed" at the "undue publicity being given to what must be regarded as normal development work". They added that no special significance should be placed on the work. Meanwhile the company's monthly production report shows a small rise in output for May: Golden Ridges mill treated 4,228 (April, 3,466) tons of ore for 822 (731) oz fine gold, and 915 (1,081) oz silver. Koranga Alluvials had no clean up, and tributes 87 (93) oz. Timber production rose from 156,701 su. ft. to 166,168 su. ft.

Sandy Creek Gold Yield

Sandy Creek Gold Sluicing, Ltd., during May put through 3,800 cubic yards of material for a recovery of about 69 oz of gold. This shows little change in grade of material treated during April when the recovery was 82 oz from 4,200 cubic yards.

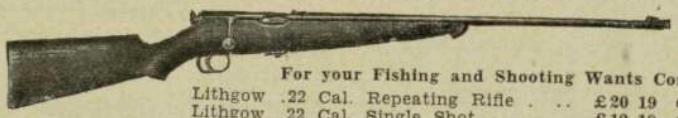
Enterprise of NG Yield

Enterprise of New Guinea Gold and Petroleum Development N.L. showed a slight fall in production values during May. Output was 67 oz of bullion from 31 tons of ore. This compared with 82 oz from 26 tons of ore during the previous month.

(Over)



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The Stock Marke

After an uneasy month share price Australian Stock Exchanges have in first week of June taken a decided s upwards. In this week the index of ordinary shares on the Sydney ma advanced the best part of four po which was no small achievement after falls of the previous month.

Reasons are perhaps to be found in firmer closing tone of the wool ma as the selling season draws to its c the strength on Wall Street—now at year's best point—and the approach what is expected to be a fairly gene Australian Federal election-year Budg

Another factor was that the Fe Loan Council has just completed a si at which it provided an extra £20 mi in revenue for the States for the co year. Premiers are complaining that is not enough but the allocation generally regarded as a useful pro employment, which has shown re signs of recovery.

On the money market, the demand money by the hire purchase industry tinues, apparently without signs of a One company will double its paid capital to about £1½ million in months. Another new one—Southern vances—is about to be floated onto market.

SYDNEY SALE PRICES

	May 7	Jun
B.H.P.	—	45/
Burns Philp	66/6	54/
Burns Philp (SS)	45/3	45/
C.S.R.	£40	£4
Dylup Plantations	11/6	12/
Hackshalls	43/-	42/
Kauri Timbers	21/-	19/
Kerema Rubber	10/2	10/
Koitaki	11/6	10/
Lolorua	6/3	6/
Mariboi	5/6	5/
Norfolk Is. Whaling	4/6	5/
Queensland Insurance	70/-	72/
Rubberlands	5/3	5/
Sthn. Pac. Insurance	55/-	55/
Steamships Trading	45/-	44/
W. R. Carpenter Hold.	11/6	11/
Timor Oil	3/7	2/

* Shares ex bonus issue.

OIL AND MINING SHARES

FIJI

	Aug., '39	May 7, '58	June
Emperor	b9/11	s6/-	b5
Loloma	s25/6	b28/-	

PAPUA-NEW GUINEA

Bulolo	b124/-	b33/-	b3
N.G.G. Ltd.	b1/10	b1/10½	b1
Oil Search	b3/11	b2/-	b2
Ent. of N.G.	—	b3d	b6
Papuan Apin	b4/11	b11d	b8
do. opt.	—	b3d	b3
Placer Dev.	b68/6	b91/-	b9
Sandy Creek	b1/5	b3d	b3

ISLANDS PRODU

(Unless otherwise stated, quotations in Australian currency. Aust. £ e approximately 16/- Stg., NZ. or Samoa; 18/- Fiji; 20/- Tonga, Solomo WPHC areas; 168 Pac. Frs.; $US 2.20-

COPRA

The British Ministry of Food 9- Contract, which governed Copra in Papua and New Guinea, Fiji, We Samoa, Solomon Islands, and Gilbert Ellice Colony (and, to some exten Tonga and Cook Islands) expired on cember 31, 1957; since when each T

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y has made its own arrangements for lection and marketing of copra.

APUA-NEW GUINEA:—All production delivered to Copra Marketing Board, trolled by Government; and the Board cts distribution and sales, and makes ments to the producers. Production s mainly to (a) Unilever (under con- t covering 1958), (b) Australia (for l consumption) and (c) crushing-mill Rabaul. Prices generally arranged in rdance with ruling rate in Philippines ket. Unilever price: Manila FM grade s, with premiums up to £3A per ton hot-air dried.

"Tentative" Price For New Guinea

January, P-NG Copra Board an- ced "Tentative Prices", from January r copra delivered at main ports: Hot- Dried, £A47 per ton; FM Standard, ; Smoke-Dried, £45/7/6.

JI:—No Government control—producers where they wish. Bulk of copra goes crushing-mill in Suva, whose price wharf, Suva, is announced each week. at June 10, HAD, £F53; FM1, 1/12/6; FM2, £F50/7/6.

ESTERN SAMOA:—Official Copra d receives all production, and sells and makes payments to producers. e proportion goes to Unilever, at ppines FM grade rates, plus pre- ns up to £Stg.3 per ton for hot- ried. Prices as from April 21, 1958— air dried: £Stg.45/15/-; sun dried : £Stg.43/5/-; No. 2: £Stg.39/15/-.

NGA:—Sales are under Government ol. Part of production goes to Europe, r arrangement with Unilever con- d by Philippines prices, and part open market.

LOMONS:—All production marketed gh official Copra Board, at prices on Philippines market. Price de- June: 1st grade, £A53; 2nd grade, ; 3rd grade, £A46/10/-.

BERT AND ELLICE:—Production eted in Europe through official Copra , at prices based on Philippines less "stabilisation fund" charges,

AMOA:—Producers receive 4 cents lb. 9.6 or £A40 approx. per long ton). ic bonus, if average proceeds exceed buying price and expenses.

V HEBRIDES:—June price: 7,800 Pac. (£A45/12/3) delivered Vila/Santo. ent French price, 85,000 Metrop. per 1,000 kilos, c.i.f. Marsailles).

OK ISLANDS:—Local price is based NZ50 per ton, f.o.b., Rarotonga, premium of 50/- (NZ) for top grade ried. Shipping, handling, shrinkage storage charges reduce the outer s price to about £NZ30 per ton, rate.

OTHER PRODUCE

OA:—Islands prices are based on the or Ghana cocoa which on June 9, Stg.377 per ton, c.i.f., London.

.G.:—June 9: Around £A410, c.i.f., , but depending on quality.

SAMOA:—Price quoted early June, f.o.b., Apia.

FEE:—P.-N.G.: June 9: Good grades from 4/8 lb and up, c.i.f. Sydney. uality as high as 5/3 lb. Overseas s still freely available but con- on expected to improve during Aus- winter.

NUTS:—P.-N.G.: June 9: Kernels to store; Virginia bunch, in shell, well cleaned, up to 1/3 del. Sydney. crops expected soon from Kingaroy, land, but consumption higher in ian winter months.

BER:—P.-N.G. price is based on re rate, which on June 9, was: RSS, spot, 74.125 Straits cents Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on June 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.—May 9 quotation by independent pearlers unchanged. Sound, £A750; D, £A550; E, £A375; EE, £A205 (in store Sydney). **Cook Is.-Penrhyn:** No sales reported.

TROCHUS:—Market still weak. Sales have been made at £A345 for NG according to one buyer; BSI to £A340 per ton, according to another. A little business being done. Prices are less rejects and based on Sydney weights.

GREEN SNAIL:—Merchants report some business at £A330, c.i.f., Sydney.

London and US Quotations

Copra: London, June 9, Philippines in bulk. June-July $190 seller; Straits/Borneo, fair merchantable, del. weights, c.i.f. UK/Nth. Europ. ports, June-July £Stg.69/15/- (nominal). New York, June 9, Philippines, c.i.f. US Pacific port, $183 (nominal).

(£1 Australian is about equal to 2.25 US Dollars.)

Coconut Oil: London, June 9, Straits, crude bulk, c.i.f., £Stg.105 ton. June seller. Ceylon in bulk, UK/Nth. Europ. port, £Stg.108/6/- per ton, nominal, June-July.

Rubber:—London, June 9: RSS No. 1, spot, 21⅞d Stg. buyers; July-September, 22d Stg. Market slightly steadier.

Coffee: London, late April, unwashed Uganda native Robusta, July 289/- Stg. per cwt., f.o.b. Mombasa. Indian Mysore Arabica cherry flats, 390/- Stg., c.i.f. Brazilian coffee: Santos extra prime, 411/6 Stg. per cwt., f.o.b. port of origin.

EXCHANGE RATES

FIJI.—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. **Fiji-London,** basis £100 London: B. £110/15/-; S. £112. **NZ-Fiji,** basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: B. £A123/12/6; S. £124/10/9. **Samoa-London,** basis £100 London: B. £99/7/6; S. £101/10/-. **Samoa-NZ,** basis £100 NZ: B. £100; S. £100/10/-. **Samoa-Fiji,** basis £100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), **BANK OF NSW** (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka; agencies: Wau, Boroko, Kokopo), **ANZ BANK** (Port Moresby, Lae, Rabaul) 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 June 9, quotes: Selling, Noumea, 168 Pac. francs to £ Aust.; Papeete, 166.25 Pac. francs to £ Aust.; 208 Pac francs to £ Stg.; 72.82 Pac. francs to US $. Selling 1,179.25 Metrop. francs to £ Stg.

COFFEE AUCTIONS IN LONDON

The first auction of coffee in London for almost a year took place in late April with offerings from India, Ghana, British Cameroons, Kenya, Tanganyika, Uganda, Nigeria, Sierra Leone, West Indies, Ecuador, Costa Rica and Haiti.

The market was rather slow with Indian offerings making good prices, where sold. Lots from Ghana and the British Cameroons made about valuation, but some of these had to be pushed after the auction sale to fully clear them. Some of the prices for the Empire coffees were:

Indian plantation A 504/- and at 491/-; British Cameroon Arabica 395/-; damaged 340/- to 376/-; Ghana robustas 294/-; British North Borneo 286/-; small lots of Kenya from 463/- to 485/- and peaberry at 527/-; Tanganyika 450/-, all per cwt. in bond.

The above is of interest to coffee growers in New Guinea as it indicates the wide fluctuation in price paid for the different gradings of coffee.

FLUCTUATIONS IN THE COCOA MARKET

During the month the cocoa market staged a spectacular rise and at one period London c.i.f. price for Ghana was around £Stg.400. Prices had eased somewhat in mid-June.

Cause of the rise in cocoa over recent months is the poor crops from West Africa. The Bank of New Zealand Produce Circular of May 23 said:

"The Ghana mid-crop is estimated at around 3,000-4,000 tons, a remarkably low figure when taking into account the poor out-turn of the main-crop. Total purchases of Nigerian cocoa for the 36 weeks of this season now amount to 73,304 tons of main-crop and 3,829 tons of light-crop as against 121,082 and 11,002 tons respectively in the corresponding period last season. Total confirmed sales effected by the Marketing companies [British West African] amount to 255,000 tons against a total of 380,000 tons in the same period last season; the Boards are obviously having to ration sales to eke out the poor crops.

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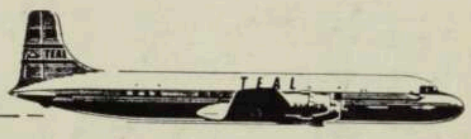


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