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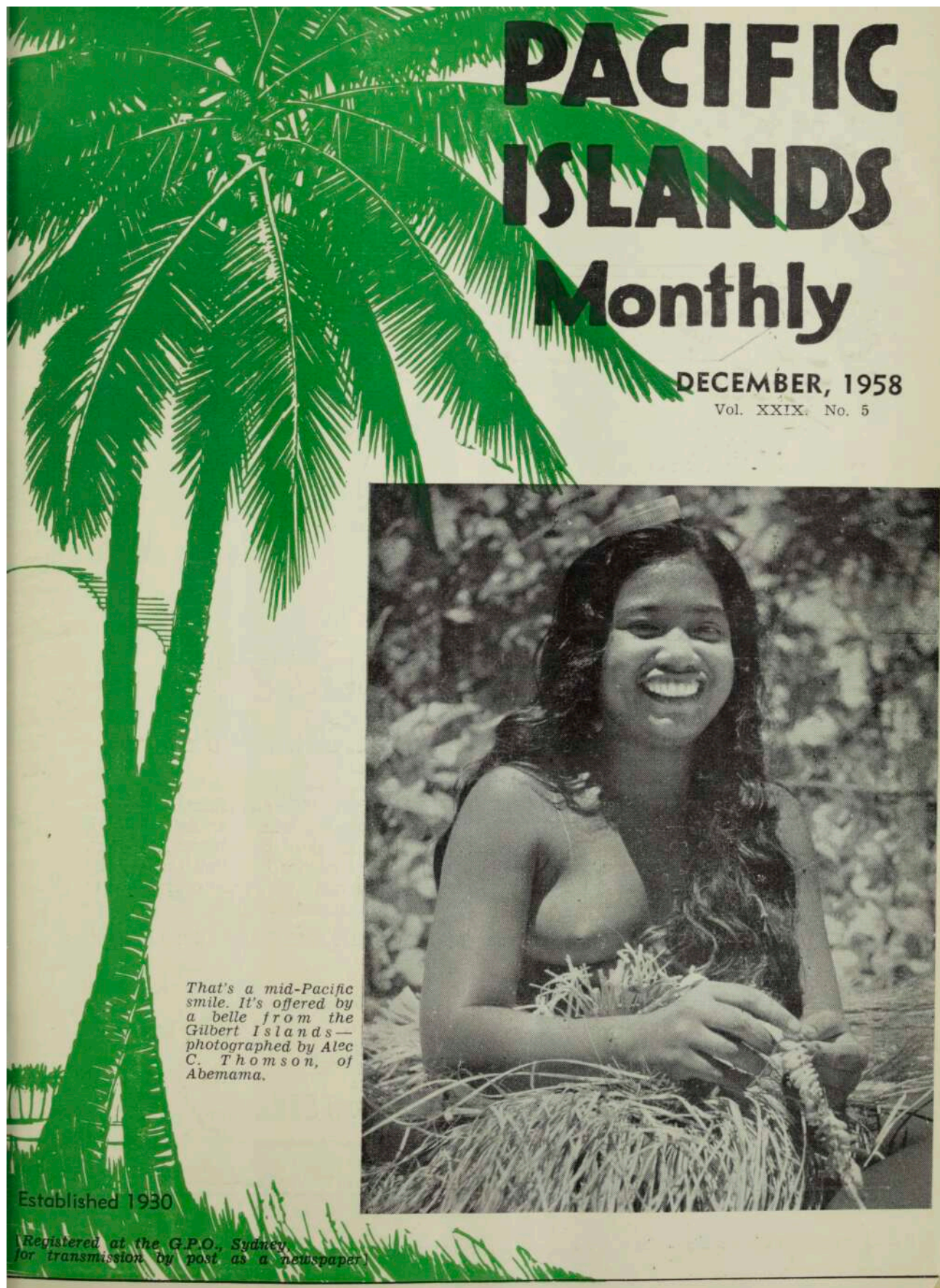
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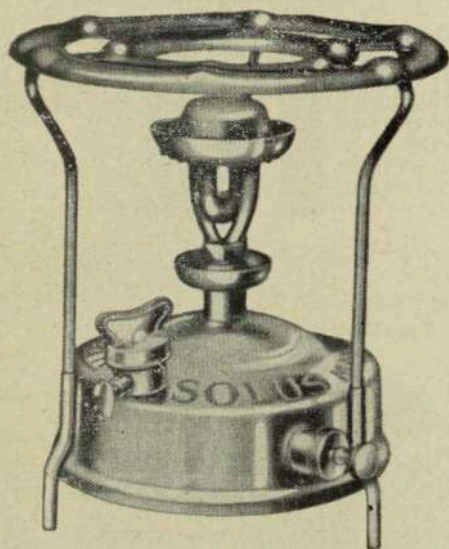
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PACIFIC ISLANDS MONTHLY—DECEMBER, 1958

Coleman *Solus* STOVES

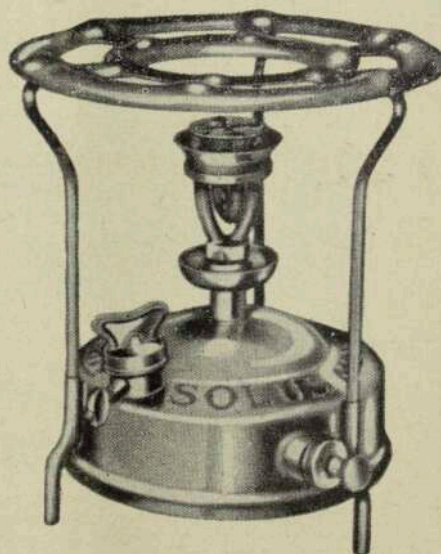
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These two Coleman Stoves are of the one burner kerosene type and are available in both silent and roarer models. Their dimensions are height $8\frac{1}{2}$ inches, diameter $8\frac{1}{2}$ inches, approximate weight $2\frac{3}{4}$ lb. Both models have the same outstanding features.



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4. Fount and Burner firmly soldered together.
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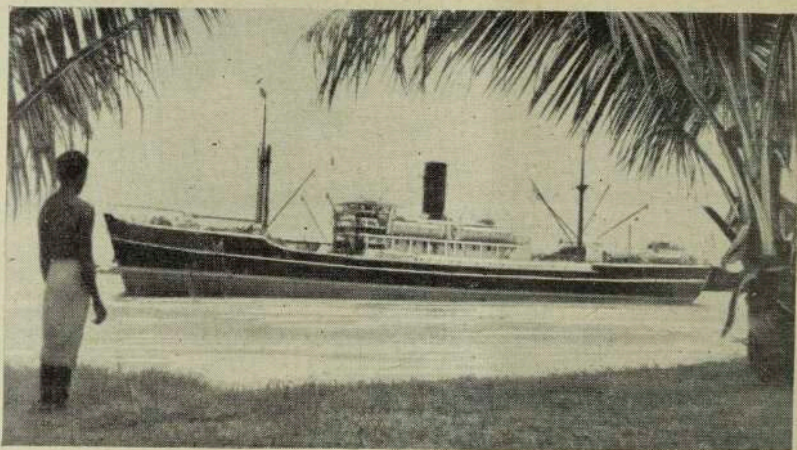
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PEOPLE

Prince John (better known as Prince Tu'ipelehake), second son of the Queen of Tonga, with his charming wife and their children, left Nukualofa by the November *Tofua*, en route to New Zealand and Australia, on a lengthy holiday. Prince John was formerly Governor of Vavau, and was received there with much ceremony when the *Tofua* called.

Mr. R. Sanders, formerly of the Fiji Administrative Service, who has been Government Secretary in Tonga in recent years, has left Tonga on overseas leave, and it is presumed he will return to the Fiji service. He has been succeeded in the Government Secretaryship in Tonga by Mr. W. W. A. Miller, from Fiji, who formerly saw a good deal of service in the Gilbert and Ellice Islands Colony.



Charming Miss Marina Norbert, receptionist at the Australian Consulate office in Noumea, will marry M. Jacques Laplagne, teacher of English at the College La Perouse, Noumea, in December. Miss Norbert, of Adelaide, where she attended the Adelaide High School, won a year's New Caledonian Government scholarship to Noumea, and did so well at her studies that the Government extended the scholarship for a further year.

Photo: Fred Dunn.

Mrs. Mary Croudace, former well-known resident of Western Samoa, who has been living in New York for several years, is returning soon to Apia, to take charge of the Casino Hotel there. Mrs. Buckle,

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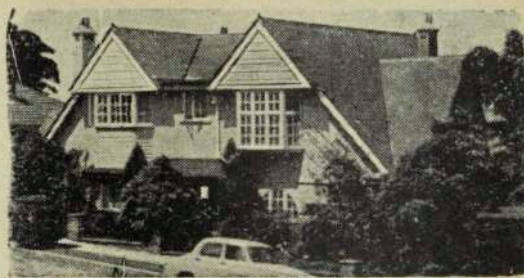
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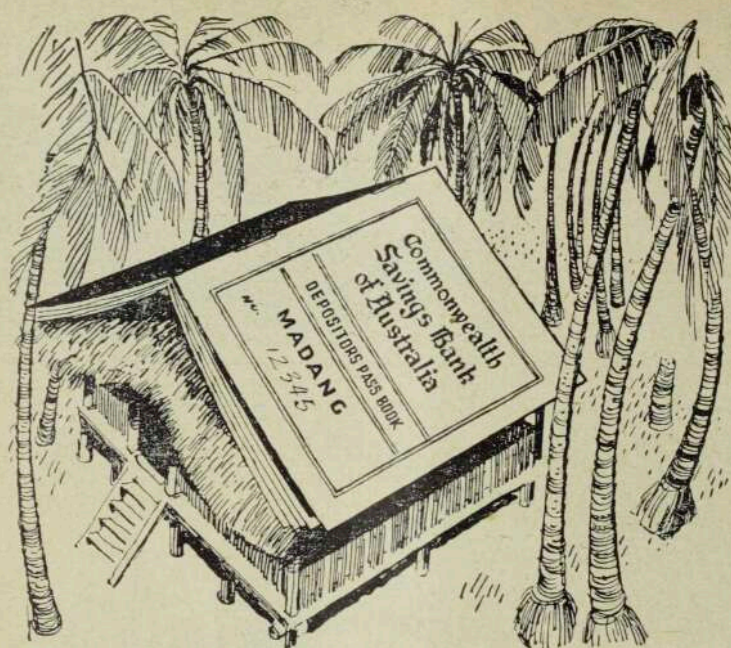
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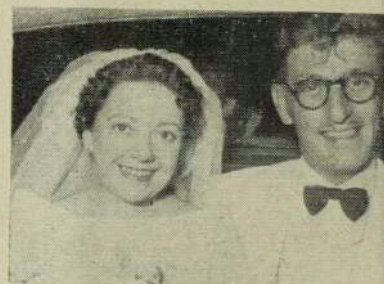
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who has been the hardworking manageress there for the last 10 years, is returning to New Zealand.

Most of Apia's leading citizens were among the 800 persons who, on November 13, saw Rosita Cook married to George Fepuleai, second son of the well-known family of Nofoali'i, Western Samoa.

Both are popular members of the younger Apia community and, for their marriage, the Catholic Cathedral was decorated with many flowers and tapas. Father E. McVicar officiated; Mr. Charles Hellesø gave the bride away; Messrs. Samson and Fred Samson were the groomsmen. The full capacity of the Tivoli Theatre and Catholic Church was needed for the reception.



Photographed after their marriage in Port Moresby in November—Mr. J. Gayton and his bride, the former Miss Connie Watts. The ceremony took place at the Church of England.—Papuan Print

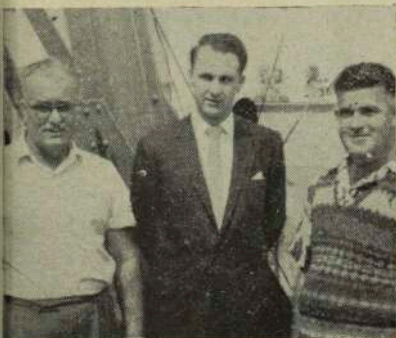
Archdeacon C. W. Whonsbon-Aston left Apia in November after many years as Anglican Chaplain and a period of devoted work which culminated in the recent dedication of the beautiful new Church of All Saints. He was farewelled at a number of functions, among them a party at Vailima where the High Commissioner (Mr. G. E. Powles) paid tribute to his work. Now, as Dean Whonsbon-Aston, he has taken charge of Anglican Church affairs at Levuka, Fiji.



Mr. L. Fepuleai, now settled in Christchurch, N.Z., his fiancée Miss H. Magon, and Mr. Anthony Palepoi, manager of Sina Plantations, were among those aboard "Tofua" bound for Apia in November.

Photo: J. P. Shortall

Well-known planter and businessman, Mr. Harry W. Moors, has returned to Samoa from a flying visit to the United States. He met members of his family and numerous former residents of Western Samoa, amongst them Mrs. Mary Croudace, of New York, John and Lou Kruse of Boulder City, and former Administrator Sir Alfred Turnbull and Lady Turnbull at Stanford, Connecticut.



In Auckland in November were: Mr. J. M. Finnegan (left), who operates an importing and jewellery manufacturing business at Rarotonga; Mr. David Graham, lately Union Steam Ship Co. manager at Rarotonga, who will now take up a similar position at Apia; and Mr. Ian A. Forbes, government printer in the Cooks, on vacation.

Photo: J. P. Shortall.

Mr. A. D. Leys was re-elected Mayor of Suva for another term in early November; also re-elected for another term was the Deputy Mayor, Mr. C. A. Stinson.



A marriage of special interest in Port Moresby in November was between Mr. N. Johnston and Miss Nancy Ure, at the Ela Church. Miss Ure is the daughter of the Rev. D. E. and Mrs. Ure, well-known mission leaders in Papua. —Papuan Prints.



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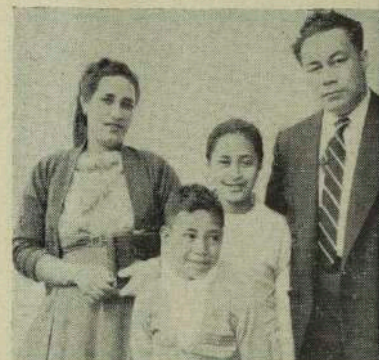
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Mrs. Nancy Phelan, whose amusing and interesting book, *Atoll Holiday*, was reviewed in the *PIM* in November, has recently returned to Sydney after a year abroad—including five months in Turkey, Yugoslavia and Greece. She travelled by bus, boat or donkey and stayed anywhere it happened to stop—from luxury hotel to Turkish farmhouse. In fact, it sounds like a real Nancy Phelan "do"—and now she intends to write a book about it. If it is up to the standard *Atoll Holiday*, there is a treat store for her fans.



Mr. and Mrs. S. Talagi, Toke, and Brenda returned to Niue from New Zealand by the November "Tofua". Mr. Talagi, a government dentist at Niue, had been undergoing a months' course at Wellington.

Photo: J. P. Shortt

At Trinity School Chapel, Sydney on November 10, Miss Jennifer Pritchard, only daughter of Mr. and Mrs. Guy Pritchard, of East Lindfield and Popondetta, Papua, was married to Mr. Robert Alan Cal of "Wilga" Station, Hillston, NSW. A reception for 85 guests was held afterwards.



Mr. F. Unasa, of Auckland's Samoan colony, went home to Apia on vacation aboard "Tofua" in November. He is employed by Hellaby and Co.

Photo: J. P. Shortt

Mr. W. P. Dobbin, District Education Officer, Morobe, New Guinea, and Mrs. Dobbin, have been

leave at Surfers' Paradise, Queensland. When they return to the Territory in early January, their daughter Bridget, who has been doing a teachers' training course in Sydney (and at ASOPA) will return with them.

At an investiture at Government House, Port Moresby, on November 26, the following Territorians received honours bestowed upon them in the Queen's Honours Lists, earlier this year: H. L. R. Niall, District Commissioner, Morobe, who received the insignia of the CBE; Matron Alice Thorburn, Senior Matron in P-NG's Nursing Service, who received the OBE; Stanley Hinton Christian, Principal of the Malaria Control School, which he established at Minj, who received the MBE; and Frank George Hoeter, of the P-NG Police Force, received the MBE (Military Division) in recognition of his work with the PNGVR since 1951. He holds the rank of captain.



Captain H. C. S. Slinn, who in November was appointed to command the 28,000-ton P. and O. liner "Himalaya", which recently has gone into Pacific service in addition to the UK-Australia run. Gloucester-born Captain Slinn, 56, served in 21 P. and O. ships before this appointment. His wife is an Australian, and they live in NSW.

Superintendent Ron Clammer arrived in Brisbane from Rabaul, NG, in November on pre-retirement leave. He said he might build or buy a seaside house at Caloundra, north of Brisbane.

The Rev. E. Walter, who has been for some years with the Lutheran Evangelical Mission in Lorengau, Manus, New Guinea, sailed for Germany from Sydney in early December.

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Suites

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Suites

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Suites

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E. V. Lawson.

Insurances at Lloyd's and Companies

Mr. H. T. Kienzle, well-known planter of Mamba Estate, Yodda Valley, Papua, has been planning for years to erect a memorial to the Papuans who formed the carrier lines on the Kokoda Trail during the war. As part of this plan, recently two bronze plaques were completed by a Melbourne sculptor. The memorial will be built of local stone at Kokoda. Mr. Kienzle won the MBE for his own work on the Kokoda Trail. As a Captain in the ANGAU, he was in charge of native carriers and responsible for keeping the line of communication open across the Owen Stanleys.



Mr. and Mrs. A. P. Preuss and children returned home to Apia by the "Tofua" in November after leave in New Zealand. Mr. Preuss is well known to Apia movie theatre patrons.

Photo: J. P. Shorter

The George Medal, given only for outstanding gallantry, has been awarded to Mrs. Edith Gladys Collins, of Suva, Fiji, widow of Mr. David Collins (a well-known administrative officer, who was drowned last year at Kadavu). A Fijian man last May, entered a house where Mrs. Collins and her four children were sleeping, and attacked her Fijian house-girl with an axe. Mr. Collins tried to stop the man, and was very severely wounded, and then she seized him again when he attacked her children, and was again injured. The house-girl was killed and the Fijian was afterwards tried and sentenced to death. The Chief Justice, when hearing the case, warmly praised Mrs. Collins' courage.

* * *

Back in Brisbane on leave from Tonga's leading churchman, Rev. R. A. Woodgate, did a good piece of publicity work for the Kingdom, describing its 56,000 people as "among the happiest in the world".

Dr. D. W. Beckett, medical superintendent at the Pacific's well-known Makogai leper settlement, Fiji, went to Tokyo in November to attend conferences on leprosy, including a world congress on the disease.

Mr. G. L. Tuita, Governor of Vavau, accompanied by his family, travelled to Auckland in November and will be there on vacation for several months.



Mr. and Mrs. R. D. Moore travelled to Rarotonga in the November "Maui Pomare". Mr. Moore takes the post of Deputy Court Registrar there.

Photo: J. P. Shortall.

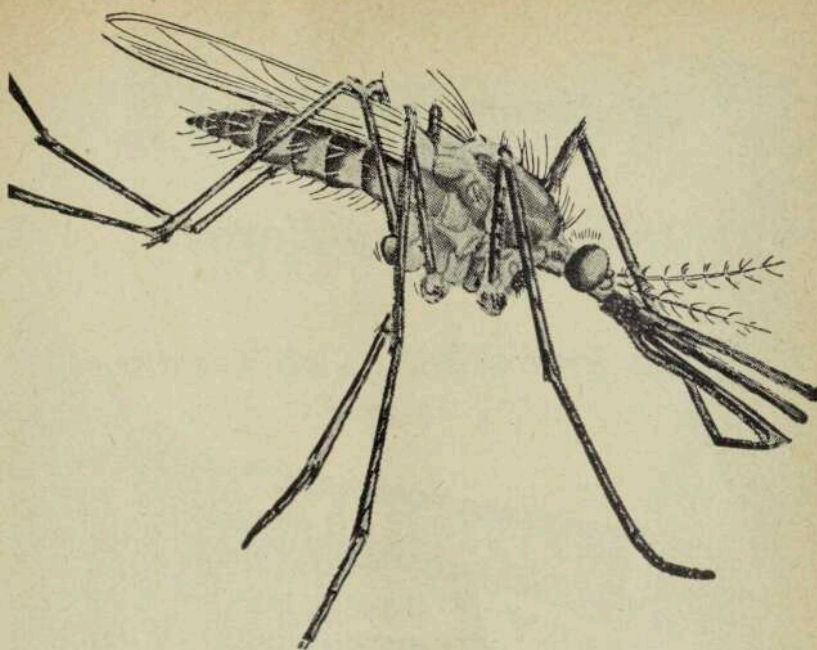
With traditional Fijian ceremonies, followed by the presentation of a yaqona bowl commanding officer of the Fiji Military Forces, Colonel G. P. Sanders, was farewelled in Suva in November. He is retiring to New Zealand.

Colonel Sanders' successor is Colonel R. W. Foubister, 48, of the Royal New Zealand Signals, who has been Chief of Staff of the Northern Military District, NZ.



Among the guests at a gathering of the Polynesian Association in Sydney in November were Angeline Yager and Ronnie Sharkey, both of Norfolk Island.

—Tele-Photos.



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Effective Single Dose Treatment for

MALARIA

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.

TREATMENT DOSE—

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:

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

IMPORTANT:—CAMOQUIN should be taken immediately after or during a full meal.

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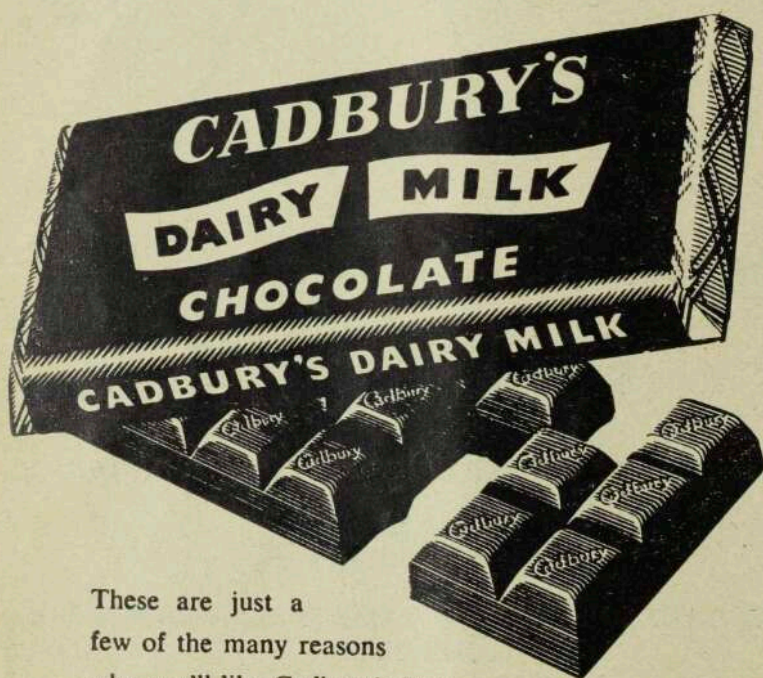
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rich satisfying flavour



so smooth . . . so creamy



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Cadbury's Dairy Milk Chocolate

MD28/HP/8

Meanwhile Lieut.-Col. R. A. Tinker who served with the Fiji Military Forces from 1949-53 and commanded the Fiji First Battalion in Malaya for part of that time, has been appointed Chief-of-Staff, Southern Military District of New Zealand.

Cameraman F. Vail and director S. Toogood, of International Film Productions Ltd., were in Tahiti in November shooting travel-film material in colour for use mainly in America. The pair travelled on to New Zealand per *Monterey*.

Rear-Admiral J. M. Villiers, NZ Chief of the Naval Staff, visited Fiji in November, and inspected the Fiji Royal Naval Volunteer Reserve, which was established in 1955. He reported good progress.



Mr. and Mrs. Brian Orchard—the bride was formerly Miss Jenny Ferries—after their marriage at the Lutheran Church, Lae, N.G.

Photo: Otto Brabant

Japanese publishers have shown an interest in Elsie K. Morton's *Crusoes of Sunday Island*—which is a history of the Bell family of the Kermadecs, published a year or two ago. There is likely to be a Japanese edition.

Dr. Emilio Pampana, director of WHO's Malaria Eradication Division, is to retire after 11 years in the organisation. New director will be Dr. Carlos A. Alvarado, of Argentina, former Director-General of Health for North Argentina.

A party of 17 Sixth Form New Zealand students, aged between 17 and 19 years, comprising four boys and 13 girls, and accompanied by one master and one mistress, will leave Auckland by TAI on December 22 on a visit to the homes of students in New Caledonia.

Mr. Paul Coloun, garage proprietor of Luganville, New Hebrides, recently successfully salvaged a 60-ft workboat which was wrecked in the Banks Group a year or so ago.



Among the passengers homeward bound for the Cook Islands in the "Maui Pomare" in November were: Mr. N. Turua and Maria; Mrs. A. Mitchell and Andrea; and Mr. Harry Napa.

Photo: J. P. Shortall.

Mr. J. W. Gregory, OBE, who travelled on MV *Citos* from Honiara in November, intended to go on to the New Hebrides, but became ill in Sydney and has now returned to London.

He is an expert on Customs laws, has been in Honiara, BSIP, for about 4½ months, revising Customs laws and Tariff, and advising on re-organisation of the Colony's Customs Department. (See p. 17).

He retired in 1947, has since that time been attached to the Colonial Office, London, and has spent most of his time in his capacity as Customs expert in British Guiana, the West Indies and other British tropical possessions.

Captain L. Killman, master of the MV *Citos*, entertained 30 guests including High Commissioner Sir John Gutch and Lady Gutch, when the vessel was in Honiara, BSIP, in November. The guests enjoyed the Swedish Smorgesbord, and the Aquavit that went with it.

Mr. K. Dalrymple-Hay was in hospital in Honiara in November for a brief spell, but has now returned to directing his many business ventures, including his new hotel, which recently has been completed. Interiors of lounges and bar are in native decor.

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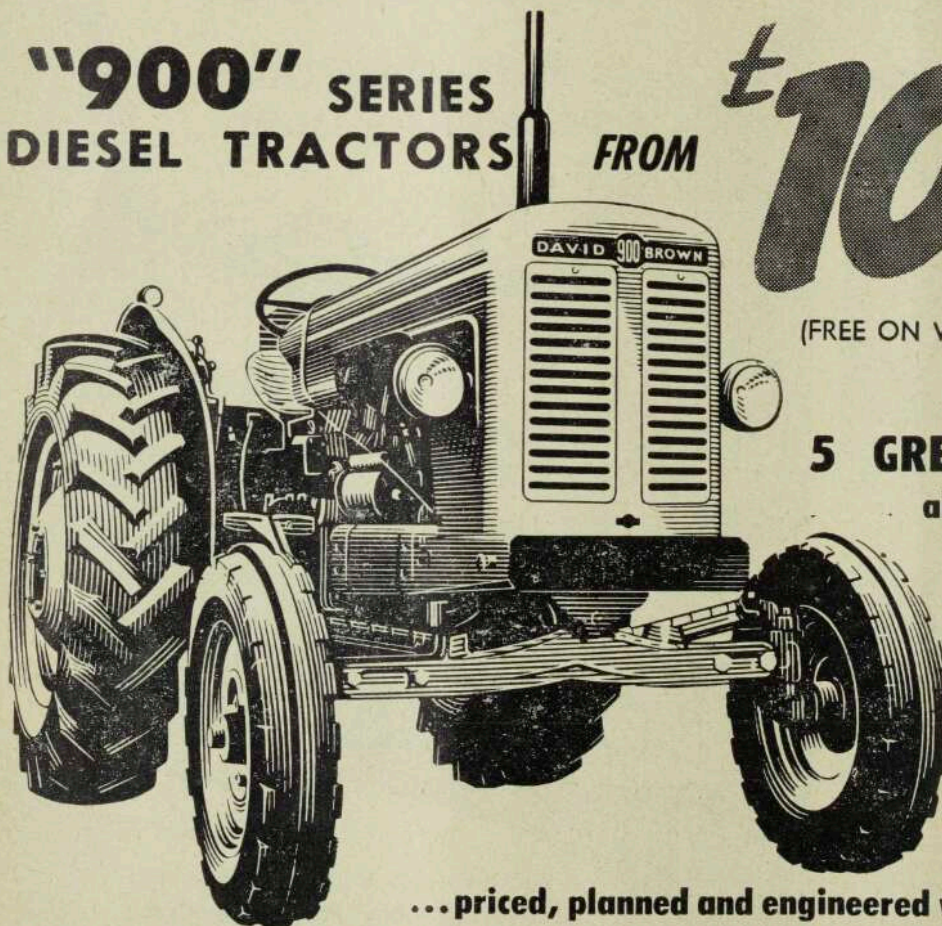
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Contents:

PEOPLE: Personal Para- graphs Of Islands' Interest	5	Is It Santo, Santos Or Luganville?	57
Fiji Gets Some New Taxes, And The Solomons May Be Hit Again	17	Pacific Must Prepare For A Tourist Invasion	59
How Safe Are Samoan Land Titles?	18	They're Searching For Native Music	63
Record London Copra Prices	19	The "First Newspaper In The World"	65
Patrol Visits Shangri-la Plane Crash	19	The Polio Fight Continues ..	67
The Ian Crouch—Yet Another Sea Mystery?	20	Tonga Has Pacific's Most Enterprising Leader	69
The Urgency Of, W. Samoa's Three-Year Plan	21	Cook's Famous Tortoise—But Is It?	71
Nobody Rides The Hibiscus Highway	21	Captain E. W. Harness Re- tires	73
Threat Of A Fiji Sugar Strike	22	Some More Memories Of Humphrey Berkeley	77
HOME BASE: <i>Sydneysider</i> Reports	22	MAGAZINE SECTION:	
Progress Comes To Suva With A Bang	23	Tropicalities, 81; Crossquiz, 82; They Built Their Own Brewery, 82; Descendants Of A Tyrant King, 83; Man Who Cleaned Up Steven- son's Tomb, 84; Gold Dust A-plenty, 85; Manam Is Home To Them, 86; Do You Remember? 87; Fiji's Diwali Festival, 87; Book Reviews	83
COMMENTARY: The Pub- lisher And The Editors Look At Pacific Affairs	25	The Month's News Of Ships And Yachts	103
Silver Jubilee Of The Dis- covery Of The NG High- lands	27	PACIFIC REPORT: Round- up Of Pacific News And Pictures (Index p. 17) ..	117
The Editors' Mailbag	29	OBITUARIES: Mr. Henry W. Kinney; Mr. J. S. Neill; Mr. William Alfred Smith, Mr. James Yarnton; Mr. V. Rule; Mr. W. Johnson ..	151
TERRITORIES TALK- TALK: With <i>Tolala</i>	31	Sports Review	153
Report On W. Samoa's Birth Pangs	37	Shipping And Airways Time- tables	155
The Story Behind The Dis- covery Of Puri	43	Commerce And Produce ..	165
Big Nadi Project Behind Schedule	45		
FIJI TALANOA, With <i>Vakatava</i>	47		
Imaginative Approach To Pacific Trade	53		
It's A Do-It-Yourself Stamp Issue	57		

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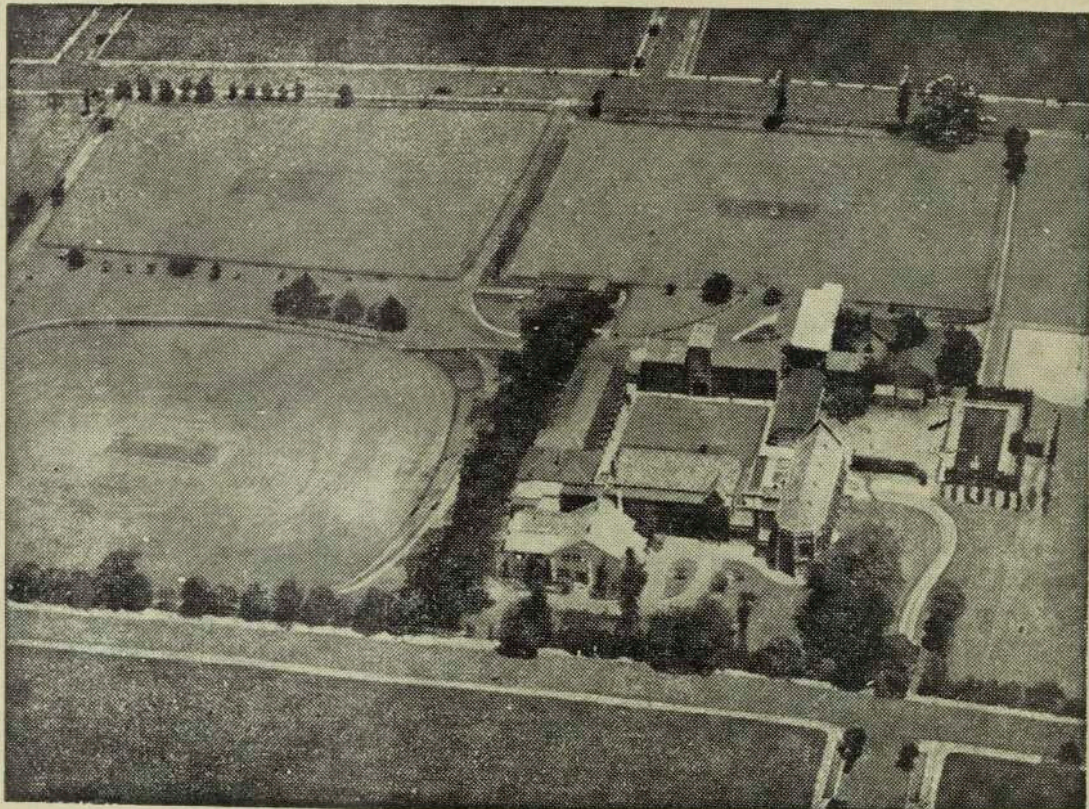
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"The Colony Is In For Some Belt Tightening"

Fiji Yells As New Taxes Are Imposed

From a Staff Writer

SUVA, Nov. 26

The middle classes of Fiji are in an exceedingly bad temper. In places, there are signs of a mild revolt.

THE Legislative Council met in financial session last week; and a brand-new Governor (Sir Kenneth Maddocks) and equally brand-new Finance Secretary (Mr. E. R. Bevington) submitted a Budget for 1959 which places new taxes, estimated at about £250,000, squarely upon this mixed community of 150,000 people.

The gap between revenue (over £6 millions) and expenditure has been discernible in the last year or two, and the Colony has noted with increasing uneasiness that it tends to grow.

A Fiscal Committee, early this year, recommended various administrative economies; and the trading community has been pointing urgently to the need for more production and exports, to take care of rapidly-shrinking overseas balances.

Nonetheless, it came as a shock to learn that it was proposed to impose new taxes to raise—

	£
Increased personal income tax (the companies escape) from 1/- to 1/3 in £	50,000
Additional duty on petrol of 3d per gallon	60,000
Increased port and customs service tax from 6d to 9d	166,000
Increased import duty on beer and increase in excise duty for new brewery	50,000
Higher duties on cosmetics and films	9,000

Half of the new taxes falls directly on the high-salaried group and the traders; the remainder is spread through the port and customs charge over the whole community. Although expected, no one likes it. There are signs of bitter protest—even of a kind of revolt.

Committee "On Strike"

Yesterday, the Select Committee of all the Unofficial Members, plus Finance Secretary) on the Budget was on strike.

So far, the Government sternly says, "No comment"; but it is generally known that the Unofficial Members stuck their toes in and flatly refused to proceed with the Budget until the Government told them how, and to what extent, it had implemented the cuts in administrative expenditure sought by the Council after the Fiscal Committee had reported.

Yesterday, there seemed a complete deadlock. Today, probably Government and Select Committee will compromise somehow, and get on with a Budget that, however unpalatable, is inevitable.

Citizens' Protest

The other "revolt" is a thing of different complexion. Messrs. H. N. Murray, S. A. Tetzner, J. P. Bayly and R. S. Kay—all well-known businessmen of Suva—have called a public meeting, in the Town Hall tonight, to protest against the increases in taxes and duties.

(Continued on page 149)

PACIFIC REPORT

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

Samean Fono In Slow Motion—117; New Interest In Walpole Is. Guano—117; Another New TEAL Route—119; Expert Will Assess Coconut Research—121; They're Leaving W. Samoa—123.

New Governors For French Polynesia—125; UN Missions For Nauru, NG, Samoa—126; No Action Over Gollala Reports; Tahiti Airport A Stage Further; P-NG Credit Scheme Starts—127; New Patrols For Dutch NG—129; New Caledonia To Go To Polls; Hollandia's Hospital—131.

Grand Pacific Hotel Goes To Govt.—135; Flag Of Convenience Ships In Trouble—135; Nino Culotta Back—137; Prince Tungi Sells His Bananas; Drink Beer, Beat Boredom—139.

Cook Is. First Assembly Sits—141; Leahy Damages Claim For Hearing; BSIP Wharries' Strike; Hurricane Hits Fiji; Latest On Warangol Land—143.

Navuneram Report Six Months After—145; Indonesian Immigrants Aren't Happy—145; Men Off In Nickel Slump; Another Union Ship Laid Up—147.

And Now The Poor Old Solomons

Overtaxed, Underprivileged Yet They May Be Hit Again!

Although private enterprise in the British Solomon Islands Protectorate is already overtaxed and under-privileged, the indications are that it is due for another tax slug.

RESIDENTS were interested in the recent visit there of a Mr. J. Gregory who has been engaged on redrafting Customs legislation and tariffs. They had nothing

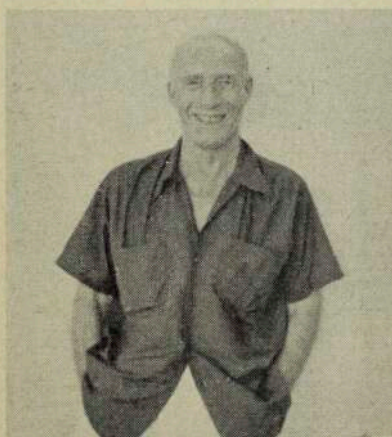
personal against Mr. Gregory, but they were, of course, aware that any changes in taxes of any kind were scarcely likely to be for their benefit.

It is rumoured that one of the measures Mr. Gregory was organising is the introduction of the so-called "Bermuda" system of import duty, which has operated in Fiji for a considerable time.

The Bermudan system gets its name from the fact that it was in Bermuda that some inspired tax-gatherer had the happy notion of assessing import duty on the c.i.f. value of goods, and not the f.o.b. cost, as in most countries (such as Australia, New Guinea, etc.).

The Fiji government has, for years, been collecting duty on the freight and other costs involved in getting goods to their destination. If goods are sent in by parcels post, the value of the stamps is added to the value of the goods, and the duty is calculated on that. This has meant a great deal more in Government coffers; agitation to have basis of calculation revert to the

(Over)



Mr. Gregory smiles as he leaves Honiara, on MV "Citos" for Sydney and the New Hebrides, in November. But residents of the Solomons do not know whether to smile yet or not.

old f.o.b. system has got nowhere, where.

Mr. Gregory left the Solomons in the *Citos* in November. He expected to go on to Vila, to do a job for the people of the New Hebrides, but became ill and returned to London.

The Solomons are already burdened by income taxation, a higher general rate of import duty than Papua-New Guinea, and export duties on all commodities.

Income Tax for New Guinea

Residents of Papua-New Guinea (which is the only major Pacific Island territory not already taxed on income) are steeling themselves for the introduction of direct taxation there—probably in 1959.

The Planters' Association of New Guinea has concerned itself with the probability, and it believes that the rate will be something like 4/- in the £ for company taxation and half the Australian scale for personal exertion.

The Association, as a body, does not object to income taxation, believing that if imposed fairly it would be the most equitable way of raising revenue. It does believe, however, that if income tax is imposed, modification or removal of import and export duties should follow.

But it can get no reassurance on this point.

The planting community takes the view that it has been bearing the lion's share of taxation in the Territory, mostly through copra export tax. There is now, too, an export duty on cocoa, which they feel is "an iniquitous tax on a young industry".

There is an export duty on rubber, also, although this has not contributed to revenue to anything like the same degree as copra.

Planters (and others) regard export taxes on primary products as sectional taxation—and in 1957 these duties contributed £568,950 to P-NG revenue.

Elsewhere it's Income Tax Plus

In view of the hopes of P-NG residents, it is interesting to see how residents of other Territories have fared.

Before World War II, few of the Pacific territories had income taxation. After the war, with new demands for new kinds of amenities and social services, and with a new conception of what should be done for native welfare, governments everywhere had to find new fields for raising revenue.

Most of them have turned to income taxation—Papua-New Guinea being the notable exception; but that did not mean that they quit more traditional fields of revenue raising.

Fiji raises between £F2,000,000 to £F2,500,000 from import duty per year. (Papua-New Guinea raised

(Continued on page 152)

HOW SAFE ARE LAND TITLES IN W. SAMOA?

From a Staff Writer in Apia

One of the first and most difficult matters to be brought before the UNO Trusteeship Mission in Western Samoa next April is that of land ownership by Europeans and part-Europeans.

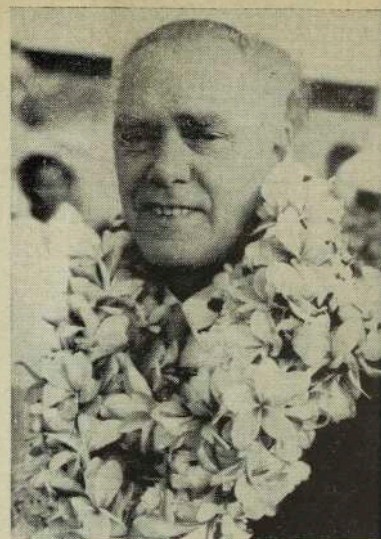
IT cannot be dealt with too soon. Recent pronouncements by some classes of Samoans have aroused deepest anxiety among European and part-European planters—especially those who hold freeholds—and this has resulted in a perceptible movement of capital out of the country. Individuals and firms have been quietly shifting their money—wherever it could be freed—to Fiji, New Zealand and Australia.

Too many blind and silly Samoans, nursing a strong anti-European bias, have been allowed to broadcast their cock-eyed economic theories.

They have, for example, been watching developments in Indonesia.

"If the Indonesians can throw out the Dutch and part-Dutch", said one Samoan, publicly, "why cannot we throw out the Europeans and part-Europeans, and regain possession of these lands for the Samoans?"

No one can explain to these hot-heads that there is, ideologically,



GARLANDS. That's not exactly a look of joy being worn by the NZ Minister for Island Territories, Mr. Jock Mathison, but perhaps the scent of the flowers is overpowering. He received the lei on his arrival at Rarotonga in November to open the Cook Islands' first Legislative Assembly.

a world of difference between the set-up in Indonesia now, and the set-up in Samoa.

One of the oldest planters in Samoa has just pointed out that the Samoans who talk like this have got no legal justification whatever.

No Justification

In 1891 there was a Three-Power Land Commission which very thoroughly examined all then existing land titles and claims to land titles, and was drastic in throwing out all claims which could not fairly be established.

The titles which survived that inquiry were accepted internationally as sound titles; and when Germany took over Samoa, a little later, the Commission's decisions about land ownership were the basis of German administration.

"Only a revolution could destroy those land titles", said the old planter, "and if there is one thing certain, it is that no revolution will be permitted in this country."

"Let the Samoans have the head, if they want self-government—but there are some things which they must accept as fundamental—the safety of life, the maintenance of order, and the safety of property which has been properly and legally acquired."

Residents in Santo, New Hebrides have been paying as much as per truck of fresh water during recent period of drought.



GARLANDS AGAIN. These are for the Earl and Countess of Elgin who visited Hawaii in November to lend to the Bishop Museum a royal cloak presented to their family by Kalaniopu'u, who was high chief of Hawaii at the time of Captain Cook's visit in 1788. The cloak has been put on public display. An Hawaiian Airlines' secretary, Miss Katherine Clegg, formerly of London, presents the garlands.

It's Money in the Bank for Planters

London Copra Prices Reach Record In November

Pacific planters who were depressed to see the UK Ministry of Food copra contract finish at the end of 1957, could not have anticipated the fantastic prices—higher than during the post-war boom—reached at the end of 1958. In spite of modest returns obtained at the beginning of the year for their product, it seems certain now that they will finish this year much better off than in 1957.

THE average London c.i.f. price for Philippines copra (on which is based final price in such places as Papua and New Guinea) was £Stg.90/7/6—a gain of £Stg.11/17/6 over the previous month. Highest price for the month was reached on November 17, when copra was £Stg.95/6/6, c.i.f., London. (During the period when Pacific copra price was limited by the MOF contract, Philippines copra on the "free" London market was never more than £Stg.80 per ton c.i.f.)

In the last week in November, copra being delivered to the carpenter mill in Suva, by Fiji planters, was bringing £F80 for top grade. This is the first and final price, so far as these purchases are concerned, of course.

At the same time, Papua-New Guinea planters were still being paid at the rate of £A53 for top grade—which means that they certainly are storing up treasure in heaven and when the final pay-out, based on the average c.i.f. London price of £Stg.90/7/6, comes there will be substantial increases in planters' bank-balances. (£Stg.90 is equal to about £A112; but deductions of about £A15 will have to be made for freight and other charges.)

The Territory as a whole will benefit also, in increased collections of export duty. This will boost falling Administration revenue—though it is unlikely to stay the treasury hand if it has already been decided to introduce income taxation in 1959. The official view is more likely to be that "the planters can afford it."

Shipping Mishaps Helped

The spectacular rise in copra prices over the month was caused by the continuing low supplies from Philippines and Indonesia, plus two shipping mishaps. In his monthly circular to planters, Mr. Ian McDonald, chairman of the P-NG Copra Marketing Board reported: "Quantities of copra available for European consumers, already around 20 per cent. below that of last year, were further weakened during November, as a result of

additional purchases being made by Philippine desiccators, and thus the market reacted spectacularly to two misadventures with copra ships out of Manila.

"One, carrying 8,000 tons of copra, ran aground on Bancoran Reef, near Manila, and had to discharge part of her cargo before being refloated;

and another collided with a submerged wreck necessitating a return to dry dock in Manila.

"Dealers and consumers, with near contracts to meet, thus had to move quickly, and on short supplies the market naturally reacted with a sudden upward price."

Future Outlook

Although it is not expected that the supply position will improve much before April 1959, the high price of copra and coconut oil inevitably must send consumers looking for cheaper alternatives.

While copra and coconut oil (up to £Stg.134 per ton c.i.f. London for the latter) soared during November, other oils kept at steadier levels.

Peak price for soyabean oil was £Stg.34 per ton; ground-nut oil, £Stg.63; whale oil, £Stg.76, and tallow £Stg.83 per ton.

Nonetheless, taking all facts into consideration, it seems reasonable to expect that good prices for copra will be maintained for at least the first half of 1959.

(Over)



He's 'Pete' Of Shangri-la

From PIM'S Hollandia Correspondent

In May, 1945, a party of US Army personnel went for a sight-seeing tour in a C47 over the mountains inland from Hollandia in Netherlands New Guinea—and there crashed in the unknown Baliem Valley. Twenty-one died and three survived—including WAC Corporal Margaret Hastings. The survivors were got out six weeks later by a glider operation, after being cared for by valley natives. The valley was left untouched for some years until a Mission station was established. In April, 1955, tragedy struck again when a Short Sealand Mission plane crashed on its way to the valley, killing Canadian pilot Al Lewis. More than 12 months later, in December, 1956, the first Administration post in the valley was established, but patrolling has been hard and dangerous because the valley natives are always warring among themselves. But in October, patrols went out to look at both these air crashes for the first time. They found bones scattered about the C47 crash, and buried them after patrol leader Gonsalves had said a prayer. But they found none of the crosses that had been dropped from the air as a tribute to the victims during the rescue. The patrol also met a village leader, named "Pete" by Corporal Hastings, who had helped the survivors. "Pete", seen above talking to the October patrol, remembered. Two US Army men, from Honolulu, are now in Hollandia waiting to visit the C47 officially, but they will have to wait until the patrol returns from the Sealand crash, no report of which is yet in.

BSIP's 1959 Plans

(Continued from previous page)

An agreement between Unilevers and the BSI Copra Board has been reached for the disposal of 12,000 tons of copra to Unilevers in 1959.

Total production within the Protectorate is estimated to be in the vicinity of 20,000 tons for 1959. Levers Pacific Plantations Pty. Ltd., with approval of both Copra Board and Australian authorities, will ship 5,000 tons to Australia, leaving a balance for disposal on the open market—mainly to Japanese interests.

The Copra Board has also announced that a new contract has been concluded with the Bank Line whereby the freight rate ex Solomon Islands ports to United Kingdom and Western European ports has been reduced by 110/- Sterling to 160/- Sterling per ton.

The new rate will operate from January 1, 1959, for one year, and will then again be reviewed.

Babassu Oil Could Rival Copra

FEW people outside of Brazil know anything of Babassu Palms, although it is obvious that if the extraction of oil from them could be as highly organised as the copra-milling industry, the latter would have to look to its laurels.

This interesting item appeared in the copra market report issued by Chairman Ian McDonald, of the P-NG Copra Marketing Board, in early November:

An interesting side-light on the oil market this month is a reported sale of 1,500 tons of Babassu oil from Brazil—the first for years.

Babassu palms grow only in certain areas of Brazil, where they flourish in a wild condition, and the oil is a direct competitor of coconut oil.

The potential output is enormous, but there have been two major hindrances to production:—(a) the shortage of labour for collecting the nuts; and (b), the lack of adequate mechanical means of cracking the extremely hard and thick shells containing the kernels.

In addition, transport facilities are inadequate in most of the producing areas.

Production, in terms of oil, has been around 40,000 tons annually, mainly for internal consumption, but the United States and Brazilian Governments have been studying the possibilities of an expansion in output.

It is understood also, that a US firm has already commenced extraction of this oil by modern methods in North Brazil.

Yet Another Sea Mystery!

What Happened To The Ian Crouch?

The mystery disappearance of the three-masted schooner *Ian Crouch*, on a delivery voyage from Hongkong to South Australia, has been confused rather than clarified by the "positive identification" of the vessel a few miles south of Rabaul on November 7, and the finding of pieces of wreckage on New Ireland and elsewhere.

THE 500 gross tons steel vessel was built in Hongkong for M. B. Crouch and Co., of Adelaide, which operates small vessels in the Australian coastal trade. Captain Norman Berry and 12 Australian seamen were flown to Hongkong to man her for her delivery voyage, and the vessel left there, bound Port Adelaide via Manila and Rabaul, on September 26.

Nothing has been heard of her since.

In early November some anxiety for the safety was already being felt—she had been expected in Port Adelaide by the end of October.

Sighting Reported

About November 7, a Qantas airline pilot reported that he had sighted a vessel that "could be *Ian Crouch*" off the south coast of New Britain. At the same time, the skipper of the local NG vessel *Nereus*, also sighted a vessel in that same area that, he said, could answer the description of the schooner.

Photographs of *Ian Crouch* were sent to Port Moresby and on to Rabaul, where the local skipper "positively identified" the vessel he sighted on November 7, as the same shown in the photographs.

At this stage, November 27, full air operations were put into action; RAAF Lincoln bombers from Townsville combed thousands of square miles around New Britain, between New Britain and Milne Bay, and between there and the Australian coast, along routes that the vessel might have been expected to take.

At the same time, regular air services operating in all these areas were alerted to keep a look out, and so also was local shipping.

Oil drums, an old dinghy and a Carley float, found on New Ireland and other islands, were later proved not to be from *Ian Crouch*.



BRINGING THE ISLANDS TO THE WORLD.

—Sooner or later you'll see where this trio have been. They're a NZ National Film Unit team, who have been filming the Islands, and recently arrived back in Wellington. From left: Mr. G. Pomfret-Brown, sound engineer; Mr. R. Bowie, director; Mr. Don Oakley, cameraman. Photo: J. P. Shortall.

The air search was called off the end of November.

What Vessel Was It?

If it was the *Ian Crouch* sighted on November 7, why did the vessel not answer radio calls? Or if the radio were broken down, why did she not signal the *Nereus*, if she were in distress? If the *Nereus* sighted *Ian Crouch*, it is likely that the big schooner also sighted *Nereus*.

If it were not the *Ian Crouch* which was sighted, then what vessel was it? Three-masted, 500 ton steel schooners are not so common around New Britain waters that there should be a great deal of confusion on this score, and a skipper of a local vessel should be in good position to know any stranger to regular coastal shipping routes.

Pirates or Typhoons?

In spite of the alleged sighting of *Ian Crouch* off New Britain, many Australian and Island shipping men are now convinced that the schooner never reached New Guinea waters and that she was overtaken by disaster shortly after leaving Hongkong.

The disaster might have been a natural one—such as a typhoon or a man-made one—such as pirates, many of whom still hold operational headquarters in Hongkong and the lesser Philippine islands. The vessel might even have become involved in Chinese Communist activities of some kind.

What the Owners Think

The owners made a statement in early December to the effect that they still believed the vessel was turned up.

They could be right. No one seems to know the route she was to take or how long she would be on the way; or whether she would use an auxiliary engine, or both. ("Commentary", page 25).

Too Much Talk—Too Little Done

Urgency Of West Samoa's Three Year Plan

By a Staff Writer

The three-year economic development plan which the West Samoa Assembly was slowly and wordily debating late in November—to the manifest annoyance of the High Commissioner and the exasperation of the author of the plan, Mr. E. F. Paul—has two chief objectives:

TO make early provision for Samoa's population (now 100,000, and growing fast).

And to simplify governmental procedures when, as is expected, Samoa within the next three years, changes over to substantial self-government, with less dependence on New Zealand.

The plan is simple and apparently workable, and is easily summarised thus:

Approximately 17,800 acres of suitable land, divided among five districts, is to be closely examined, and its agricultural value assessed, and made available to new cultivators in blocks of about 25 acres.

Feeder roads are to be put in from existing main roads; agricultural officers are to assist in planting and re-planting projects, and in demonstrating new methods and the uses of fertilisers.

Early Financial Help

The new cultivators are to be selected with care, and rentals and tenures are to be arranged for their encouragement. There must be some preliminary financial help.

The whole settlement scheme to be directly under the supervision of the Minister for Lands.

As preliminaries, there must be land surveys, adoption of a standard lease agreement, inspections by engineers, study of water supply problems, provision of schools and hospitals.

It is planned to deal with the lands of four districts in 1959, of one district in 1960 and of another in 1961.

The plan provides that a fully-staffed Agriculture Department, with experimental and demonstration stations available for all districts, should take a large part in the settlement of agriculturalists in the six districts.

The four staple crops envisaged at this stage are copra, cocoa, coffee and bananas.

A section of the plan gives much attention to communications—especially the construction of feeder roads (new developmental main roads must wait until more funds are available) and the construction

of deep-water ports for the direct loading of ships. (At present, all big ships lie off and are loaded and unloaded by lighters).

Finally, there is evidence of careful thought in regard to secondary industries, to give employment to surplus population after all available land is occupied and working.

Industries considered worth investigation include desiccated coconut, copra crushing, coir processing, use of coconut shells, extraction of banana oil, commercial alcohol from bananas, banana chips, banana flour, processing and canning of Samoan coffee, taro flour,

POLIO IN THE BSI

The Pacific's polio outbreak (see page 67) had spread to isolated Rennell Island, in the British Solomons, in November.

Rennell has no outside radio contacts and sees few ships. But the Seventh Day Adventist mission ship "Vinaritokae" recently visited the island and reported back to Honiara that 50 people appeared to be suffering from polio and there had been five deaths.

Medical aid was hurriedly sent on the Government vessel "Bina" on November 18.

commercial fishing for local food and the Pago Pago cannery, promotion of native handicrafts for supply of overseas markets.

Mr. Paul has calculated that £55,000 (£25,000 from profits of Trust Estates and £30,000 from copra Stabilisation Fund) is available for the implementation of this three-years plan. But a huge amount of preliminary work has yet to be done if the plan is to be brought into operation in 1959.

Mr. Paul has done a monumental job in compiling this plan. He probably got much help from Director of Agriculture Parham—that experienced and knowledgeable man who grew up in Fiji and whom the Fiji Government, by sheer inertia, lost to Western Samoa.

HIBISCUS HIGHWAY: IT'S ALL DRESSED UP BUT THERE'S NO ONE TO GO

By a Special Writer in Fiji

The "Hibiscus Highway", well made and graded, goes out from the Savusavu trading centre and port area, 40 miles eastwards into some of the most attractive agricultural country in Vanua Levu.

THE road was opened in July. It should be a channel for strong developmental enterprise. This drive through a beautiful island should be a tourist's "must". The road cost at least £105,000.

A census taken in November showed that an average of 11 cars per day use the road—and they mostly are Public Works vehicles engaged on maintenance. The others are trucks which bring, by road, the coastal copra which formerly travelled by sea.

Savusavu has built a deep-water wharf to accommodate big overseas ships, and is providing one of the safest ports in the South Seas. The big firms have built fine new stores. There is a good modern hotel. There is an air-strip, and daily air service with Suva. The Indian traders are coming in.

With the Hibiscus Highway giving access to a huge area of good, unused land, and with the com-

pletion of the road link with the vast sugar area of Labasa, over the range, expected next year. Savusavu is throbbing with hope and enterprise.

Could Challenge Lautoka

With its port and its roads and its fertile hinterland, Savusavu could challenge Lautoka for the title of Fiji's second city. It should already have a growing stream of tourists.

But now it is learned that none of the countless acres opened up by the Highway have been mapped and classified as Native Land Trust Reserves, or delineated for use in any other way. No one knows when an over-all plan of land usage will be brought into operation. That is typical of Fiji's top planning.

Meanwhile, Savusavu is living on its own fat—and 11 non-productive vehicles solemnly traverse the Hibiscus Highway each day.

UNCERTAINTY IN THE NORTH-WEST

Threat Of A Sugar Strike In Fiji

A degree of resentment that was close to blazing fury was to be seen in Suva and Lautoka during the November 29 week-end, when it became known that the Lakshman-O'Neil trade-union hierarchy planned a sugar strike for December 2.

THE indignation of Government officials, directors of industry and the more responsible sections of people can be understood when it is remembered—

- Because of drought and hurricanes, there have been serious decreases in the production of copra and bananas.
- Decreased exports are reflected in serious shrinkage in overseas funds, which in turn is causing diminution of imports, fall-off in trade and a minor recession.
- Reduction in governmental revenues had resulted in the announcement only the previous week of sharp increases in certain taxes.
- The one thing that is tempering the financial troubles of the Colony is the hope of a continued good sugar crop and a continuance of a guaranteed sugar market.

Any dislocation of cane crushing would reduce the quantity of sugar exports, and add further to Fiji's financial troubles.

Last year, the then Lakshman-led sugar workers made certain demands, backed by a strike or strikes; and when settlement was effected a solemn agreement was entered into between the parties, part of which was an undertaking not to strike for a time.

Mr. Lakshman's Boast

Some weeks ago, Mr. Lakshman boasted that there would be another strike before Christmas. The reason for the threat was not clear—it appeared that Mr. Lakshman considered he was not being taken sufficiently into the confidence of the Government and the CSR Co. in planning the administrative and industrial activities of the country.

Wages were settled by last year's agreement. It does not appear that workers have any new grievance.

The announcement of the strike was greeted by such a burst of indignation by all classes that, by Sunday, Mr. Lakshman appeared to be making a virtue of necessity, and had stated privately that "there will be no strike".

But the state of uncertainty remained and will remain while Mr. Lakshman tries to find his particular level in the public life of Fiji.

Mr. Lakshman is the problem child of the Northwest.

HOME BASE

By
Sydney'sider

Sydney is the hub of the South Pacific, and its news is your news. Here are some of the things that made Nov.-Dec. headlines.

Among some peoples in this State privileged to read Cyril Pearl's *Wild Men of Sydney*, will be politicians: Three copies exist in the Parliamentary Library.

The appearance of this book is believed to be the reason for the rush Defamation Bill which has caused the biggest political odour in recent years. Its "defamation of the dead" clause will make it possible for a person to sue if he considers that one of his ancestors has been defamed.

Rightly or wrongly, Press Baron Ezra Norton, of *Truth* and *Daily Mirror* group, is blamed for bringing pressure to bear on State politicians to have the Bill rushed through. Part of Pearl's book tells a story of Norton's father, John.

The NSW Bill is based on a piece of Queensland legislation, in force in that State since the good old days, when to say, "Your father was a lag," was the surest way to buying a fight.

Readers of Sydney's *Sunday Telegraph*, their appetites whetted by much publicity in and out of State Parliament, were bitterly disappointed when the promised serialisation of *Wild Men of Sydney* did not eventuate. After looking feverishly through the issue of November 30, for the first instalment, they were not comforted to find, in a small box, the information that on legal advice the *Tele* had decided not to publish the book. It was one way, anyway, of bringing home to readers what the Defamation Bill means.

It seems that Warwick has little luck as a King-Maker. The *Fairfax Sydney Morning Herald's* campaign for Labour, in the recent Federal elections, was no more successful than an earlier attempt in the late war years. The Menzies' Liberal government romped home with an increased majority. Say the cynics, the only thing needed now to clinch the defeat of the State Labour government at the next election (probably April), is for *The Sydney Morning Herald* to espouse its cause.

With change-over to buses in George Street at the beginning of December, there are now no trams operating in the city

proper. The result has been a speed-up of traffic (which has pleased the motorists); but an intensification of hell for users of public transport. Buses do not lift as many passengers as trams, so crowds pile up at bus stops. Inside the buses there are seats only for the minority, and the rest are bumped and jolted to a pulverised mass. The type of bus is wrong (say the critics, and those who have used London's double-deckers will agree). They are single-deckers, with automatically closing doors which produce, for six months of the year, conditions similar to a Turkish bath. And, invested with a little brief authority, the drivers refuse to open-up until they reach the exact spot. There is no hopping off and on at will, as in the old trams.

The change-over from trams to buses may be good for the public purse; it is devastating to the public temper.

ARCHBISHOP: The Rt. Rev. H. R. Gough, Suffragan Bishop of Barking, England, has been invited by the Sydney Diocesan Synod to become Anglican Archbishop of Sydney, in succession to the late Dr. H. W. K. Mowll.

MERRY XMAS: As seasonal spending spree gets under way—screaming kids under foot, bad-tempered mums, perspiring Santa Clauses mopping their beards in Sydney summer heat—retailers are gleefully anticipating no less than £73,000,000 changing hands. Who said Recession?

HIGH COST OF LIVING: Every Australian man, woman and child spends £40 per annum on beer and cigarettes. That works out at 9 per cent. of the national income—but what we lose on the roundabouts we make up for otherwise. Education, for instance, comes cheap: Only 6 per cent. of the national income.

SPORT: Jack Kramer, US promoter of professional tennis, said in a TV interview that he had made offers to Australian Davis Cup hopes Ashley Cooper and Mal Anderson. Lew Hoad, who appeared on TV with Kramer, said he had made £A61,410 in the two years since he turned pro.

Progress Comes to Suva with a Bang

THEY'VE GOT A NEW BREWERY, A NEW HOTEL AND A MODERNISED NEWSPAPER

The inauguration of three new enterprises in Suva at the end of November and early in December indicated the progress being made in Fiji, in spite of a minor recession. They are:

THE installation by Fiji Times and Herald Ltd. of a modern, flatbed Cossar rotary press, which will print *Fiji Times* (morning daily) and *Shanti Dut* (Indian weekly).

• The opening of the new and very modern Club Hotel, at the corner of Victoria Parade and Gordon Street.

• The opening of the new brewery in the Walu Bay area, jointly owned and operated by W. R. Carpenter and Carlton United (Melbourne) interests.

Each event was marked by a formal reception, attended by the leaders of all the Fiji communities.

New Newspaper Press

Since *Fiji Times* and Herald Ltd was bought in 1956 by Sydney interests in which Pacific Publications Ltd. is dominant, the printing and publishing business has been reorganised, re-staffed and re-equipped, so that the Colony now is receiving modern newspaper and printing service.

The circulation of *Fiji Times* grew so fast after 1956 that the very old newspaper press could not cope with it, and sales were held down to 4,000 daily until the new Cossar could be ordered from England, delivered and installed.

Now, the new press produces in 60 to 90 minutes what previously was done, inefficiently, in 12 or 14 hours.

Similarly, *Shanti Dut*, using Hindi type, was printed under the old system in a series of operations extending over days. Under the new conditions the full issue of a 16-page newspaper is delivered in less than 80 minutes.

Other machines recently introduced include a teletype for overseas news, facilities for quickly reproducing news photographs, and much new and modern plant for

newspaper and commercial printing.

The new Club Hotel represents, in modified form, the first two floors of the large luxurious South Seas Hotel which Morris Hedstrom Ltd. planned to build in 1952-53, at a cost of around £250,000. The earthquake, plus rocketing costs of such building, caused that plan to be abandoned, and the partly-erected first storey lay derelict for years.



The new, luxurious Club Hotel, containing 18 air-conditioned rooms, at the corner of Victoria Parade and Gordon Street, Suva, Fiji, which was officially opened on December 1. This photograph was taken from the water-front. The western section (left of picture) looks out over Victoria Parade, onto the harbour; the main entrance is in the right-hand section, facing Gordon Street.

—Stinsons.

The company finally decided to complete the ground and first floors, and the Ragg interests (who operate a chain of modern hotels as Northern Hotels Ltd.), agreed to lease and operate the building as the Club Hotel (the name of the old hotel which once occupied this site).

On the ground floor, finished in most modern fashion, are lounges, dining-room, reception rooms and large public and private bars. On the first floor are 18 single and double bedroom suites, with every modern amenity, including air-conditioning. Many of the rooms look out over the harbour and coastline. Tariff ranges from four to

six guineas per room per night.

Mr. Max Lovell, a well known Northern Hotels executive, is the manager. The official opening was on December 1.

Fiji Brews Its Own Beer

The new brewery—long a project of Mr. W. Grainger Johnson, Carpenters' managing director in Fiji—was formerly opened on December 8, but highly-skilled technicians had been building up the brew for several weeks. The many Fiji beer experts pronounced it "excellent". It is now being marketed all over Fiji.

The new brewery block at Walu Bay is among the Colony's most modern industrial premises.

Both building and brewery operations were carried out under the expert direction of Carlton United Brewery managers. The new establishment at Walu Bay employs

approximately 25 people, and the probable cost is over £100,000.

It is anticipated that, if the price is not too high, the brewery history of Papua and New Guinea will be repeated. There, the local brews—especially the draft—quickly replaced large quantities of imported beer.

The system of liquor permits, imposed for years upon Indians and Fijians, was abolished some time ago—all races may drink beer in licensed bars without restriction.

There is still some restriction on the sale of spirits. There has been no increase in drunkenness—on the contrary, the bars now seem more orderly than before.

Wasn't Theirs

Cook Islanders relaxed in November. The Navy owned up that the mystery submarine seen in the area on October 12, the day IGY scientists observed the eclipse, was not "Theirs", but "Ours". It was HMS "Aurochs", bound from Sydney to Papeete.

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COMMENTARY

In New Guinea—New Taxes for Old?

RESIDENTS of Papua-New Guinea feel that the imposition of income taxation cannot be very much longer delayed—most of them are prepared for it in 1959—so the \$64 question is not so much “if” and “when”, as “how much”, and—even more important—what relief can they expect in other directions when income tax comes in?

If the experience of residents of other Pacific Territories can be regarded as a guide (see article, page 17, this issue) they would be deducing themselves if they believed that they would emerge from any income tax deal better off.

Governments, world over, are reluctant to quit any taxation field once having entered it, even when they have invented another tax that should logically take the place of an old one.

There are only two alternative reasons why the Administration would enter the income-tax field in Papua-New Guinea: (1) That they expect to raise more revenue. (2) That they really believe what the planters have been telling them all these years—that is, that export taxes on primary industries are sectional taxation and unjust.

If they enter the field of income taxation only because of (2), and only to recoup the revenue—to wit, about £500,000 per annum—that they would lose on export duty, then income tax probably would be a good thing, and certainly quite altruistic of the Administration which would be committed to setting up a whole lot of expensive and complicated tax-gathering machinery merely to ensure that all members of the community contributed to that £500,000, and not just the planters.

There is no real reason to suppose the Administration (or the Australian Government) cares enough about planters to do this, so we must accept the fact that the only valid reason that the Administration would introduce income taxation would be because of (1)—that is, that they want more revenue.

The revenue would have to pay for the cost of setting up and maintaining a tax-gathering organisation and it would have to make a handsome profit besides. To make this dream come true, Territorians are just going to have to contribute a bit more in cold cash.

The planter won't escape either, of course; he may not have to contribute so much in export duty on his copra, rubber or cocoa (although he cannot be sure of this, either), but he certainly is going to have to pay his income tax.

No one who has not done business outside the tax-free heaven of Papua-New Guinea can have any conception of the nightmare of conducting an enterprise under the Australian taxation set-up. For a beginning, every business is going to need more clerical staff to cope with the added accounting, recording and form-filling that must be done.

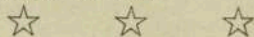
Secondly, his business will no longer be his own. What goes on in his establishment will also be the business of the Taxation Commissioner. That is only the beginning; there are other problems.

On the Administration side there will be plenty of troubles in a mixed community where European, Asians and natives are in business.

The year 1959 seems a propitious one for the introduction of income tax to the Territory. The Liberal Government has just gone back for another three-year term, and so can turn its thoughts from the big problems (such as licking Dr. Evatt) to the smaller ones (such as administering P-NG).

In addition, the big oil companies have announced their intention of staying in the Territory for a while longer. One of the supposed reasons for not introducing income taxation last year was the belief that it might administer the *coup de grace* to the hesitating oil companies.

Finally, the fact that the oil companies are staying for the time being, has put heart into other business in the Territory and so, with phenomenally high prices for copra, this could therefore be considered a very good time to introduce a new tax slug.



The Ian Crouch—Another Lesson

THE disappearance of the Hongkong-built schooner *Ian Crouch*, on her delivery voyage to Port Adelaide, has come too soon on the tail of the unexplained *Melanesian* disaster of last July, for anyone's comfort—and it was inevitable that it should give the wild boys of Sydney Sunday journalism a field-day on the last date in November.

Four years ago, when the *Joyita* started the recent crop of sea mysteries, the disappearance of passengers and crew was laid to the credit of the Japanese. For the present series, however, the Japs are out, and the torch has been passed to the Russians. “Red Subs clue to missing ships”, said the *Sunday Telegraph*. And went on: “There is strong evidence that another ship was destroyed by a

submarine in the Pacific this year. This was the 300-ton *Melanesian* which disappeared near the Solomon Islands. Experts ruled out the possibility that she may have been destroyed by a tidal wave or by an underwater eruption”.

Experts—meaning the members of the formal commission of inquiry, two of whom had been taken to Honiara at considerable expense—also ruled out the possibility that she had been sunk by a submarine—Red, White or Blue. But to have said that would have spoiled Sunday for interested Sydneysiders.

But having ruled out the possibilities of sea monsters, wicked Japanese, Red Submarines, the supernatural, and Flying Saucers with little Green Men, we are still left with a great big question mark: What does happen to these small ships? How can they disappear from regular shipping lanes, without so much as an SOS message?

The answer probably lies in the fact that in small-ships operation, even without the unnatural hazards of the present time—Red subs and Flying Saucers—there are still sufficient natural ones to provide that long chain of circumstance that occasionally ends in disaster.

Engines fail, and in small vessels it then is only a matter of time before the radio fails, also. Radio transmitters also fail of their own accord, and in any event, the radio-officer usually has other duties and certainly does not stand a 24-hour watch. If it is a matter of panic stations, he may not be able to get to his transmitter in time.

Since the *Joyita* mystery, the regulations that govern the operations of small ships have been tightened up considerably in many South Pacific territories; but until such times as the movements of small vessels are controlled as rigidly as the movements of commercial aircraft, there will always be room for disaster—and doubt.

The case of the *Ian Crouch* is very much in point. She was, it is stated, equipped with radio transmitters and receivers. She was, it is also stated, scheduled to call in the Philippines and New Britain on her way to Port Adelaide—no doubt for bunkers, water, etc.

She certainly did not call at Rabaul, and presumably she did not call at Manila. It might have been thought that the owners would know the proposed route of the vessel, and that she would report to them from time to time. She obviously did not, and this was accepted as normal. The owners did not become concerned until the vessel was overdue in Port Adelaide—five weeks after she had left Hongkong. Even in early December, the owners believed she would still turn up.

If anything did happen to the ship it could have occurred anywhere between Adelaide and China. If the Master had been compelled to file something equivalent to a

"flight plan", before he left Hong-kong, the area where he struck his trouble could have been pin-pointed much closer than that; search and rescue operations then would have been that much simpler.

Something fantastic *may* have happened to the *Ian Crouch*—although the chances are that it was just one of those hazards of the sea. But if it has to be fantastic, then it is more likely to have occurred in the North Pacific—where there are Chinese pirates, and a war on between the two varieties of Chinese—than in the South Pacific where we know some of their submarines are occasionally sighted, but where we have absolutely no proof that they sink small ships or castaway their passengers and crew.



What Could Follow the Australian Election

THE Territories of the South Pacific Islands could be directly affected in two ways by the resounding victory of the Menzies Government in the Australian general election:

- In a wide re-shuffle of the Australian Cabinet, Mr. Paul Hasluck could be given new instructions and a different policy to follow as Minister for Territories.

- Australia could show more initiative, and more drive, in bringing about a re-alignment of the administrative responsibilities of the six nations primarily responsible for the government of the 16 Colonies and Territories of the South Pacific (now associated, for consultation only, in the South Pacific Commission).

We soon should know about the first. So far as the second is concerned, we only can await the slow grinding of the mills of the Canberra gods.

Throughout Papua and New Guinea, Mr. Hasluck is held in respect, because of his ability, and because no other Australian Minister for Territories has shown anything like his interest and activity in relation to Territory affairs.

But—where any sentiment is expressed—he is disliked by both official and unofficial classes because of his temperamental inability to delegate the more important tasks of administration to other, and competent people.

The stubbornness—amounting to fanaticism—with which he insists that all major decisions shall be made by himself or by Canberra bureaucrats has partially crippled the New Guinea Administration chiefs, tended to demoralise the public service rank and file, and

WHERE THE DUKE WILL GO

A more detailed itinerary for the Duke of Edinburgh's visit to the BSI was announced at Honiara in November. Prince Philip, aboard the "Britannia", is expected to spend the day at Gizo on Wednesday, March 18. He will go to Honiara the next day and leave Honiara early on the Friday for Auki, Malaita Island, where he will spend the rest of the day. He will then go to Graciosa Bay, in the Santa Cruz group, and leave the BSI on Sunday, March 22, for the Gilbert and Ellice Colony.

rendered the Legislative Council practically useless as an instrument of government.

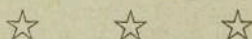
Much has been accomplished in P-NG—but it has been mostly by weight of money, rather than by Administration team-work. So much more could have been done if the eagerness and skill of the public officials, and the practical know-how of the unofficials had been harnessed, by wise Ministerial guidance, to the tens of millions which Australia has made available, as a free gift, since 1950.

Every major Territory and Colony of the South Pacific today is seeking help and/or guidance—especially Australian and Dutch New Guinea, the Solomons, the New Hebrides, Fiji, Western Samoa.

A general revision of constitutional powers and practices, and a consideration of the possibility of closer relations between these Territories, are needed; and Australia, as the chief country of the South Pacific, should give a lead.

It may well be that our friendly neighbours in New Caledonia and French Oceania—where recent political events clearly show a need for policy re-orientations—would be glad to join in.

Probably, of all the Ministers in office today, none is better qualified to plan and speak, in relation to South Pacific affairs generally, than Mr. R. G. Casey, Australia's Minister for External Affairs. Australian policy, directed and shaped by Messrs. Menzies and Casey, could establish a new era in South Pacific international affairs.



Could Land Hunger Be Satisfied in Solomons?

TROUBLES based on the ownership and availability of land are boiling up in all the Territories in the South Pacific. Some could be serious, very soon.

There are three main factors. The

chief one is the recovery and steady growth of the indigenous population, especially in the Polynesian and part-Polynesian communities. (For years ago, every population was declining.) Another is a natural demand for land made by the Asian races which have settled in the Islands—especially the Indians in Fiji. The third is the large-scale alienation of land bought by immigrant Europeans from the native owners around the turn of the century.

Various recent incidents point to a worsening problem.

The virile Micronesian people have over-populated the Gilbert Islands atolls, and new lands are being sought for them. Only a few weeks ago, Gilbertese who had been transplanted to the Phoenix Island atolls—without success—were moved on again to the western Solomons.

Surveys show that Fiji's available land, suitable in soil and location, is not greatly in excess of the foreseeable needs of the growing Fijian population. Meanwhile, the industrious Indian community of Fiji, now in excess of 175,000, are insisting that, if they are to experience orderly growth and development, the Indian people must have land.

There were some sharp exchanges in Samoa last month, over land matters. The Samoan population, now 100,000, and growing fast. The new Legislative Assembly, with new powers, is taking a lively interest in land ownership. A section of the Samoan members argue that certain classes of lands which long ago were alienated from native ownership should go back to the districts and villages. The High Commissioner has reminded them that present land dispositions were fixed by an international commission after exhaustive inquiry and "should continue to be fully respected".

But European and part-European interests in Samoa, whose land rights now are regarded as threatened, want a more definite reassurance than that; and some very strong representations have been made to the High Commissioner and to the NZ Government.

In Tonga, as land leases held by Europeans expire, they are practically every case not renewed, the lands return to occupation by the Tongan population, which is steadily increasing.

This problem of land availability is general.

But it is not seen in the British Solomon Islands—the largest archipelago, next to New Guinea, in the South Pacific, and one of the most fertile. There are only 100,000 people there, and room for many millions. If there was a greater degree of union between these various Territories, there would be room in the Solomons for all the land-hungry peoples of the South Pacific, for a long time to come.

"Peace!" shouted ADO Jim Taylor, in a coastal dialect, to these Wahgi natives when, a short time before, they had set eyes for the first time on a white man. But they had looked at Taylor suspiciously, spears poised—and then bolted. Taylor followed them, and as they stopped, menacing, he advanced alone, his arms wide in a gesture of friendship. Soon they broke into smiles. First contacts had been made. This photograph was taken in 1933 during the Leahys' and Taylor's successful first penetration of the NG highlands.



It's Their Silver Jubilee Year

First War Delayed Discovery Of The N. Guinea Highlands

Based Partly on Material Supplied
by the Rev. Dr. R. M. Wiltgen, SVD

It is now 25 years since Roman Catholic missionaries of the Divine Word Order started to work amongst the natives of the New Guinea Highlands, and it was planned that the Silver Jubilee would be celebrated at Mt. Hagen on November 1, in the presence of distinguished visitors including the Apostolic Delegate, the Most Rev. Romolo Carboni, from Sydney.

HOWEVER, the death of Pope Pius XII, altered the plans and the celebrations will now take place at a later date.

Even before 1933, missionaries and others were interested in finding out what lay behind the Bismarck Range, although it was left for Michael and Dan Leahy, who were prospecting for gold, and Jim Taylor, in Administration business, to penetrate as far as Mt. Hagen in that year, and incidentally, to discover some hundreds of thousands of natives.

The first European to see the highlands was undoubtedly Captain Hermann Detzner, of the German administrative service, who took to the bush in the Morobe District when the Australians landed at Rabaul in 1914. In his efforts to reach neutral Dutch Territory, he wandered for four years in the area now call the New Guinea Highlands, and the book he wrote after the war (and never translated from

the German) makes it clear that he got as far west as Mt. Hagen.

But even before this, the Germans were thinking of what lay over the range and were planning an expedition.

Germans May Have Found Them

Except for World War I, the Highland peoples may have been discovered 20 years earlier than they were by the English-German airborne expedition planned in Berlin in 1913, when the Territory was still a German possession.

Graetz, an African explorer, was to use a non-rigid airship called the Parseval and, in the course of several years was to examine, from the air, every inch of land.

He was to begin in the spring of 1914, but the war and Germany's consequent loss of the Territory prevented the plan from ever being carried out.

In 1930, Father Franz Kirschbaum, famous Sepik missionary and

anthropologist, planned to cross the Bismarck Mountain Range from the upper reaches of the Sepik River and to return to the coast via the Ramu River.

But when he asked for a guard of 50 native police and a patrol officer to accompany him, the

Somewhere between 1914-18, a German official is credited with being the first European to have looked upon Mt. Hagen; and even before that, the Germans were planning an airborne expedition to the area. But so far as Australian New Guinea is concerned, this year is the Silver Jubilee of the unlocking of the door to the rich Highlands by the Leahy brothers and Jim Taylor, with hard upon their heels, the pioneering missionaries.

Administrator of the Territory refused permission and so Fr. Kirschbaum decided against the expedition.

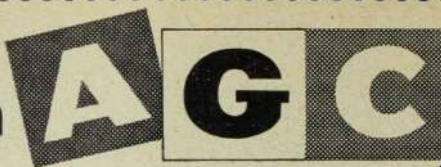
In 1931, Father Albert Aufinger, and Brother Anton Baas set out for the Bismarck Mountains from Harip, going up the Ramu River, but sickness and lack of supplies forced them to turn back.

In June of 1932, Father Alfons Schaefer, and Brother Anton received orders from the Most Rev. Francis Wolf, then Bishop of Alexishafen, to make an expedition to the Bismarck Mountains. They set out 14 days later, reached the Bismarck Mountains, but did not cross them.

First Contact With Chimbus

At Guyebi, however, they had their first contact with the Arava, a name given by the Ivam people there to others in their area who came from the Chimbu and Wahgi

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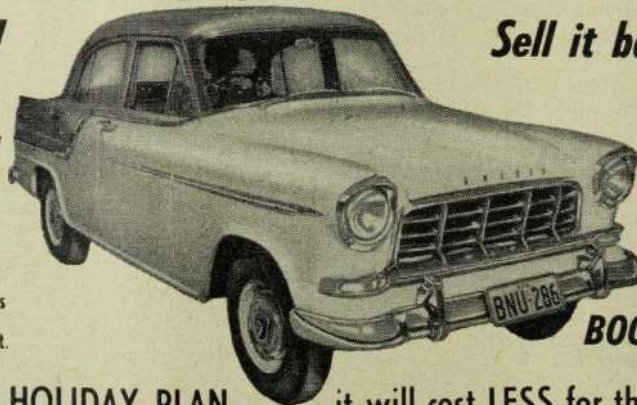
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valleys on the other side of the Bismarck Mountain Range. The Arava told the missionaries about a large river (the Wahgi) and a large valley filled with many people.

In September of 1932, and again in February of 1933, Father Schaefer and Brother Anton reconnoitred the Guyebi area, and finally crossed the Bismarck Mountains via the Mondia pass on November 9, 1933, along with Father Anthony Cranssen.

They were the first white men to reach this section of the densely populated Chimbu Valley. Brother Anton planted a huge cross atop Mount Kunambau.

By November 15 all three missionaries had penetrated to the Wahgi Valley and got their first panoramic view of this vast new mission field, which quickly overshadowed coastal missions in importance. Missionaries were soon assigned to the new area.

Returning to the coast, the small band of missionaries learned that the Leahy brothers and Jim Taylor had discovered and explored the Wahgi Valley six months earlier, entering it by another route.

By then the Leahys had invited their friend, Father William Ross, to come into the Wahgi Valley and set up a mission. Father Ross, with Father Alfons Schaefer, who died a short while ago, became the best known missionaries in the area. Fr. Schaefer was stationed at Mingendi for 25 years; and Fr. Ross has been at Mt. Hagen for the same period.

In the early days of the Highlands Mission two missionary lives were lost because the missionaries were not yet familiar with the ways of these easily excitable warriors. They were Father Karl Morschheuser, who was killed on December 16, 1934, by an arrow through the mouth and another through the lungs; and Brother Eugene Frank, an American, who was pierced by eight arrows on January 7, 1935, and died from his wounds on January 28.

It was the deaths of these missionaries which led directly to the closing of the New Guinea Highlands for about 13 years. A special "dispensation" allowed the Leahys to work a gold lease they had near Mt. Hagen, but the Central Highlands (as they were then called) were officially uncontrolled territory until some years after the Pacific War.

STOP PRESS

Whatever plans Tonga or the Chatham Islands may have for producing the first newspaper in the world, the morning daily "Fiji Times" scooped them on November 27 when it carried for the first time this banner: "The First Daily Newspaper Published In The World Each Day". (See page 65.)

The Editors' Mailbag

Convicts and Missionaries Off the Papuan Coast

The death of Mr. Wally Maidment, of Daru, Papua (October PIM, p. 27) recalls for an elderly reader, Mr. A. Minshull, now of North Queensland, some events at the turn of the century.

Mr. Minshull also had some interesting things to say about the early days of the LMS in Papua. His mother was a schoolteacher on Saibai—an island that belongs to Queensland but is only three miles from the coast of Papua.

During his schooldays he was once invited by the Rev. Mr. Dauncey to make a two months tour of LMS mission stations in the mission's vessel *Niue*. Mr. Maidment was in Daru at this time and had opened a store there with Mr. Luff.

While the family was on Saibai, the Minshulls were the first to learn of the murder of the Rev. James Chalmers and his companion, Tomkins, by Goaribari natives.

The native skipper of the *Niue*, who had seen it all happen, called in at Saibai and Minshull's father sent him on to Thursday Island as quickly as possible.

Less welcome visitors than the missionaries on Saibai, were escaped convicts from the New Caledonian penal colony. They had stolen the Governor's whale boat, and got as far as the remotest of the Torres Strait Islands—somehow without mishap.

"My sister, who spoke French, advised them not to go near Thursday Island or they would be arrested," writes Minshull. "What became of them we never learned."

A Tudor Did Not Sleep There

One of the letters this month was directed to Editor Tudor, and caused considerable mirth, although the incident referred to was not regarded as funny at the time that it happened.

The letter was from Mrs. Marie Hendrick, who with her husband Bill, is now managing hotels for the Northern Hotels chain in Fiji. At the time of the incident aforesaid, they were managing a hotel in Port Moresby (Moresbyites will remember them in the 1954-56 period, and would probably like to know that they have now been in Fiji for a couple of years, with a recent three months break in the USA and Canada, looking over the hotel business there).

Mrs. Hendrick recalls herself to la Tudor by saying: "I shall never forget the night Blank Blank disturbed the peace a bit and you were so upset about it yet so sweet to me . . ."

Tudor remembers the night very well, although Mrs. Hendrick is wrong on two points: It wasn't that particular Blank who disturbed the peace on that occasion (although knowing him, we are sure he is quite capable of it); and Tudor wasn't sweet to anyone that night.

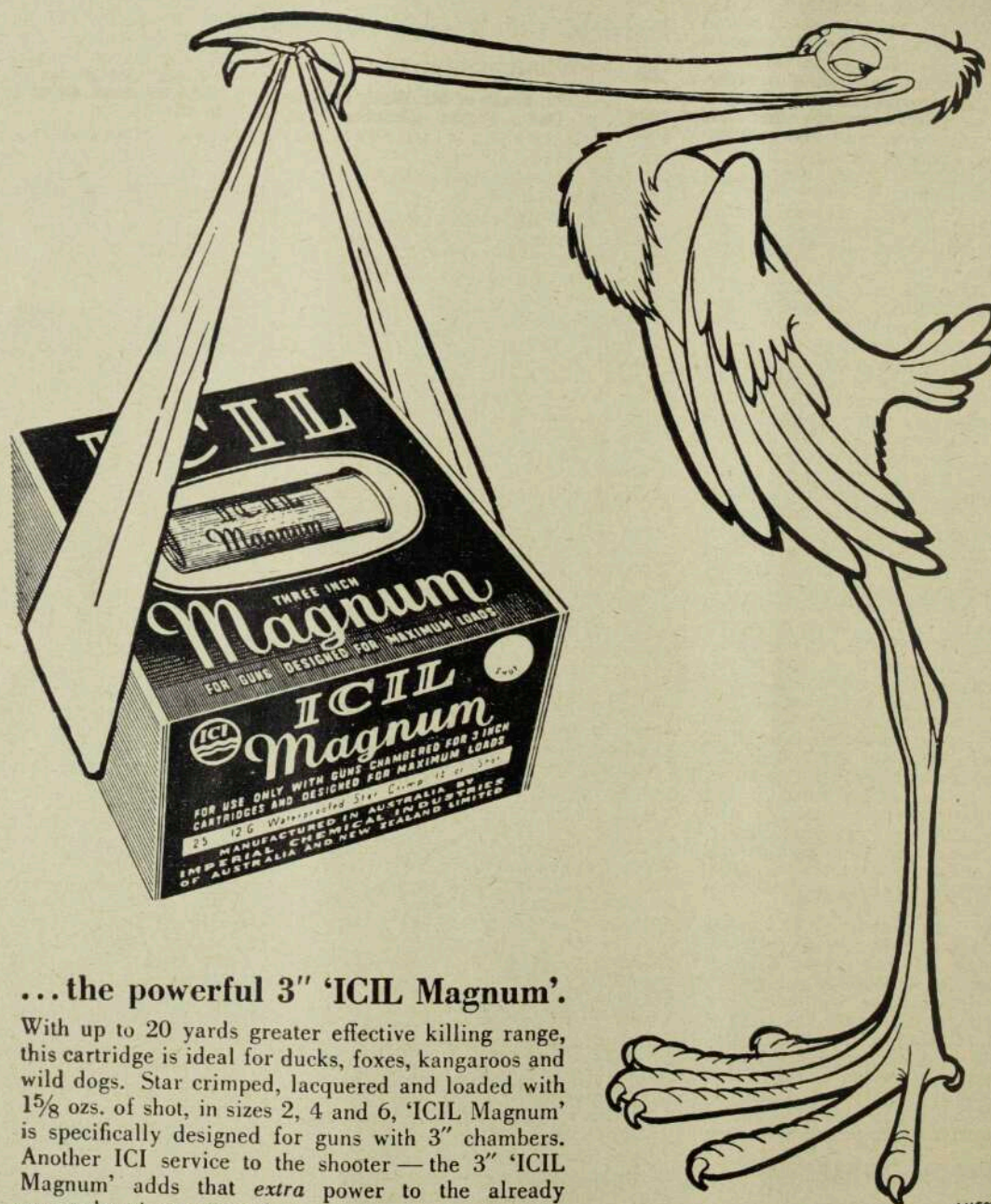
The Blank who created the disturbance was a very drunk Patrol-Officer and his half-dozen friends who moved their party up to the top lounge (off which all the bedrooms open) when the bar closed below. About 2 a.m., Tudor created quite a disturbance of her own, by screaming around the establishment in her night shirt, bashing on doors, looking for the management. She finally located the Hendricks, in an apartment down stairs and demanded that they come out at once and restore peace. This they did. They dispersed the party and persuaded the Patrol-Officer to return to his room.

But that wasn't the end of it. Those were the days when not only were you expected to share rooms, but when things got really willing, a mattress was put on the floor between the two beds. The Patrol-Officer had a mattress on the floor and he spent the rest of the night either trying to erect the mosquito-net that was part of the equipment or becoming entangled in it—and the racket went on, and on.

One of his room mates was the Rev. F. G. Lewis, then a Mission member of Legco. Throughout the fracas, he lay calmly in bed and read a book. This, Tudor thought at the time, to be remarkably poor-spirited of him, but on reflection afterwards decided that it was not only Christian fortitude on his part, but the result of long years in the country: If things had been let be for only half an hour more, the whole party would have collapsed into drunken stupor, and peace would have been restored.

Tudor returned to bed and spent the rest of the night seething and writing imaginary articles, with flamboyant headings like, "The Night-Life of Moresby"; or "A Tudor did NOT Sleep Here". She never has had to stay at that pub since—but only because kind friends have rescued her. And she has never written that article, either, because she is always scared that some day she might have to go back and stay there.

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TERRITORIES TALK-TALK

By Tolala

Sorcery and the P-NG native used to be more or less synonymous. An impression fostered by fiction-writers choosing a new Guinea setting.

IN recent months the Press has given liberal publicity to two incidents arising in Moresby, which have been dubbed "sorcery". One case concerned the dislike of relatives to allowing a woman patient to remain in hospital; the other regarding the refusal for an autopsy on a man accidentally killed. Subsequent investigations exploded the sorcery idea.

There was no mention made in the southern Press of the influence of modern missionaries upon present day actions of the native. Some of these missionaries are widely known for their refusal to accept orthodox medical treatment, and it is reasonably possible that the present "sorcery" charges may be laid at their door.

Operation Sorcery

And talking of goblins, gremlins and extraordinary phenomena reminds me of the time, about the middle Thirties, when there was an unusual outcrop of *Malira*, *tam-parans* and the like in the Duke of York Group, not far distant from Rabaul.

So much so in fact that John Walstab, Superintendent of Police at Rabaul, decided to make a personal investigation and get to the bottom of the whole business.

He spent about a week in the Group inquiring and quietly making every effort to debunk the sorcery idea amongst the somewhat frightened folk; even walking over *ambu* ground which, he was told, would occasion extensive tropical ulcers to any trespasser.

In due course he returned to Rabaul, satisfied with his mission and assured there would be no further cases. A few days after his arrival home a tropical ulcer broke out on one of his legs and, despite the best of medical treatment, refused to heal. He was laid up for weeks.

No, I'm not inferring anything at all. But that's the way it was!

Houses and Their Cost

I see where the Ack-Ack (Dr. Gunther) has asked for plans from the Public Works Dept. for houses costing no more than £1,200 each for workers in the Auxiliary Di-

GREETINGS

There is no more appropriate message to voice at this time of year than that given 1958 years ago:

"Peace on Earth; Goodwill toward men."

A simple greeting conveying the desires of all the people everywhere.

A Happy Christmas and a Peaceful and Contented New Year to you all.

vision of the P-NG Public Service. Dr. G. is reported to have said that officers (presumably of the PWD) were finding it difficult to "plan houses within the price limit".

What's the matter, anyway, with the good old semi-native house? By far cooler than most of the modern-designed fibro structures.

It seems we try to get away as far as possible from anything resembling New Guinea when catering for the transition of the local

indigine.

Glancing recently at some photos of PWD houses in and around Moresby, they appeared more suitable to be erected in the select and exclusive suburbs of Sydney than for tropical domiciles, and the price? A mere £6000! Everything imported.

It just doesn't make sense to me, unless (a) the Administration has so much money it doesn't know what to do with it; or (b) a high-level directive calls for nothing but the most expensive materials to boost Australian industries.

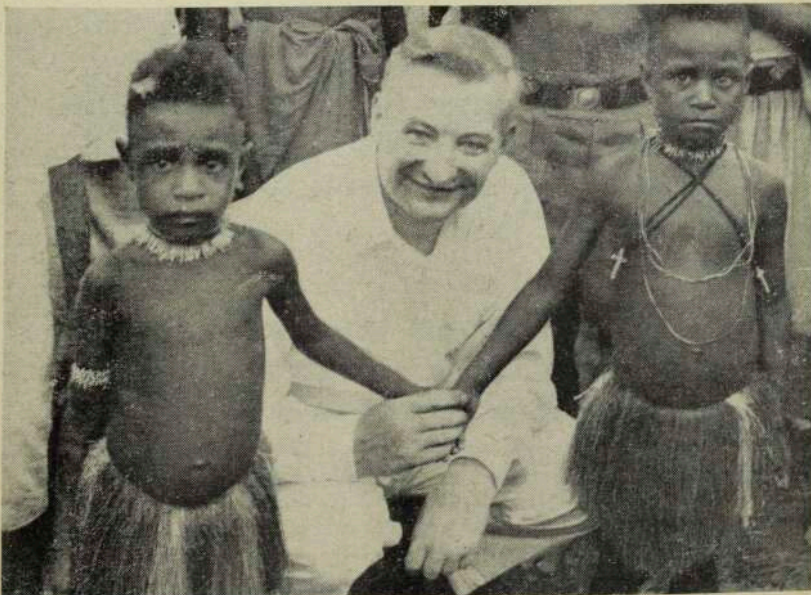
The Date Line

So the UN hardy annual comes up again. When will there be independence for New Guinea. Echo answers: When?

And, naturally, with increased demands for higher wages, innuendoes concerning the Mau Mau policy and the general attitude in some areas regarding the payment of taxes, to say nothing of the arrogant attitude of some indigines towards those who are busily lifting them out of the trough of ignorance, the Soviet-cum-satellites reckon the NG natives have reached the stage to shoulder their own responsibilities. How wrong they are.

It could be farcical, were it not so tragic, to hear some of the pint-sized members of UNO delivering advice on how we should run NG; when their own countries are seething with social and political unrest and their people dying of disease and malnutrition.

I can foresee no change in the future tactics of these urgers for



VISITOR AND FRIENDS. The new Superior-General of the Missionaries of the Divine Word, Rev. John Schuette, SVD, of Rome, was in Wewak for the opening of the big new Christ the King Cathedral (see PIM, November). Here he takes an interest in two rather camera-shy converts. Photo: Father John Gehberger.

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NG independence, who hope to whittle away Australia's prestige and later entice a national New Guinea into their own fold.

And, if oil begins to flow, this will intensify their energies towards acquisitiveness.

But a hand to our delegate, Mr. Kelly, for his firm stand and lucid explanations during the debate.

Lop-Sided Education

In an issue following the "Sorcery" reports a P-NG newspaper deals with the matter from an editorial angle in a most logical and common-sense manner, emphasising the ignorance of Europeans generally to the native way of life; pointing out that this ignorance can only be overcome by the European learning something about the native.

"It should be a great deal easier for Europeans to learn the rudiments of native thinking than it is for the Hanuabadan to learn about European ways", the editorial concludes.

But how many Europeans are prepared to do this? A few missionaries, intent on fully understanding the native mentality, in order to better equip themselves to evangelise the heathen; here and there an isolated planter or trader as an alternative to working tortoise-shell or "counting his buttons"; and an occasional government official who has the personal urge to continue with practical anthropology after the theory he has assimilated at ASOPA at Mosman.

If whites would only realise how quickly the P-NG native responds to any show of sincere interest in their lore, customs, taboos, linguistics and the like I feel sure there would be a greater tendency on the part of the European to educate himself in the native way of life, and thus gain some knowledge of the people amongst whom he is living, as well as creating a greater degree of tolerance and sympathy between the two races.

More Experts

"The P-NG Administration may get expert advice on all Territory labour matters", reads a newspaper heading of early November, and Mr. H. A. Bland, Secretary of the Dept. of Labour and National Service, is reported as saying that an officer of his department might be sent along to do the job.

Mr. Bland has been interviewing as many people as possible to get their views on "how soon the native people will be able to accept responsibility and how rapidly they can be trained".

This analysis of public opinion has been sparked off apparently by dissatisfaction expressed by native public servants concerning their salaries.

So now P-NG is to have some experts whose knowledge of Australian complex labour conditions will be the yard-stick deciding the requirements of conditions in the Territory.

I can think of no more inappropriate manner of trying to solve the present problem—for undoubtedly there is a problem, and a big one at that.

But the stereotyped system of passing the buck whenever a knotty question arises, to a panel of "experts" is not going to lead the politicians, or Canberra bureaucrats, out of the wood, where they have lost themselves despite the warnings of old-time residents and officials with local knowledge.

A committee of Legislative Councillors, evenly balanced with representatives of all sections would be far more practical, more realistic and give greater satisfaction to all those who are involved.

Territory problems should be solved by Territorians themselves, not by imported unimaginative departmental officials who live and

have their being within the confines of sub-sections and paragraphs of this and that Act.

What's In A Name?

One naturally assumes that the names given to their drilling sites by the APC have local geographical significance.

No doubt it's merely coincidental that the now famous (and, we hope, to become more famous) Puri well only requires its name duplicated to become the well-known Papuan word for "sorcery".

While the Kuru hole reminds one of the mis-named "Laughing Death" disease which is playing havoc with the Fore people in the Eastern Highlands.

Perhaps philologists could work out an answer. Let's hope it's a portent for good.

Discipline on the High Seas

The article "Undisciplined Native Crews" (PIM, Nov. p. 71) shows

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PACIFIC MERMAID: And of course mermaids have tails. It's Lorraine Baldock, of Port Moresby—in the prize-winning costume she wore at a children's Fancy Dress Ball at Boroko in November.
—Papuan Prints.

a truly sad state of affairs, but a danger which has given master of Islands shipping headaches for many a year—even in pre-War days. An old mangrove skipper once remarked when the vagaries of boats crews were being discussed: "I sign on all my crew on the ship's articles, then they have to do what I say—or else".

And his schooner was a pleasure to see and a joy on which to travel. The crew took a pride in their work, their appearance and were as happy as Larry.

I don't know how it is now, but presumably Ship's Articles are as sacrosanct as ever; although one can see the day when the Articles may be policed by a member of the Auxiliary Division.

Safety at sea is something we shouldn't footle about with.

The Legco Farce

PIM publisher Robson's concise summing-up of the atmosphere of the P-NG Legco (PIM, Nov. p. 83) once again puts the remote control machine on the spot, and his final remark on the members "For all the help they are in administration, however, they might as well stay at home", puts the position in a nutshell.

The same nutshell it has been in ever since the Gilbertian assembly

has been set up, whether in Papua or TNG.

It is not a chamber of legislation; merely a Chamber of Ventilation in which the People's Representatives have an opportunity of hurling a few legitimate brick-bats at the complacent heads of the Administration, who agilely dodge behind the wall of indifference erected at Canberra.

The placid disregard of procedure in disallowing the prescribed time for the consideration of bills by unofficial members is such a long-established custom in Territorial Councils that it has now been accepted as a *modus operandi*.

Well do I remember one instance in the old TNG Legco when the Shipping Bill was introduced in the Thirties. It was *un fait accompli* before it ever reached the Chamber. It was a bill with far-reaching effects, but was merely referred to as "a machinery measure", that delightful camouflage that covers up a multitude of legislature.

One of these days the Unofficial Members may be able to think up some tactic which may out-Darwin their NT opposites.

It would seem that direct action is about the only successful method of solving problems these days.

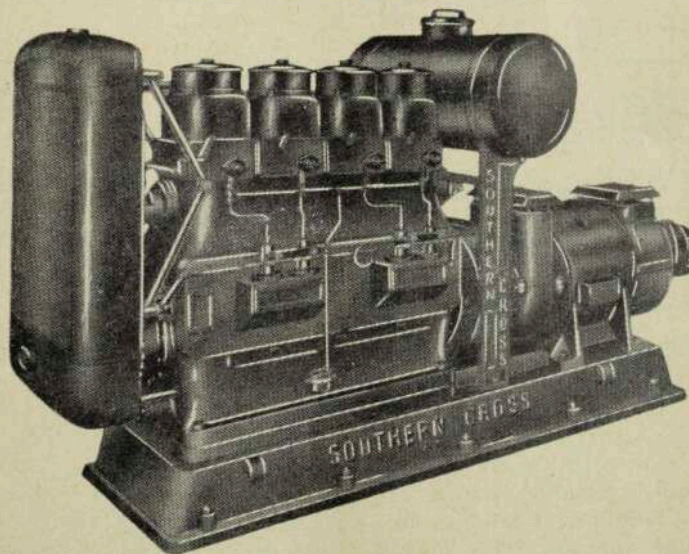
Sticky Fingers

Registrar of Co-operatives, G. Morris continues to pull no punches when reporting on native co-operatives, and it would seem that the gentle art of tickling the till still prevails, though the members do not attach the same stigma to embezzlement as do most Europeans, according to Mr. Morris, who reported in November that some "£20,000 worth of goods had been stolen, embezzled or taken unlawfully on credit".

That, apparently, is the true co-operative spirit!

And to think that in our own civilisation some hundred and fifty years ago penal servitude was doled out if one stole a loaf of bread . . . Yes; Time marches on.

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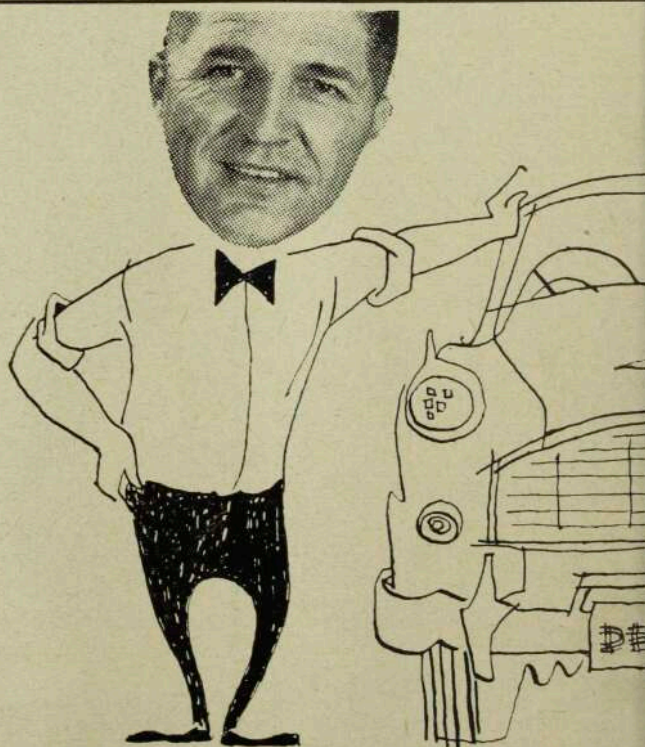
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F1/54



The infant nation of Western Samoa is being born into a self-governing world. It is strong and well-shaped, and a lusty squawker. But I think it has too many mid-wives.

Most are skilled enough, and very sincere; but some features of this birth have them puzzled. They do not realise, for example, that the birth is premature.

They are good people; but too many of them are guided by tradition rather than knowledge, and they talk too much.

This is likely to be a very self-willed child, and he will need wise and careful training, early—otherwise he is likely to be a great worry to his parents (Mr. UNO and Mrs. NZ).

The strongest and most knowledgeable mid-wife, nominally the leader, remains somewhat in the background, silent and very observant. This person—Eugene F. Paul, well-equipped and capable—could do so much at this critical time; but is not getting full support and co-operation.

If parents and mid-wives are wise—which they are not—they will leave the immediate care of the infant as far as possible in the hands of Eugene F. Paul. Otherwise, the infant is likely to suffer dreadfully from stomach-cramps and growing-pains.

A REPORT ON WEST SAMOA'S BIRTH PANGS

Samoa Is Rearing To Go—But There Could Be Danger Ahead

From R. W. Robson, in Apia

These views fairly sum up my impressions, after several days of listening to official openings of schools and colleges, beach arguments about the governing and feeding of 100,000 virile people, yards of conflicting statistics on production and export, and the incredible, interminable oratory of the Fono. Consider the following:

UNDER the driving-force of New Zealand-produced Director of Education, K. R. Lambie, Samoa has bounded from the part-literacy of the depressing Mau and World War II periods, to almost complete literacy in Samoan and simple English.

A school now is available for every village child; a technical training-school or excellent secondary schools (including the new agricultural college at Avele, near Vaillima) are functioning, to help on the best products of the village schools. Lambie's achievement is epochal.

A combination of health services, mass education and calculated local-government nursing by Trustee-ship administrators has produced a people that is "rearing to go" in nationalist self-government.

But the process has gone too far and too fast. The self-government promised for 1960 is interpreted by most of the Samoans as complete independence—for which, socially and economically, they are not ready.

The Samoan natural increase is phenomenal—I am told it is well over 40 per thousand per annum.

At the same time, the standard of living has risen, and is rising.

The well-meaning NZ planners have not taken these factors



Mr. Eugene Paul.

sufficiently into account in calculating national production and national minimum requirements.

There is, immediately ahead, a period of severe re-adjustment, which could produce some political howling and grave social unrest.

The call is for strong, wise and patient leadership—and, in this respect, one is not impressed with what one sees in the top ranks of the full-blooded Samoan leaders.

"Good Material"

There is good, promising material, however, in the secondary Samoan ranks—men like Papalii Poumou, District Officer in charge of Savaii, for example, should be in the Government, instead of in routine administration, taking orders from Government.

Samoaan planners and policy-makers are Samoa's most urgent need; and a decade or two of patient training are needed to produce them.

Meanwhile, whatever self-governing talent is available to Samoa lies in the part-European community, of 6,500 people, where there are two or three outstanding men.

Eugene Paul—Samoaan-born and having about one-eighth Samoaan blood, self-made and owner of a wide variety of business establishments in Apia, quiet-spoken, well-read and apparently a terrific worker—looks like the country's natural leader. He is at present the Territory's chief Minister (virtually Premier).

I listened while the Fono debated an economic plan to meet the Territory's present and future needs—Paul's "Development Plan", appearing sound and constructive, upon which he obviously had spent much thought and labour.

Too Much Talk

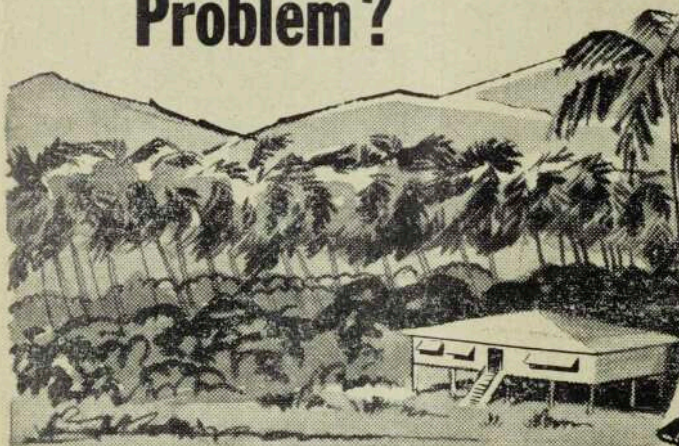
Paul formally moved for quicker and more practical consideration of his plan; the Commissioner himself begged the Fono to spend less time on oratory and to get on with the really serious issues which confront the Territory. But (I heard this myself) the Fono turned down Paul's motion, and ignored the High Commissioner.

The majority of the Samoaan members are reasonable, patriotic men who, apart from their traditional preoccupation with "oratory", will respond to the drive of sound leadership.

But the whole governmental system seems smothered under formulae and the time-wasting procedures of "council" approach, and men who—like Eugene Paul—really can govern do not get a chance.

Whoever or whatever decided to give Samoa self-government in 1960 should have been compelled to listen in on that Fono in November—especially to the members' speeches on the problems of

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The Samoan Assembly meets in this very large Fono House specially erected and equipped for the purpose at Malinu'u Point, near Apia.

feeding, housing, roading, educating and giving adequate medical care to a nation of 100,000 which does not realise that, if anything better than a bare subsistence economy is to be achieved, there must be far more hard work.

The worst thing in Samoa today is disunity among the part-Europeans.

With self-government, the country must look, for some years, to the few Europeans and the 6,500 part-Europeans for governmental talent; but the latter seem to be torn by squabbling and petty jealousies.

One faction follows Paul; another, the Nelson family.

It is sheer tragedy, at a time like this—it tends to throw the country into the hands of the trouble-makers.

Trouble Makers

The trouble-makers in Samoa are represented by a small group, in a corner of the Fono, who seem never to lose an opportunity of snarling and sneering at the *Papalagi*—the *Papalagi*, in this case, including both the dwindling few scores of full-blooded Europeans, and the steadily increasing thousands of part-Europeans.

It is the sort of unimpressive, somewhat entertaining little group which one finds politically clowning in all Parliaments; but, in this particular Fono, it is more than a nuisance, because it gives leadership and encouragement to a large and growing section of young Samoans who are drifting into a kind of political hooliganism, directed against the *Papalagi*.

Anti-European Feeling

Under wise, strong government this Bodgie-like cult would be negligible. Under the kind of government that present conditions are likely to produce, this Fono group, plus the political hooliganism it encourages, could become a national danger.

Already, there have been unpleasant incidents.

A Samoan politician got into an excited state in the Apia Club; and in the course of a violent argument, made statements which were considered very offensive to Europeans and part-Europeans. They indicated his belief that, when the country becomes self-governing, the *Papalagi* will be summarily deported, irrespective of rights of citizenship and property.

Similar sentiments are said to have been attributed to a very high Samoan chief.

There have been several cases of assaults on Europeans by Samoan hoodlums.

When NZ Islands Minister J. Mathison came through Samoa on October 31, he was interviewed on this subject by a delegation representing Planters' Association, Chamber of Commerce and Re-

turned Servicemen. All insisted that they have fundamental rights in Samoa.

The Minister said he would discuss the matter with the NZ Cabinet.

A little later, High Commissioner Powles went on the air and urgently appealed for unity between Samoans and Europeans (which includes part-Europeans) during the difficult period immediately ahead.

He said that when Samoa becomes self-governing, only persons of Samoan citizenship will be entitled to vote; and the Fono of Faipule, in Apia in 1956, had defined citizenship and privileges as follow:

Any person will be a citizen of Western Samoa, if he was born there, or if one of his parents was born there.

A person may become a citizen of Western Samoa by naturalisation—that is

(Continued)

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Foundations for a sound future for Samoan youth will be laid in the next few vital years.

after long residence and under certain other conditions.

The principle of citizenship by birth applies to all persons born after self-government.

No person can be a citizen of two countries at the same time. People of foreign nationality will have to choose whether they will take up Western Samoa citizenship or not.

Only two main differences between Europeans and Samoans should be preserved—namely electoral rights and land-holdings.

It has been agreed that Europeans should continue to enjoy universal suffrage as at present, while Samoans continue to vote on the Matai basis. Samoan land will continue to be held according to the traditions and customs of the Samoan people and will be protected from sale; but all lawfully constituted leases and titles to freehold land held by Europeans will continue to be respected. This (Mr. Bowles pointed out in his address) is the law of the New Zealand Government and resumably also that of the Trusteeship Council.

Trust Mission in April

There is mounting interest here in the Mission from the Trusteeship Council of the United Nations, which is expected to arrive in April, 1959. It is supposed that the Mission will give shape to the self-government promised by New Zealand in 1960; but if it is wise will put the brakes hard upon this headlong dive towards "independence".

It is noted that the terms of reference under which the Mission will work promise no self-government. The Mission simply is asked to fully investigate and report upon the condition of Western Samoa, with particular regard to the way in which New Zealand has carried out the task placed upon her by the UN Charter to prepare Samoa for self-government, and to make any recommendations deemed necessary.

The members of the Mission will be Mr. Arthur Lall, Indian diplomat (chairman); Sir Andrew Cohen, United Kingdom; Mr. Loutfi, of the United Arab Republic; M. Kosciuszko Morizet, France.

The Mission will go first to New Zealand.

Money is Scared, and Leaving

It is known that certain big financial interests, alarmed by political trends in Western Samoa, and the ugly temper being shown by a section of Samoans, have been taking steps for months to withdraw their investments from the Territory.

Some even talk of "another Mau period".

This could not come at a worse time. Samoa needs more and not less investment funds, if it is to avoid serious economic trouble under the new regime.

In men and money, New Zealand has given much of incalculable value to the task of producing a new nation in Samoa. Now it is in danger of undoing all the good by releasing upon the world a spoiled and pampered brat.

Bank of Samoa Displaces Bank of New Zealand

Late in November, the Legislative Assembly of Western Samoa had not yet approved the new Samoa Bank Bill; but it was expected that the measure would go through—probably after considerable oratory and the expression of some anti-Papalagi sentiment.

The new bank will displace the Apia Branch of the Bank of New Zealand. It will be owned, to the extent of 55 per cent. (three directors) by the New Zealand Government, and 45 per cent. (two directors) by the Government of Samoa.

The Bank, as now conducted by the Bank of NZ, has a European staff of 14, and two Samoan messengers; and it is expected that they will retain their posts when the change in ownership takes place in April, 1959.

The Apia Branch of the Bank of NZ was established in 1915, after New Zealand troops occupied German Samoa; and it has enjoyed a monopoly of the Territory's banking business ever since.

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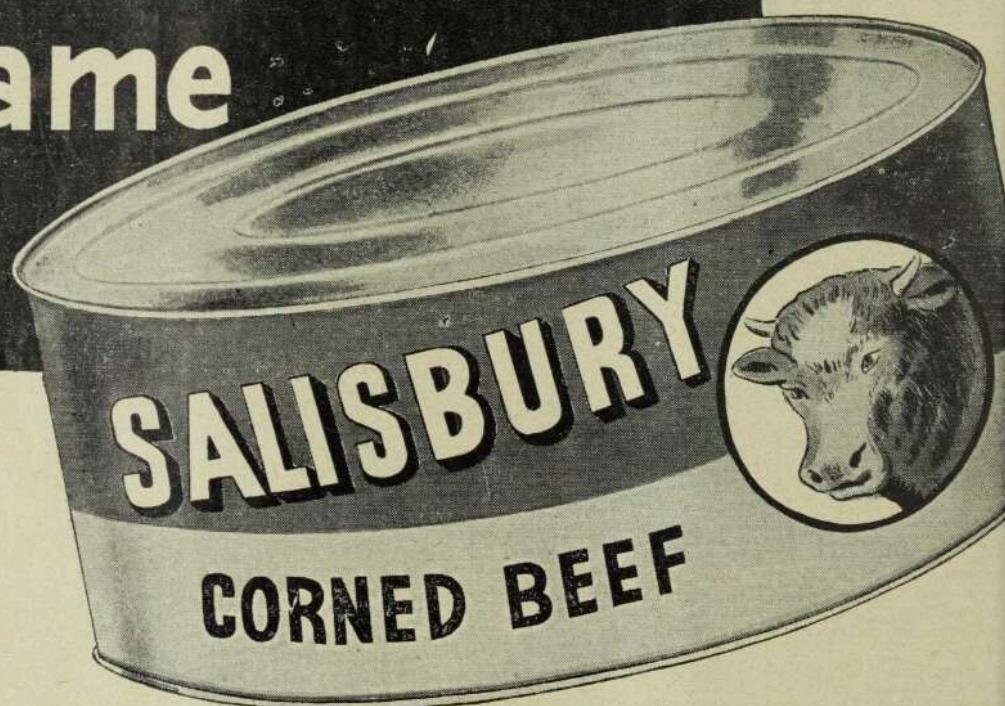
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Papuan Oil Strike Could Have Come 20 years Ago

There May 'Be A Bigger Oilfield At Puri Than Anyone Now Believes'

By G. A. V. STANLEY

The general area around the head of the Gulf of Papua is one which, for many years, has attracted the attention of world geologists. Oil seepages were first discovered in 1910 on the Vailala River, about 20 miles from its mouth, and also downstream.

SOME drilling was done during the First World War under the direction of Dr. Arthur Wade (who enjoyed the title of Director of Commonwealth Oilfields) but with very little success.

After the war the Australian Government consulted the British Government in the matter of the search for oil in Papua and the Mandated Territory of New Guinea. Between 1920 and 1923, a team of British geologists from the Anglo-Persian Oil Company carried out geological surveys in a number of places in both Territories.

One party consisting of William McIntosh Gray and John Bouchier, mapped out the Era River in Papua reaching points about three miles to the south of Puri. Had they gone on up-stream for a few more miles, they would have found the mouth of Puri Creek—and if they had been lucky enough to go up the creek for about four or five miles, they must inevitably

have found the Puri anti-cline.

However, the discoverer of that structure—and the only true discoverer of it—is a geologist named Samuel Warren Carey, who from about 1934 onwards, worked for Oil Search Ltd. and from 1938 until late in 1942, worked for Australasian Petroleum Co. Ltd. At present he is a Professor of Geology in the University of Tasmania at Hobart.

The Discoverer

Professor Carey was lucky enough, in 1937, to be working with his other companions in a creek that runs into a tributary of the Era River. Following a small western tributary of the creek, a peculiar, unaccountable noise was heard in the bush near the head waters.

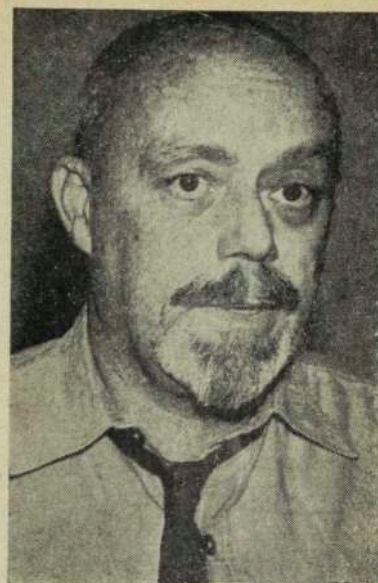
When this noise was investigated it proved to be caused by very considerable quantities of gas bubbling up through mud at the bottom of a crater-shaped depression about 30 feet in diameter, and about 10 or 15 feet deep.

An iridescent scum of oil was coming to the surface with the gas—which was accompanied by some water—and very soon Carey and his companions found other signs of oil in creeks nearby.

Puri Reeks of Oil

Pushing on to the westward, the party discovered the head of Puri Creek and found for the first time Puri limestone, which in many places reeks of oil, and through the cracks and crevices of which, in many places, gas issued. (Puri is 7 deg. 6 minutes south latitude and 145 deg. east longitude—or in layman's language—220 air-miles from Port Moresby and 45 miles airline from the sea at the head of the Gulf of Papua. The Puri anti-cline is a mile or so to the southeast of Mount Saisau).

Carey immediately grasped the significance of his discovery but since his chief, the geologist in charge, Mr. J. N. Montgomery, was in Australia at the time, Carey telegraphed to Oil Search Ltd. recommending that Puri anti-cline be drilled as soon as possible.



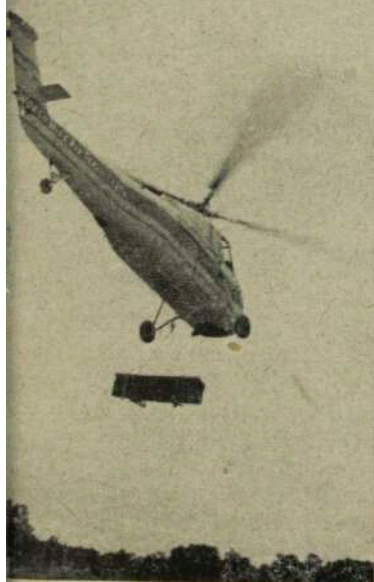
Mr. G. A. V. Stanley.

The flow of 1,000 barrels of oil from Puri well in early November was big news in Papua. One man, Mr. G. A. V. STANLEY, a retired APC geologist now living in Port Moresby, has been closely interested in the Puri area since 1937 when it was first discovered. He tells here a fascinating story of the events that led up to that discovery and of the reasons why, time and again, drilling was put off until 20 years had elapsed.

At the time I was geologist in charge of Oil Search Ltd. in the Mandated Territory, and with Mr. Montgomery, who was in charge of Papua, I was in Australia for the purpose of conferring with the late Sir Herbert Gepp who had been commissioned by the Australian Government to investigate the whole field of oil prosperity in Australia and in its territories.

Attracting UK and US Interest

Carey's telegram came at the very moment when the conference was being held. The managing director of Oil Search Ltd., the late E. L. Walter, was delighted, but Mr. Montgomery cautiously persisted that at least six months must elapse to allow more detailed investigations and geological mapping before he would be prepared to endorse a drilling recommendation. And with that caution I think



Helicopters are an important link in the difficult country surrounding Papua's new Puri well.

everyone would be in agreement.

Soon after, unfortunately, the managing director of Oil Search Ltd., Mr. Walter, died and the new managing director, Mr. E. F. Griffen, together with the chief geologist, an American, Mr. D. Dale Condit, visited England and America with the intention of trying to attract British or American capital and technical knowledge to come to the assistance of Oil Search which then appeared to have two immediate drilling prospects: One at Puri in Papua and the other in the Sepik District, south of the Torricelli Mountains behind Aitape.

Eventually, British Petroleum and Stanvac combined to form

Australasian Petroleum Company, with Oil Search Ltd., a one-third partner, and the staff of Oil Search Ltd. transferred, almost to a man, to the new management.

Very soon after the amalgamation, British Petroleum geophysicists carried out seismic arc-shooting at the eastern end of the Puri anticline and succeeded very clearly defining the direction of hade of the axial plane.

The decision to drill, however, was deferred owing to the fact that extensive aerial photographic surveys had been carried out and these disclosed structures which appeared to be bigger than Puri and probably more accessible.

One after the other these other

sites were drilled, while Puri always got pushed to the end of the queue.

After the war Carey did not rejoin the APC but took a job in Tasmania which eventually led to his being appointed Professor of Geology in the University there.

Puri Would Come Good

But he has always kept very closely in touch with Papua geology. In a personal letter in recent months he deplored the fact that APC should be withdrawing from Papua; he still had, he said, considerable hopes that Puri would eventually come good.

In 1951, British Petroleum pressed strongly that Puri be drilled and I was sent there, accompanied by Mr. David Swenson and Mr. G. O'Halloran to make a more detailed geological survey.

We spent four months there between September and the end of the year, 1951; and in 1952 at different times, two British Petroleum geologists Martin Strong and later C. A. E. O'Brien, visited Puri.

Since that year British Petroleum continued to press for drilling at Puri, but the difficulties always were with the other Big Partner which did not agree to immediate drilling of the whole of Puri; and it was feared that they might withdraw from the country without a hole being drilled there at all.

I retired from APC at the end of July 1954, and so I was sitting on the sidelines when Puri eventually was drilled.

Living in Port Moresby and retained as consultant for APC, I was able to know a great deal of what went on behind the scenes, but I must say that even I was disappointed, although not necessarily discouraged, when the negative results of the first drilling at Puri were obtained.

As is so often the case, the underground picture is more complicated than the geologist on the surface had foreseen.

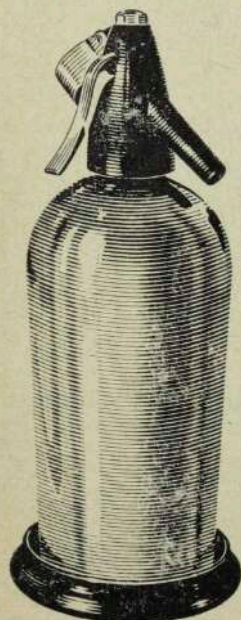
Nonetheless, the complexities do not necessarily mean that the chances of finding oil at Puri have lessened; just as good a case could have been made out that the chances were enhanced.

It was a distinct blow to all of us when the technical staff Vacuum announced early this year that they would withdraw from search in Papua. And, when after a conference in London in June British Petroleum announced that they would follow suit, it seemed inevitable that the search for oil in Papua would, as far as APC were concerned, come to an end.

But that persistent group in England in London, which had all along believed in Puri, urged strongly once more that the whole of the area be tested—or even that the field well which had seemingly proved less negative be retested.

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PROBLEMS OF THE JET AGE

Strikes—And Rain Put Nadi Project Behind Schedule

From a Staff Writer in Fiji

NADI, Nov. 7.

• Today, the rain is pouring down and, what with mud and a nasty industrial strike, the outlook at the Nadi International Airport is exceedingly dismal.

EVER since the South Pacific nations united in the task of preparing Nadi for the fast-coming jet airliners, there has been trouble.

The New Zealand authorities and the contractors—in whose hands lie responsibility for the vast enlargement and strengthening plan—have done their share in getting the field ready for the jets reasonably early in 1959, but the luck is running against them.

First hold-up was the London

It was this last throw of the dice, the retesting of Puri No. 1, that eventually produced the dramatic results of early November.

Gas and condensate, so-called, began to come into the hole in sufficient quantities to be burnt continuously at the end of a line stretching some hundreds of yards from the rig. And then, very dramatically at 5 a.m. one day, the noise of burning gas and condensate altered note suddenly, and it was found that the well was producing greenish-brown crude oil.

Waited 21 Years

Some of us had waited 21 years for that moment.

I was at Mt. Hagen when the news came that Puri was producing oil at the rate of 1,000 barrels a day.

After all that time it seemed incredible. I had recently been in Netherlands New Guinea where the entire oilfield produces only 5,000 barrels a day. Puri was doing better than some of those wells.

Since that first exciting news, Puri, of course, has begun to produce water as well as oil. Opinions differ as to the significance of this, but I do not necessarily think it a discouraging sign.

Many more holes must be drilled at Puri—the future can be decided only by the drill.

I believe that there is an oil field here—and further, that it is likely to be a much larger oil field than people connected with the industry now envisage.

dock strike. Shiploads of equipment and material lay there in Britain for weeks, while a small army of European, Fijian and Indian workers—for whom scores of houses have been erected around the airfield—were assembled for the urgent job.

No sooner was the dock strike over—some of the stuff is not here yet—than the rains came—sent by Providence in overwhelming measure, to make up for the months of drought. Anyone who has seen what rain and vehicular traffic does to roads in Northwest Fiji need not be told what rain and bulldozers have done to the airport works.

And now—this week—the workers

have been on strike—something to do with the dismissal of a couple of unruly labourers. They have had no legitimate grievance—this hold-up is based on the fact that there is in Northwest Fiji an especially restless and dangerous type of Red agitators, who are known to be in constant communication with the Australian Communists.

They were responsible for the last sugar-industry strikes (which are likely to recur, when it suits the Red bosses) and it is known that they have been assiduously cultivating the airport labourers. The airport men were out for two days.

Meanwhile, the Nadi programme is well behind schedule.



I'M A HEALTHY CHILD . . .

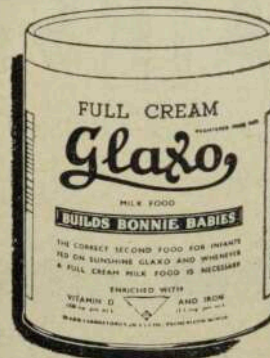
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VAKATAWA TALKS OF THIS AND THAT



Although it seems likely that more than one anopheles mosquito is needed to introduce malaria to a new field (otherwise Australia would long ago have succumbed), Fiji has recently had an object lesson on how easily insect pests can be introduced in this age of air travel.

MR. G. F. BURNETT, who is in charge of filariasis research in Fiji, told the Suva Rotary Club recently how a new and viciously biting mosquito crept past the guards at Nadi, in spite of the insecticide which is sprayed into the aircraft on arrival.

It arrived (or so it is supposed) aboard an aircraft from Australia or New Caledonia. It escaped the fumes of the insecticide (because nobody pretends that these are 100 per cent. effective, but the general idea is that 90 per cent. is better than no line of defence at all).

Even then all would have been well if it had not been for special circumstances because mosquitoes need congenial surroundings in which to survive and control teams at Nadi Airport are on the alert to deny them such surroundings.

A CSR Company flood gate had got out of order and quite a lot of land near the airport had become sodden and flooded.

The intruder welcomed this home-from-home, flourished, bred and

spread and in less than a year was savagely biting people in Suva on the other side of Viti Levu, 100 miles away.

Unpleasant as it was, it was not a disease-carrying mosquito. But it might have been.

It might—and could—have been anopheles, and the way would then have been opened for the curse of malaria to descend on now free Fiji.

Species of mosquito already in Fiji do carry dengue and filariasis.

Dengue appears in epidemic form every ten years or so, but there are a good many doses of individual illness in between that bear a striking resemblance to the disease that is well called "break-back fever".

Bare-Belts for Fijian Villages

The most important mosquito-borne disease in Fiji is filariasis, which can, after repeated doses, cause the swelling of limbs known as elephantiasis.

A determined war on filariasis has been waged for 15 years or more, with quite a lot of success.

It is conducted by a special branch of the Medical Department, but in its earlier days the principal figure was a layman, the late David W. Amos.

Amos was for years an insurance company manager at Suva. In the early war years he retired and as his contribution to the war effort he threw himself with immense enthusiasm into the work of fighting the menace of the mosquito, a menace grown potentially greater because of the number of military aircraft flying in and out of Fiji.

He soon developed a special interest in filariasis and studied in particular the life cycle of one of its vectors, or carriers, *aedes pseudoscutellaris*.

He found that after a blood meal this mosquito flew to the nearest low bush and rested for some days while the filariasis worms grew in its body, ready to be injected into the blood stream of the person next bitten.

(Over)



Mr. and Mrs. Joe Campbell, of Levuka and Suva, returned home recently after a holiday in Europe and the United Kingdom. Here, they are photographed in Sydney.

—Tele-Photos.

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He found also that the well-fed, *aedes pseudoscutellaris* could not fly much more than about 50 yards.

It then dawned on him that if there were no low bushes less than, say, a hundred yards from dwelling houses, the mosquito would have nowhere to rest during the filarial development process and the chain of infection would be broken.

With zeal he threw himself into a colony-wide campaign to persuade Fijians to clear a belt of 100 to 150 yards wide round every village. Villages which responded well were praised in Fijian broadcasts. Those who remained indifferent were rebuked.

Teams of assistants travelled about the group, preaching the gospel of land clearing as a weapon in the fight against filariasis.

A spectacular reduction in the number of cases of the disease followed, and it continues wherever the Amos plan is still followed.

Fiji Has Financial Difficulty (Not Crisis)

The new Governor (Sir Kenneth Maddocks) and the new Financial Secretary (Mr. E. R. Bevington) arrived in Fiji just in time to walk into the boiling over of a pot of financial trouble.

The Colony's plight was summed up by the Financial Secretary at the opening of the Budget Session of the Legislative Council. He said that 1958 would end with a deficit and that the reserves were almost exhausted.

The 1959 budget would have to be framed to make revenue meet expenditure, and to replenish some of the reserves. This would mean another quarter of a million pounds from somewhere.

So—3d more on income tax; 3d more per gallon on petrol, an extra 3d in the £ on the Port and Customs Service Tax (which is imposed on all imports—even duty free) and 6d a bottle on beer.

The beer tax blow will be softened to the consumer by the lower cost of the beer from the Suva brewery.

But instead of a substantial drop in the price of local beer—or draught beer anyhow—the consumer will be paying about the same as he has been doing for imported beer.

The financial difficulty (not crisis, official circles insist) has produced the usual crawling-out-from-under-by politicians.

Some of the Unofficial Members of Legislative Council have been talking loudly about waste of Government money in the past, conveniently forgetting that the Unofficial Members sitting in Finance Committee, month by month, have to approve expenditure.

One of the troubles is that the public knows nothing of what goes on at these secret meetings of the

Finance Committee, so it is always possible for members to respond to criticism with, "If only I could tell you what I said or how I voted".

Lakshman Denounces Budget, and Other Things

B. D. Lakshman's struggle to get into the public eye continues.

He was elected to the Lautoka Town Council last month and spent a busy week trying to persuade his fellow councillors that he would be a very good mayor.

They remained singularly unmoved and Mr. Keith Marlow was duly elected unopposed.

But Mr. Lakshman was not going to remain unheard. At the next meeting he challenged that portion of the minutes which referred to Mr. Marlow as a JP. The full mantle of office of a Justice of the Peace, Mr. Lakshman said, did not descend on the shoulders of a mayor until he had taken the necessary oath. Mr. Marlow had not yet been sworn in.

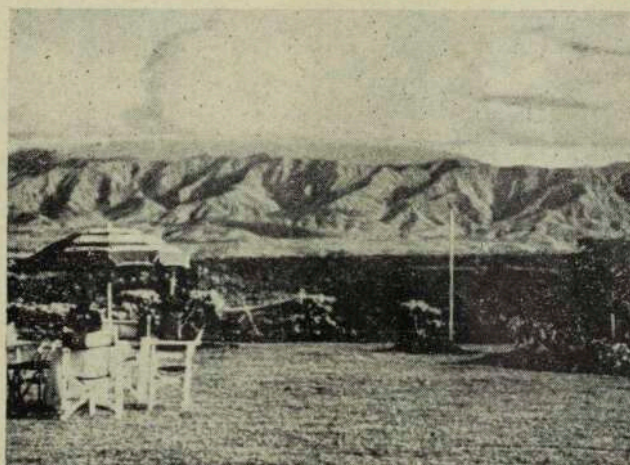
Mr. Marlow promptly cut short this valuable contribution by the new councillor to the civic welfare of Lautoka. He moved that the letters JP be struck out of the minutes.

The Deputy-Mayor, Mr. Ingleton, seconded the motion, which was solemnly carried and the council was then able to get on to other matters which rate-payers probably consider rather more important.

When the Budget, with its new taxation, was introduced, a new organisation came suddenly into being at Lautoka. It was an "All Parties Congress", with one of Mr. Lakshman's close associates, Mr. J. C. O'Neil, as president and Mr. Lakshman himself as not just secretary but Secretary-General.

A memorandum to the Colonial Secretary was written, denouncing the Budget, and this was despatched, with a copy of a long speech delivered by Mr. Lakshman at Lautoka several weeks before.

The letter did not go direct to the Colonial Secretary, however. It was done up in a parcel, with similar letters, and sent to the editor



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Attractive Mrs. Ann Griffin, popular social secretary of the Polynesian Association of Sydney, recently spent a long holiday in her home town of Suva. She is photographed back in Sydney with the Association president, Mr. Leonard Moran.

—Tele-Photos.

of the *Fiji Times* with a note from Mr. Lakshman asking the editor to take his own copy and deliver the rest, including one to the Secretary of State to the Colonies in London, to the addressees.

The reply of the newspaper—which seems to have little admiration for Mr. Lakshman and his works—was discourteous and apparently unprintable.

London's Big Sensation

During the month, the editor of the *Fiji Times* was warned that a radiophone call was coming in from New York. Then, this was cancelled, and soon there arrived a full-rate radiogram of about 300 words, signed by the "Foreign Editor" of one of London's biggest dailies.

The *Fiji Times* editor was given the cabin number of a woman passenger on the liner *Orcades*, due in Suva the next day. It was explained that she was a woman councillor in a large industrial city in England; and it was thought that she had run away with a medical man, also well-known in the city. This was described as a "big sensation" in Britain.

The *Fiji* editor was asked to find out whether the doctor was aboard with the lady; to interview her and report exactly on her attitude and conduct, as disclosed by herself and her fellow passengers. It was explained that she was likely to be "unco-operative"; but that the Suva journalist was not to be discouraged on that account.

The *Fiji Times* editor was asked to acknowledge receipt of the message. The *Fiji Times* did so, in one simple sentence: "We are not interested in gutter journalism."

Public Emissary on a Private Matter

The Northern New Hebrides main centre of Luganville—Santo, call it what you will—"desperately needs a public convenience", according to a business man who arrived south from there in November.

HE said that many local residents had asked him to do what he could to give the matter publicity.

"In fact I was appointed a sort of special public convenience emissary to tell *PIM* all about it", he said.

Luganville and the surrounding

area now has a fair population, and when families come to town for shopping, or to attend the movies in the evening, the situation at present—said the emissary—is "absolutely chaotic, and its fast approaching a public health menace".

The Condominium Government says that no funds are available for the job at present.

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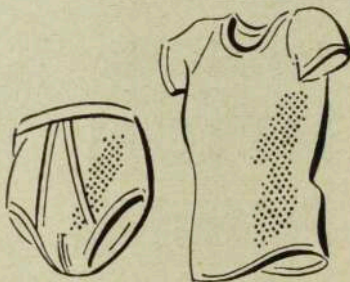
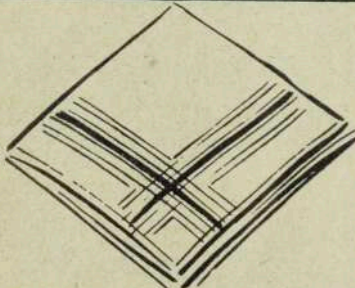
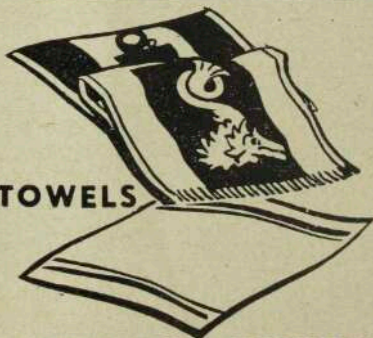
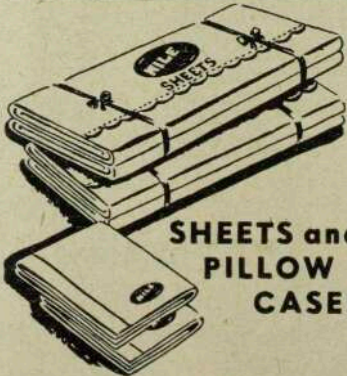
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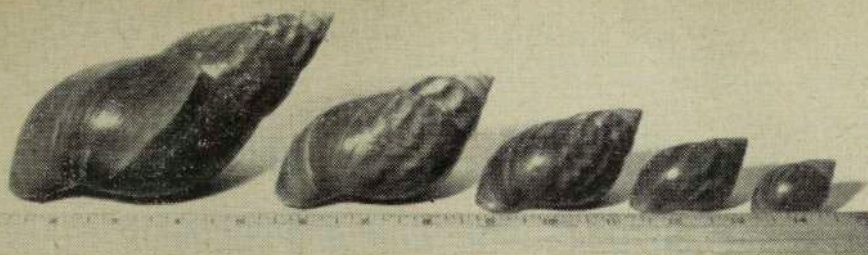
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52

DECEMBER, 1958 — PACIFIC ISLANDS MONTHLY



If the writer's suggestion about exporting New Guinea's giant Japanese snails pays off, there shouldn't be any lack of variety. New Guinea snails come in all sizes, from the trial size on the right, to large economy sizes (in the middle), and the giant size—6 in.—on the left. They are ranged along a 15 in. measure.

COCONUT CHIPS, TROPICAL LIQUEURS AND SNAILS IN BRINE

AN IMAGINATIVE APPROACH TO PACIFIC TRADE BOOSTING

The writer of this article, "PIM's" Auckland correspondent, has a few revolutionary ideas—such as shipping back those snails to the Japs as a food delicacy—but there is much in what he says. No day ever passes when "PIM's" Sydney office has not at least one inquiry from someone interested in the commercial possibilities of the Islands. Authoritative information, readily available in the form suggested, would be a godsend to many—and providing it would not cut across the sacred function of the South Pacific Commission as an "advisory body only".

By J. P. SHORTALL

Since the South Pacific Commission was formed it has been instrumental in carrying out many agricultural, crop, and fisheries surveys, mostly with a view to investigating the possibility of establishing primary industries in new areas so that all the local eggs are not in one—or two—baskets.

THE results of these surveys have been published in the form of Technical Papers.

This is all very well; but what about a really useful survey of possible industries based on existing resources, including the market outlook for such produce? This seems to be something that is very badly needed, and the SPC appears to be well placed for carrying out such a survey.

There are, in the Islands, and outside the Islands, a great many people with some capital and plenty of enterprise, who are looking for profitable outlets in the form of small industries. What they lack is some guidance as to industrial possibilities in the Islands.

A great deal of time and money can be wasted at present by such an investor in slowly gathering factual information.

What first is wanted is a survey of possible industries, and an ex-

planation of whether and why they are feasible, or not.

Americans Love Coconut-Chips

For example, can anyone say with authority that a profitable little coconut-chip industry is out of the question?

Huge quantities of potato chips are eaten in Australia. Large quantities of coconut-chips are eaten in America. Why should Australians not eat coconut-chips if they are properly presented?

What about other markets—in America or elsewhere. And where in the Islands would it be practical to establish such an industry? What would it require in electricity, water,



If there is one thing the South Pacific has plenty of, it's coconuts. And why not a coconut chip business, indeed?

and labour resources; how long can coconut chips be safely stored in the tropics after roasting; what regulations exist in nearby marketing countries which might have an important bearing on landed costs, etc.?

Such a survey might make a start by dealing thoroughly with the better known industries. One of these would be the possibility existing for small local copra-crushing mills. The process may or may not require large quantities of water, steam, or electricity. These considerations could be the immediate deciding factors.

For example, at first sight there would seem to be many sound reasons for establishing a small mill in the Northern Cooks, or perhaps in the Gilberts, but some of the above-mentioned considerations might rule such an industry out.

Or again, those particular requirements might all be met in the New Hebrides, but there might be no labour, where plenty of the right kind of labour might exist in the Cooks. And even if this industry were feasible, can the investor be sure that no government agreement at present exists whereby all the local copra is promised to some outside organisation?

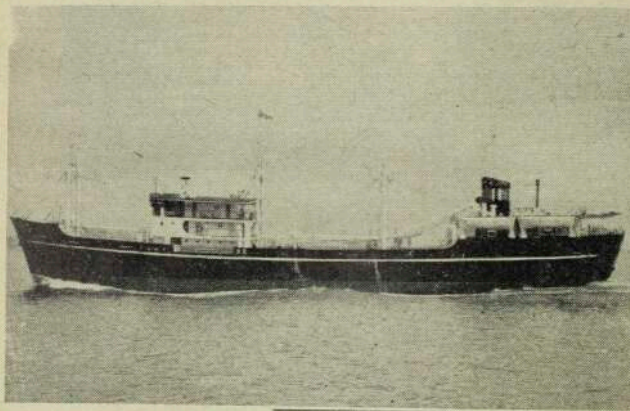
Miss Out, Perhaps

For an individual investor to set out to gather all this information piecemeal, the outlook is so disheartening at present that he is apt to abandon all idea of investment after the first flush of enthusiasm, and in doing so perhaps miss out on a worthwhile venture.

Among the industries that could be listed for investigation of technical requirements, suggested locations, and market outlooks would be the following: Fruit peel; canned, dried and quick-frozen fruits; jams, pickles, and chutneys; peanut-butter; coconut syrup; liqueurs made from tropical fruits; perfumes; meat tenderisers made from papain (a derivative of the pawpaw or papaya); "instant" coffee; pottery; cocoa in consumer form; salt production; shell button and wooden button manufacturing; plastic industries; canned soups, canned mushrooms; cut flowers.

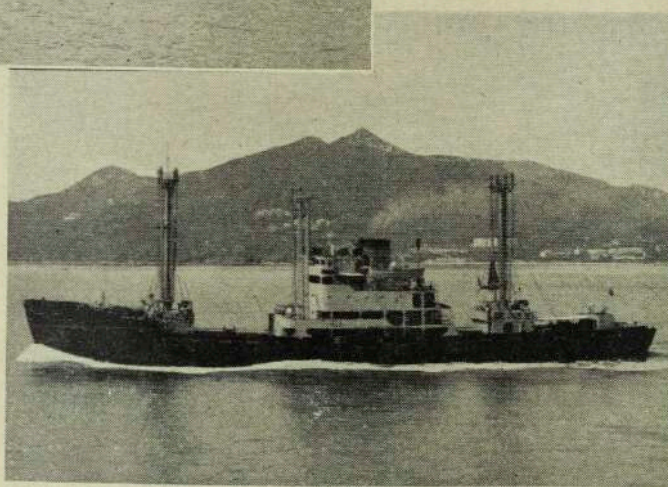
As well as these more obvious possibilities there may be others a

TAIKOO DOCKYARD, HONG KONG



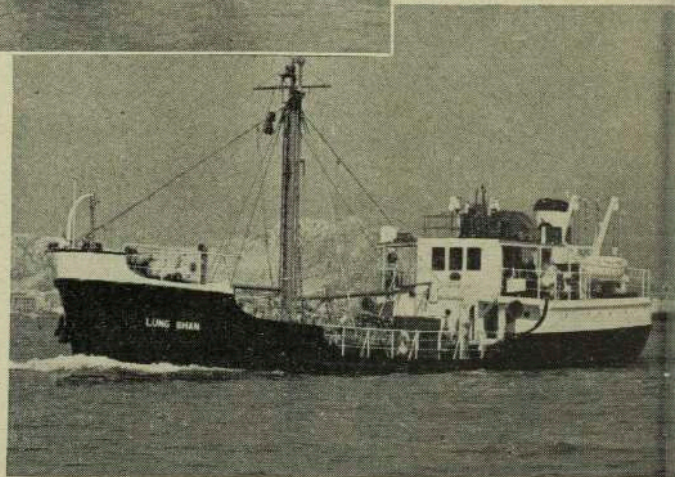
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud, Drammes, Norway.

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Left: M.V. "TARAWERA", all refrigerated motor vessel built for the Union Steam Ship Co. of New Zealand Ltd.

Right: "LUNG SHAN", one of the two bunkering vessels built to the order of Shell Tankers Ltd. For use in Hong Kong supplying fuel and lubricating oils to ships at harbour moorings.



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wood deal less obvious. Shipping connections are improving throughout the Pacific and new markets are opening up.

Japanese Love Snails

There may be many commodities that the Islands could produce from existing materials which would have no sale at all in the traditional markets, but might have considerable sale, say, in Eastern markets. The SPC might very profitably make close investigation of such markets.

As an extreme example of possibilities under this heading, we might consider an item in November PIM where it was reported that giant snails are still a major and costly pest in New Britain, where they have become established in millions.

Remembering that these snails were deliberately introduced to this island as a war-time item of diet by the Japanese, is it not just possible that they could be sold profitably in that country now—perhaps shipped in brine, in casks, or in some other acceptable way?

Has anyone investigated this possibility? And if these giant snails have no present commercial value, perhaps there are other, small varieties that do have. Plenty of expensive cans of French-type snails cross the counters of Sydney delicatessens and they have been imported all the way from Europe.

Perhaps there are other equally exotic foodstuffs at present available, or which could be very easily produced in the Islands and which would have a ready market in the East.

Hongkong still has its millionaires as well as its refugees, and Australia's population no longer consists solely of people who eat "dinkum Aussie" food.

How the SPC Could Help

The survey of markets is a specialised work, calling for access to many obscure trade journals which are largely unknown to the newcomer and certainly not available over the counter of many bookellers.

The SPC, on behalf of its member governments, who are keen to encourage new industries, could be of great assistance by establishing a really good market advisory service.

The market situation is constantly changing. What may not be competitive last year may be highly profitable this year, but unless and until there is such an advisory service there is no encouragement or forewarning to take advantage of likely openings.

This particularly applies to landowners in the Islands who would perhaps be fully prepared and able to take advantage of market openings in diversified catch-crops.

Suppose, for example, that ginger

roots are normally supplied to New Zealand mainly from Fiji. At present, should it be evident that the crop was going to fail due, say, to flooding, the farmers in perhaps the Cook Islands who might be ready to jump into this market breach, are unlikely ever to hear about it—or certainly not in time for them to get a crop in to meet the situation profitably.

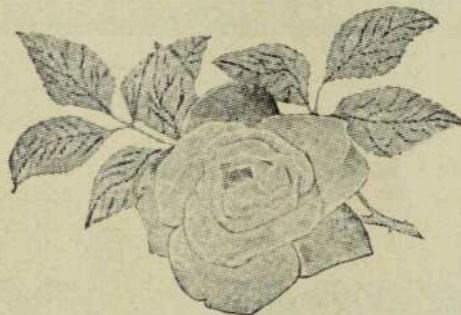
To give such warning and advice would be the function of this advisory service. It would be given not through the individual governments or administrations or their agricultural departments (who for their own good reasons often oppose such diversification) but in the form of a

regularly circulated published bulletin; perhaps even in the existing *SPC Quarterly Bulletin*, though a monthly bulletin would seem to be called for, to fully meet the situation.

A reliable service of this kind might provide a very real contribution to the economy of the South Pacific.

A salt industry will start near Port Moresby soon, as a native co-operative. P-NG imports 1,000 tons of salt a year at present, but it's hoped in 10 years local production will account for all of it. Production will be by solar evaporation.

BE SURE OF THE BEST!



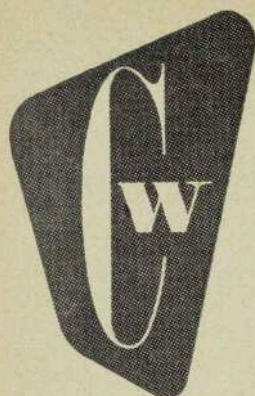
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IT'S A DO-IT-YOURSELF STAMP ISSUE

Norfolk Island people are going to get the opportunity of designing their own postage stamps. But if any of their designs are accepted they will have to be content with little else but the kudos.

The Norfolk Island Administration announced the scheme in late November. The announcement said Norfolk planned on a new stamp issue, possibly consisting of nine denominations, in 1959. Exact details had yet to be decided.

However, residents were invited to submit designs or ideas—in the form of their own photographs, or sketches and drawings, or detailed written descriptions. Designs had to go to the Administrator by Christmas Eve.

A prize of £5 "and a copy of the die proofs of the issue" will be awarded to anyone who submits a design or idea that is used.

No doubt there will be plenty of takers—for it will be in the way of an honour to have designed your own stamps.

Although £5 these days will hardly pay for the supply and processing of photographs used in the design.

The Big Hebrides

Mix-up

Do You Say Santo, Santos or Luganville?

• Walk into any RNZAF or United States Ex-Servicemen's Club and ask any likely-looking World War II vintage ex-serviceman to place his finger on Luganville on a chart of the South-West Pacific, and you'll almost certainly draw a blank.

BUT ask the same man to point out "Santos" and he will immediately indicate the Second Channel area of south-east Espiritu Santo Island in the northern New Hebrides. Yet officially there is no such place as Santos.

This is just one of the problems that pop up each time, as now, that a new edition of the *Pacific Islands Year Book* is being prepared.

Prior to World War II, the few people who had occasion to talk about the island of Espiritu Santo naturally called it Santo for short.

On Espiritu Santo's south-east coast, on the shores of the Second Channel—which is formed by the small islands of Malo and Aore close off-shore—was a small settlement known as Luganville, administrative centre for this area.

During the Pacific war, the Americans arrived in great force, to set up a huge complex of bases all about the Second Channel area.

There are several places called Santos—with an "s"—in the Americas, and this seems to be the only sound explanation of why they attached this letter to a general name for this whole military city, of which Luganville became merely an insignificant suburb or subdivision.

When the war ended, the word Luganville was virtually forgotten—but unfortunately it hadn't just changed its name to Santos.

The trouble now is that no two people agree as to just what is meant by Santo or Santos. Is it the island? Is it Luganville? Is it the new wharf area? Or is it the general Second Channel area just as it was in military days? And is Luganville merely a part of this new Santos?

Most residents still call it Santo. So do Islands merchants, shipping companies and airline operators.

Maybe the only sound test of whether there is a township called Santo/Santos, or a place called Luganville is *The International List of Telegraph Offices*, published by the International Telegraphic Union's Berne headquarters, and constantly kept up-to-date by them. It is an essential document in every telegraph office in the world—and what it says, goes! It lists Luganville, but not Santos, New Hebrides.

However, the word Santos (or Santo) is becoming so firmly entrenched in actual usage that something will have to be done about it on an official level before many more years.

In places like Sydney where telegraph officials are familiar with the Luganville-Santos mix-up, there is not much difficulty, but in more distant places many people know of no other name than Santos (or Santo) for this settlement, and an increasing telegraphic problem will develop overseas.

It would be interesting to know for whom Luganville was named—and just at what point the original pre-war Luganville existed—if it did at all.

The present town was virtually non-existent before the war. The Second Channel was an area of French-owned plantations and nothing more. The present town straggles for miles along the main road (Yank built) and the only people to benefit from that are the Tonkinese taxi owners.

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Do your feet itch so badly that they nearly drive you crazy? Does the skin crack and peel? Are there blisters between your toes and on the soles of your feet? If you suffer from these foot troubles the real cause is a germ or fungus which you must kill to get rid of the trouble. Fortunately it is at last possible to end these foot troubles, Tinea and stubborn cases of Eczema, Ringworm, etc., with an American Hospital Discovery called Nixoderm. Nixoderm stops the itch in 7 minutes, kills germs and fungus and in 24 hours the skin begins to heal clear and smooth. Get Nixoderm from your chemist to-day under positive guarantee to return your money if not satisfied.

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Shipping Lines Are Making £28-Million Tourist Gamble

Pacific Will Have To Meet The Biggest Tourist Influx Ever

By Stuart Inder

Anybody who doubts that the Pacific tourist industry is now ripe for opening up in a big way, might be interested to learn that a British shipping combine is betting £28 million that this will happen in the next two years.

THAT'S what it's going to cost the P & O Group, which includes the Orient Line, to build the 40,000-ton *Oriana*, and the 45,000-ton *Canberra*.

The two new ships, able to travel at about 28 knots, and carrying 2,000 passengers each, will go into the Pacific service in the next two years.

This service is being extended to form a great triangle, taking in both North and South Pacific; and its ships will operate under the name of the recently formed Orient and Pacific Lines, which is an integration of P & O and Orient Line services, and specially designed to handle this big new Pacific passenger trade.

The new services will involve eight passenger ships, worth about £65,000,000, including such luxury ships as the 28,000 *Himalaya* (which has already begun Pacific service), the 30,000-ton *Arcadia*, the 24,000-ton *Chusan*, in addition to the two big ships now building.

They Need Passengers

These ships are dependent on passengers.

The two new ships will be dependent virtually on *Pacific* passengers. They will, like the others, operate other runs, mainly UK to

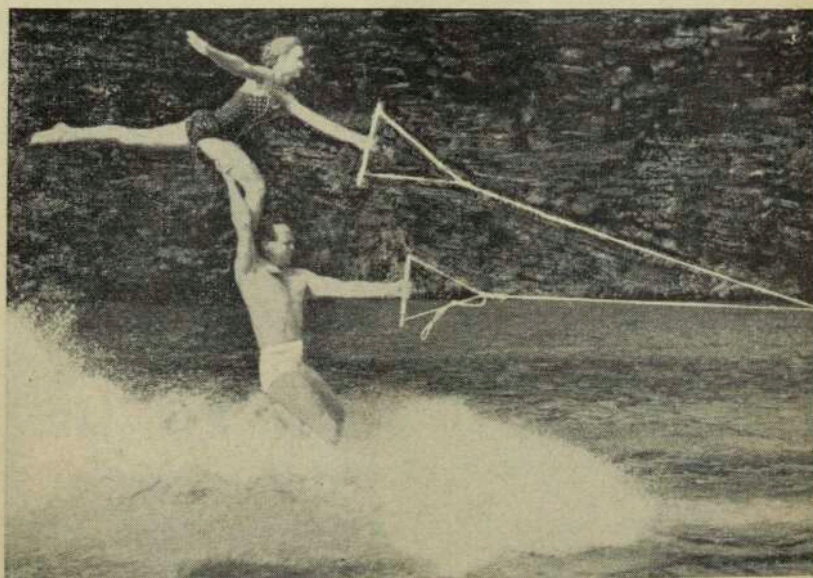
Australia, but the *Canberra* and the *Oriana* will not be able to exist on the UK run alone.

Yet at the present rate of Pacific

Pacific tourist amenities are getting better all the time, but most still retain their own brand of Pacific charm. At left are some of the latest bura (native-style housing) just opened for guests at the Korolevu Beach Hotel, Fiji. They are luxuriously appointed. At right is the view up the beach from the bura.

passenger bookings, they wouldn't be able to pay there, either. There would need to be an additional 20,000 passengers a year to and from the US West Coast, across the North and South Pacific, to make it a worthwhile proposition.

In short, Americans and Canadians would have to "discover" the Pacific, as they discovered Europe after the war. And they would need to spend their dollars as freely in getting there. Since all these new tourists would not choose to travel by ship, there would have to be a greater number of tourists arriving



Netherlands New Guinea, once off the beaten track, is getting increased numbers of visitors. There is plenty to do—such as water skiing on Lake Sentani, near Hollandia.

—KVR Photo.

able than the ships themselves would need, so an additional 20,000 tourists overall would be conservative.

Now all this is of vital interest to the Pacific Islands.

In the first place it is clear that the gentlemen who sit in the board rooms of the big shipping interests have deliberately chosen to speculate on the Pacific as a big new tourist attraction.

A Shrewd Gamble

While certainly the shipping business is a speculative one, because so many important decisions have to be taken in advance, nobody speculates in millions unless they have a pretty shrewd idea that they are going to be proved right.

Secondly, having once taken the decision, as the P & O Group has, the speculator would have to do everything possible to make it pay off, by intensifying, or even deliberately creating, demand for Pacific travel.

And that is just what is happening now.

In the last few months there has been launched the beginnings of a "sell the Pacific" publicity campaign of vast magnitude. It will grow in intensity in the next couple of years, and involve every kind of agency and publicity tie-up. It has to be Big Time, because it's playing for millions.

Not only P & O, but other transport services, will come in on it—and have in fact started.

Outer Islands May Get a Chance

The beautiful islands of Vanua Levu and Ovalau, Fiji, for too long off the tourist tracks (see "PIM", October, p. 55) may shortly get the rights due to them.

The Fiji Visitors' Bureau in November decided to ask the shipping companies to send tourist vessels to Savusavu and Levuka. It appointed a delegation to take the matter up.

Commercial bodies at both places are supporting the scheme.

The tourists would not be disappointed. There is plenty of interest on both islands, including the 44-mile Hibiscus Highway on Vanua Levu, which winds through some of Fiji's prettiest country.

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The Pacific Islands have hardly begun to be aware of what is happening, for the intensive publicity is designed for America, Canada and Europe where the passenger will come from.

The beginnings of the campaign are only now being laid in Australia which will be used as a key-stone of the Pacific travel plans.

Top Men Lead Drive

Top P & O Group executives, beginning with the Deputy Chairman, Sir Donald Anderson, who started the publicity ball rolling in New York in February (and later visited Australia) are putting a great deal of personal time and energy into the drive at this early stage.

One of the P & O Managing Directors, Mr. A. J. Crichton, and a General Manager, Mr. C. W. Aston, were in Australia in November.

This job at the Australian end has been one of public relations at the stage (they also have an Australian public relations firm working behind the scenes) because the Australian side involves some peculiar problems not encountered elsewhere.

It is not that Australians must be made Pacific travel conscious for the Group is under no illusion that the money that will make the ships pay will come not from Australia but from the American end.

But Australia has long been aware of the P & O Group because of its vital passenger and freight link to the UK, and the Group for many years has been quietly rankling at the treatment it gets at the hands of Australian public opinion, which universally regards all big shipping companies, of whatever flag, as monopolies of robber barons sucking the blood of the workers.



There is a warm welcome waiting for Pacific tourists everywhere. In fact, the hospitality in Noumea, New Caledonia, seemed to weigh this fellow down.

Photo: Fred Dunn.

But the Group has been universally unsuccessful in getting across to the Australian man-in-the-street the news that the Group (which owns 360 ships throughout the world) makes a much smaller profit on shareholders' funds than the average company; that British industry as a whole made an average of about 19 per cent. on shareholders' funds compared with less than 9 per cent. for shipping as a whole; that the most profitable type of major business in Australia recently showed a profit of 34 per cent., another basic industry showed 30 per cent., compared with the P & O figure of 8 per cent.; that its Australian services do not give as profitable a return as the Group does as a whole; and that while Australians are always calling for freight rates to be reduced, London shareholders are always demanding to know why they can't get a better return for their money.

Delicate Job

This is a somewhat delicate public relations job which the Group still has on its hands in Australia, although it is tackling it gamely and with surprising honesty.

The main point of interest for Pacific Islanders is that, however that particular problem may turn out (for many other considerations besides the immediate Pacific travel plan are involved in it), the Islands are going to benefit in a thousand ways by the vast tourist influx which is now, inevitably, on its way.

Noumea As A Regular Port Of Call

From Fred Dunn, in Noumea

Area vice-president of the Matson Lines, Mr. T. E. Rowe, with Mr. O'Brien, traffic manager from Sydney, have been visiting here to see the possibilities for making New Caledonia a regular port of call for their ships, "Mariposa" and "Monterey".

They have made a detailed study of tourist attractions, including those on the Isle of Pines. They were very impressed with the latter.

"It's just what the tourists want," said Mr. Rowe.

However, a difficulty there is that the plane, a Heron, is limited to 14 passengers.

The proposed call at Noumea would be made on the return voyage to the US, with Auckland omitted. But mooring would have to be arranged, as the ships couldn't berth. This is now being investigated, and a plan will be submitted to Matson within a month.

Matson Hotels in 1959 are co-operating with Orient and Pacific Lines to provide 39-day excursion trips from Sydney to Honolulu at reduced rates. Passengers will travel by O & P and stay at Matson's Honolulu hotels.



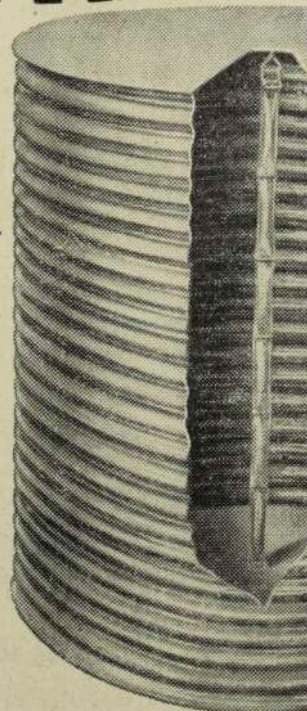
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A Recording of Weird New Guinea Noises

They're Looking For More Music From The South Pacific

A small Australian recording company is looking for primitive music of the South Pacific.

THE company, Wattle Recordings, of Sydney, has just released a long-playing record of New Guinea music, and hopes to follow it up with recordings from other areas—if it can get hold of the raw material.

"We hope people will release material to us. We already have had some offers," said Mr. Edgar Waters in Sydney in November.

Mr. Waters and Mr. Peter Hamilton are Wattle Recordings, which is a small-time company that has so far specialised in Australian ballads and folk songs.

It operates from a dilapidated building in Cathedral Street, one of Sydney's old residential areas that the city's spread is now turning over to commerce.

73 Samples

Music of New Guinea plays for about 40 minutes and sells in Sydney for 57/6.

It comprises 73 examples from 14 areas of NG—the Huon Peninsula to the Maclay Coast, Madang to Manam Island, the Sepik River, Wewak to Dutch NG, the Huon Gulf to North Morobe, South-East Morobe, the NG Highlands, Vitiaz and Dampier Straits, the North Coast of New Britain, the Tolai area, the Gazelle Peninsula and the South Coast, the Bougainville area (including the Tasmanians) and the Admiralty group.

The examples include a wide variety of songs and noises—none of them likely to interest the hit paraders, but of value to music specialists, or to anybody interested in owning some genuine New Guinea native noises.

The samples include "pig killing music"; a solo death chant sung for a corpse being mummified over a fire of burning coral and green leaves; music made by tubes of hour-glass shaped lengths of wood being dashed rhythmically end-on into a pool of water—to represent the bark of a crocodile; a Kukukuku tribesman strumming the string of his great fighting bow, and chanting; a yodel call from the Wahgi Valley.

But there are many more examples of equal fascination, if perhaps a little tuneless by normal standards.

A Bamboo Zither

The musical instruments used include drums, various kinds of flutes, panpipes, bamboo rattles, a jew's harp made from bamboo, and a bamboo zither.

A printed introduction accompanies the recording, explaining the sound tracks and giving notes on methods. It is a valuable addition.

Responsible for most of the tapes used in the recording is Mr. Ray Sheridan, who now lives in Rabaul,

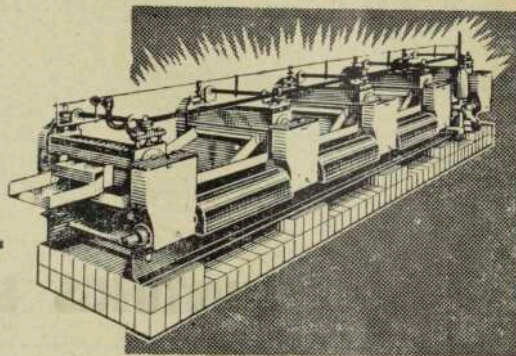
but who is probably better known in the New Guinea music field through his association a few years ago with the Australian Broadcasting Commission. He did several popular recorded features on NG music.

But some of the recordings used were taken by an Administration MO, Dr. W. E. Smythe.

All the tapes have been collected slowly over the last few years.

Mr. Sheridan is now working to collect NG instrumental music for recording—which should be a good seller if it turns out like some of the native instrumental recordings that are now eagerly being bought by tourists in parts of Polynesia.

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

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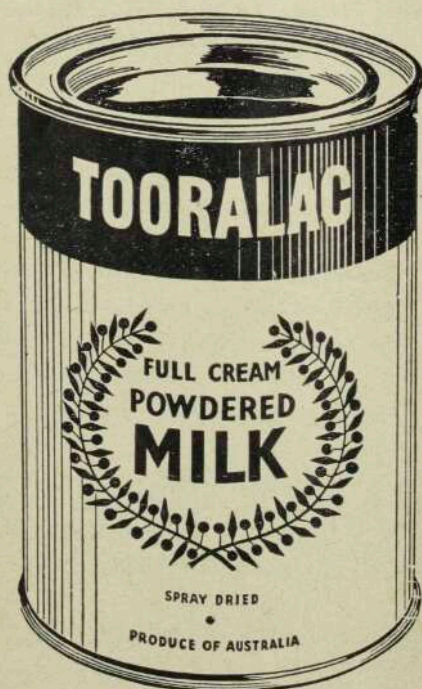
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FIRST NEWSPAPER IN THE WORLD

Perhaps They'll Print It In The Chathams!

• The possibility of Tonga being able to put "The First Newspaper in the World" on the mast-head of a newspaper, if one should be published there, was discussed in a "PIM" article in August (p. 35).

BUT someone seems, however, to have overlooked the possibility that even Tonga, in 175 degrees West longitude but keeping the time and date of East longitude—12 hours and 20 minutes ahead of Greenwich—might also be scooped. The Chatham Islands east of New Zealand, in 176½ degrees West longitude, keep standard time of 12 hours and 45 minutes ahead of Greenwich, so *their* morning paper could well be sold out before the Tongan "Morning Surprise" reaches the hands of its readers! Like Tonga, the Chathams at present are served only by a cyclostyled daily news-sheet, and the possibility of anything more impressive appearing amongst that population of 500 seems slight, indeed.

The point made here is that Tonga, often thought to be ahead of all other places in Standard Time, is not so.

Three Different Times

Chathams standard time of 12 hours and 45 minutes ahead of Greenwich was established by a Statute Admendment Bill passed by the New Zealand parliament in October, 1956, and the law came into force on January 1, 1957.

For some years prior to that, no less than three different time standards were being kept in those islands and it was to finally straighten out this confusion that the law was brought in.

The confusion of times came about through the alteration of New Zealand Standard Time during World War II, from 11½ hours to 12 hours ahead of Greenwich.

Back in the 1930's New Zealand had its first taste of daylight saving time, thanks to an MP named Sidey.

In the first summer the clocks were advanced a full hour. This raised such a howl from the farming community that in successive years, clocks were advanced only half an hour. When war came it was decided to maintain daylight saving time throughout the year, mainly to save electricity in the evenings by getting everyone off to bed half an hour earlier.

The population became so used

to this alteration—and it was so convenient from an international communications point of view—that Standard Time was legally altered to 12 hours in advance of Greenwich, and daylight saving time abolished.

Meanwhile, in the Chathams, most people ignored Mr. Sidey and the later compromise, keeping right on with what *their* time had been for a long time—45 minutes ahead of New Zealand time, or 12 hours and 15 minutes ahead of Greenwich—which tallied fairly well with the true solar time, except that for convenience, the New Zealand date was, and still is, maintained.

However, when New Zealand Standard Time was legally altered to 12 hours in advance of Greenwich

some of the Islanders objected and refused to alter their clocks from 12 hours and 15 minutes ahead of Greenwich.

Some complied with the law and altered to 12 hours and 45 minutes ahead, and another group, finding the whole thing beyond them, set their clocks at the new New Zealand Standard Time of 12 hours, pointing out that as far as the Chatham Islands were concerned it was optional anyway.

Whether it was so or not, the option ceased on January 1, 1957 and, unless there is some obscure Soviet territory in the Bering Strait area with clocks still further advanced, the Chathams undoubtedly hold the distinction of being the most Advanced Islands in the World.—J. P. SHORTALL.

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Scientific tests over a 2-year period show a startling reduction in tooth decay for those who brushed their teeth with Colgate's right after eating! In fact, X-rays showed no new cavities whatever for almost 2 out of 3 people.

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Two-thirds of the patients in the big new hospital at Vavau, Tonga (pictured), in early November were polio cases, some of them with paralysis.

Quarantined in Niue

POLIO FIGHT IN THE ISLANDS

By a Staff Writer

When the *Tofua* called at Niue, on her November round, on November 12, the following things happened:

- Neither passengers nor crew were allowed ashore.
 - Ten passengers (including two young women and two young children), who were booked to Niue, were placed in a big cargo boat, and towed ashore by a launch which stayed out at the end of a mooring rope. They were not allowed near the people ashore and were taken away to a closely-guarded quarantine camp, where they were to remain for 21 days.
 - The 40 casual labourers from Niue, who worked the cargo from ship to shore, were similarly taken away under guard, and put into the same quarantine camp for 21 days.
- "Ooh," said an imaginative New Zealand girl, leaning over the rail and watching the passengers' departure, and fixing her eyes on the two gaily-dressed lasses in the boat, "they're going to be stuck in that quarantine camp with 46 men for three weeks. Gosh!"
- But no one is blaming the authorities. This polio epidemic is taking a pretty grim toll in these islands.
- Fiji has had hundreds of cases, and the thing—despite precautions—has spread through Tonga in the past month or two. When

I visited the big new Vavau Hospital on November 11, two-thirds of the patients were polio cases, some with paralysis. The doctors, however, were of the opinion that the epidemic is burning out.

Some people say that ordinary quarantine is useless against polio—that the virus just drifts through the air. It will be interesting to learn what happens in Niue, where there are 4,700 people.

Niue—like Tonga, until September last—has never experienced polio.

SUVA, Nov. 1.

The poliomyelitis outbreak—the worst in Fiji's history—is dying out.

The Director of Medical Services, Dr. P. W. Dill-Russell, said yesterday that Suva could be considered clear. No new cases had been reported in the city for nearly a month.

The outbreak began in July. Between then and the end of October, 313 cases were notified.

Of the cases treated in hospital, 75 per cent. were children of six years and under. Thirteen and a half per cent. were between seven and 20 years and 11½ per cent. 21 years and over.

The race least affected was the Fijians. Among them the number of cases was only 0.67 per thousand. Among the Indians it was 0.99 per thousand.

The figure for all other races, including Europeans, was 1.64 per thousand.

There were eight deaths—four adults and four infants.

The Philippines tug *Cabrilla* which towed the new Fiji Government vessel *Degei II* from Hong Kong to the New Hebrides area, arrived at Auckland with the remainder of her tow on November 28, 83 days after leaving Hong Kong.

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All Tongans are Christians, and religion plays a big part in daily life in Tonga. More than half the population belongs to the Free Wesleyan Church. But when Pope Pius died in October, Queen Salote, members of the Royal family, Government officials and a big crowd of Tongans attended a Pontifical High Mass at Ma'ufanga, Nukualofa. Here, at the service, Queen Salote is accompanied by Rev. Mother Superior Mary Eva.

—Hettig, Nukualofa.

EVERYTHING'S ON THE UP AND UP IN TONGA

TONGA HAS PACIFIC'S MOST ENTERPRISING NATIVE LEADER

From a Staff Correspondent

Tonga's new Treaty of Friendship and Protection with Britain, signed in August, gives the independent kingdom of Tonga the ordering of its own financial affairs.

THIS means that Prince Tungi, Heir Apparent and Premier, is now free to make his own decisions—subject to the Queen and the Cabinet—regarding finance. Which means that Tungi can do as he pleases—for everyone in Tonga, from the Queen to the meanest labourer, holds the hard-working prince in great esteem, and most are certain that whatever he does will be for the good of the kingdom.

Prince Tungi never rests. If he is not in Holland buying ships, he is in America selling the Kingdom's copra. He has a dozen bright plans for the establishment of new industries, to supplement the earnings of copra and bananas.

And—perhaps because he realises that his happy, laughing Tongans, of whom there are now 60,000, cannot endure too much hard, monotonous work—he is always studying and buying machines.

I wandered into the Government Printing Office—and I was astonished to see there a couple of the newest Heidelberg presses, and a shining new Intertype; and other modern machines. Another Inter-

type is on the way, and next year Tonga is to have a weekly newspaper.

And why not? These people are almost all literate in Tongan, and a great many in English; and nothing will assist their social progress more than the printed word, regularly published.

I found the streets of the towns all hard-surfaced (they used to be of grass), the big ships tying up to concrete wharves, a very large new produce store being erected by Tongans in Nukualofa, a fine new hospital in Vavau, all staffed by Tongans—the director of Health took his medical degree at NZ's Otago University.

For Better Agriculture

A young European went solemnly down to the wharf-side at Vavau, sitting in a cart drawn by a small, modern tractor. I discovered that he was Mr. T. W. Canter-Visscher, a Dutch-New Zealander in charge of the agricultural experiment station, two miles out in the bush, from Vavau. The budget is slim and tight, there are no taxis—so Mr.

and Mrs. Canter-Visscher come in on the tractor, every week or two, for supplies and mail. Five miles an hour.

Out there, I saw the Tungi policy in full operation. It seeks an extension of food products and an improvement in quality; and so in various stages of controlled growth I saw bananas, cabbages, tomatoes, coconuts, cocoa and—this most significant—vanilla.

Here is a pool of modern agricultural implements—and any landowner in the district may hire them at a very low rate.

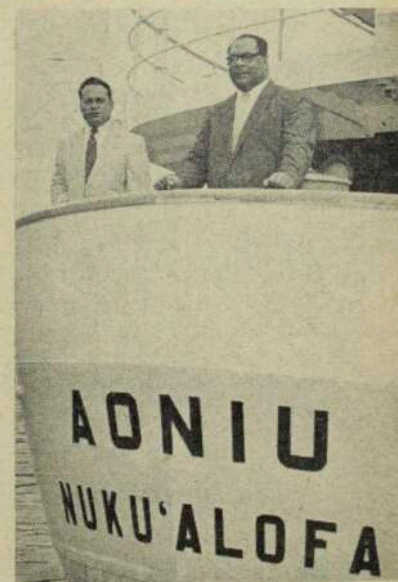
The cocoa trees—young plants from Samoa—were poorly, and disease-stricken. This is not cocoa country.

But the vanilla vines are flourishing, and the experimentalists think they can produce a bean as good as Tahiti's. If they can, here is a very suitable new industry for the Tongan farmer.

Coconuts grow all over these Vavau islands, and the output of copra should be greater. But they mostly grow out of unchecked bush—the nuts fall and are lost.

The well-fed Tongan landholders are too indifferent to money to bother clearing the bush and turning the nuts into copra. Pests thereby are encouraged. Rats are a great nuisance.

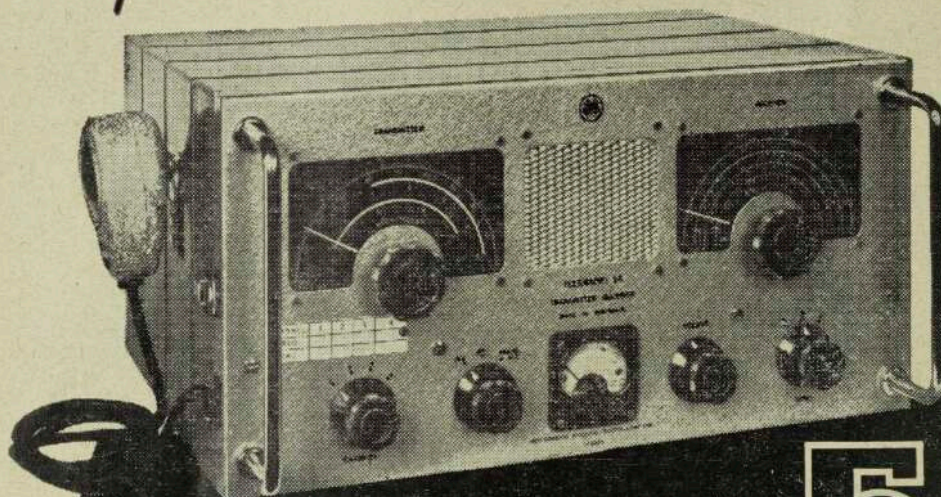
Young Canter-Visscher, over a year, carried out an experiment, with some 200 coconut palms. Some he banded with metal, to keep the rats from climbing the trunks; some he left in their natural condition. He discovered that, among the trees in the 20-40 years age-group, there



The most recent "love" of the enterprising Prime Minister of Tonga is the 600-ton "Aoni'u", on which he is here photographed with Governor Coleman, of American Samoa.

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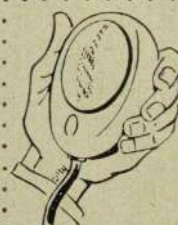
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was a loss of no less than 79 per cent. of nuts, due to rats.

At Nukualofa, there is a similar agricultural station, which produces a lot of foodstuffs, for sale.

Tonga's £2m Nest-Egg

Tungi's new financial independence has given him virtual control over accumulated funds of nearly £2 million Tongan (the Tongan £ is at par with the Australian £). There is nearly £1 million in accumulated Copra Board funds, and £1 million in accumulated Government surpluses.

Tongan "old hands" are watching developments with some trepidation—they fear that the enthusiastic young Premier may be rash with the Kingdom's nest-egg. But he seems to be proceeding with caution. He certainly can do a lot with £2 millions.

Once, a lot of land was held in Tonga on lease by European planters. But few of these leases are being renewed. Every Tongan male, as he becomes 16, is entitled to 100 square fathoms (81 acres) of land, and the population is growing steadily. Lack of fixed survey lines has made allocation of titles somewhat difficult; but Tungi has had a surveying team from NZ at work for a long time and presently he hopes to have a complete record of Tonga's available agricultural land.

Indolence: A Problem

Tungi's main problem is the characteristic Polynesian indolence. The Tongans' fertile archipelago gives him an abundance of plain food and, for the rest (fine raiment and liquor and cars and so forth) he could not care less.

After all, why *should* he work?

The answer may come through the ladies. The young Tongan women are bright, well-educated, interested in life's good things, and very much mistresses of themselves. No down-trodden domestic slaves, these.

By and large, their houses are appalling—either decayed thatch or dilapidated huts of shabby timber and rusty iron. If Tungi could use some of his £2 millions to stimulate in the Tongan Mum a desire for well-floored houses, with sanitation and refrigeration, and could evolve a suitable type of standard house for Tonga, then it is as certain as the sunset that Tonga's Dad would be compelled to work a bit harder, either in new industries or in using his land more effectively.

The future career of Crown Prince Tungi should be worth watching.

Some good men have shown up in recent years in Fiji and Samoa—but no South Pacific Islander, so far, has displayed greater quality in independent and constructive thought, and more energy in implementing his decisions, than the heir to Tonga's Throne.



COOK'S FAMOUS TORTOISE

But Is It—Or Isn't It?

• *Tonga's famous land tortoise, Tui Malila, one of two said to have been left in Tonga by Captain Cook in 1774, has caused some comment since his latest picture appeared in "PIM" in September.*

TUI MALILA lives in the grounds of the Royal Palace at Nukualofa, and is a great favourite of Queen Salote.

However, a Samoan correspondent says he's still not sure whether he can believe that Tonga's Tui Malila is the original Captain Cook model. How does anyone know, he asks?

This, of course, is an old debate; the answer is that probably nobody knows how old he is, since nobody else appears to have lasted the same distance.

Dr. Allen Keast, of the Australian Museum, Sydney, says it is probably possible for a tortoise of Tui Malila's size (which is not large, but apparently large enough) to live for 200 years.

Large tortoises would take life "pretty quietly," he said, and not wear themselves out. But Dr. Keast was careful not to become involved in any argument about Tui Malila in particular, which is probably very intelligent of him.

A well-known British authority, Dr. Maurice Burton, took an interest

in the Tongan tortoise a few years ago and wrote to Prince Tungi, who reported that "Tongan oral tradition is fairly reliable concerning the names of early navigators and discoverers, and the tortoise has not at any time been connected with the name of anyone but Cook".

Dr. Burton seemed to think it would be difficult to establish the truth one way or another.

However, here are two more quotes the Samoan reader might like to consider:

Sir Harry Luke, a former Governor of Fiji and High Commissioner of the Western Pacific, writing in *Queen Salote and Her Kingdom* (1954):

"One of the anthropological works on Tonga casts some doubt on Tui Malila being identical with the male tortoise brought to Tonga by Captain Cook. On mentioning this one day to the Queen, Her Majesty asserted that the belief unanimously held by the Tongan people that he is indeed the very one is well authenticated by unbroken tradition."

And Mr. J. S. Neill (whose death is reported elsewhere in this issue), for 10 years British Consul in Tonga, writing in *Ten Years in Tonga* (1955):

"I have seen in the Royal Palace in Nukualofa some red cloth and bunting which Captain Cook gave as a present to one of the chiefs. The material is in excellent condition and is much treasured by Queen Salote. I would like to think that the famous tortoise in the Palace grounds had also been a gift from him, but I am afraid this is not so." So there you are!

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Captain Harness—as Brett Hilder sees him.

CAPTAIN E. W. HARNESS

RETIRES FROM FIJI

He's Piloted 5,000 Ships

• Captain Edward Harness retired at the end of October after 14 years as Suva's harbour master—and a lifetime in the Islands.

CAPTAIN HARNESS, was born in Suva in 1908, and educated at the Suva Boys' Grammar School. At 16 he got a job in the post office for a year, and then joined the Colonial Service as cadet-midshipman, serving in the *HMCS Pioneer*.

This vessel was the Governor's yacht, and also served as a light-house tender, and made visits to the Gilberts and Solomons.

In 1929 Ted passed for second mate in Auckland, and returned to the *Pioneer* as second officer. In 1932 he passed for first mate, also in Auckland, and as there was no vacancy in the service he decided to get some experience in merchant ships.

He sailed first in the schooner *Lei Viti*, which had been BP's *Motau*, and the following year joined BP's *Malake*, as second mate under Captain Donovan. In June, 1935, he rejoined the Colonial Service as chief officer of the *Nimanoa* at Ocean Island, and while there he married Miss Betty Leask, who had been born in Suva.

Pacific Activity

In 1937 there was a lot of activity in the Central Pacific about establishment of air-bases on the deserted atolls. There was rivalry and disputed sovereignty between the USA and Britain.

An early British move was to send the *Nimanoa* to erect notices

of British ownership on the deserted islands of the Phoenix Group, which was transferred to the Gilbert and Ellice Islands Colony.

The next step was to settle some 500 Gilbertese on the islands of Sydney, Hull and Gardner, while two other Phoenix Islands, Canton and Enderbury, became a British-American Condominium for joint use as air bases.

Gardner Island had no coconuts on it, though plenty of other trees, so they had to be planted, as part of the Phoenix Island Settlement Plan.

Ted got his Master's Certificate in Sydney in 1938, and was given command of the *Nimanoa* in 1939,

trading around the Gilbert and Ellice Islands, the Phoenix Group and sometimes to Suva. He took a full load of coconuts from Vaitupu in the Ellice Group to Gardner Island, filling the whole ship's holds, decks and spare cabins.

In 1941 he evacuated the European women and children from Tarawa to Beru, where they transferred to *John Williams V*.

The *Nimanoa* arrived at Tarawa three days after Pearl Harbour, and next morning the atoll was raided by Japanese marines.

They blew up the *Nimanoa* and put all the launches and small boats out of commission and then left. They paid another visit a fortnight

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later, but this did not hold up the preparations Ted and his companions were making to escape.

The party left on February 25 in a lifeboat towed by a launch. They travelled by night from island to island until they got to the rendezvous at Nonouti. Here they were met by the *Deget* under Captain Webster from Fiji. They successfully evaded the daily aerial reconnaissance from the Jap bases in the Marshalls.

Piloted Minelayers

At Suva, Captain Harness was given the work of piloting American minelayers in Fijian waters. It was then that he became assistant harbour master.

In 1942 he was sent to Pearl Harbour with other shipmasters from the Gilberts—Heyen, Forbes, Page and Tschau—to advise and assist in the attacks being planned by US forces. After six weeks in Hawaii the two task forces set out for the Gilberts, and finally refuelled off Arorae.

They made simultaneous dawn attacks on Tarawa and Makin on November 2. Ted was in the Makin assault with Gerry Heyen.

Afterwards he returned to Suva, where he took over the duties of harbour master in 1944.

This has not been an armchair job.

He has piloted 5,000 ships of all sizes without accident.

Ted has also served as president of the Marine Board, chief surveyor of wooden hulls, and as a member of the Lighthouse and Beaconing Committee.

His hobbies have been sailing, fishing and bowls, and during his leave in 1953 he took BP's MV *Vasu* around the Gilberts and Phoenix Islands to see for himself how the settlers were faring.

During his leave in 1956 he delivered BP's *Ratanui* from Auckland to Suva, arriving back in Auckland six days later. He then went off to England with his wife and daughter Linda, leaving his two sons, Kenneth and Tony, behind.

"Melanesian" Inquiry

This year, a Commission of Inquiry into the loss of the *Melanesian* was set up in the Solomons, headed by the Senior Magistrate in Fiji, Mr. M. J. Saunders. The other Commissioners were Ernie Palmer, of the Solomons, and Ted Harness.

The inquiry lasted nine days, and although valuable recommendations were made by the Commission, they were unable to determine the actual cause of the ship's loss.

After this Ted was back in Suva in time to pilot the *Southern Cross* into the harbour, for she carried the newly appointed Governor of Fiji.

This was his final job before retirement at the end of October.

He plans to settle in Auckland,

and may, if his feet get too itchy, visit Fiji each year to pilot overseas ships during the sugar season.

Although Ted has spent 50 years in the Islands he isn't ready for a wheel-chair yet. He is sure to pop up in the Islands again before long.—CAPTAIN BRETT HILDER.

A Fijian Industry Was Still-Born

Tapioca grows well in Fiji; and, by a simple milling process, there can be obtained from this tapioca a quality of starch which is in demand by confectionery manufacturers.

Knowing this, Mr. C. N. Francis

induced a firm of confectionery makers in New Zealand to give Fijian tapioca growers a 5-tons trial order—he thought that thereby he might introduce a small but valuable industry.

The New Zealand company afterwards reported that the experiment was a "wash-out". The tapioca has to be so well milled that the starch is high-grade; but the shipment from Fiji was so badly treated in that respect that it had to be milled all over again.

The company appealed to Fiji for better milling. The machinery required for the process would not have cost more than £100. The people concerned would not provide the machinery. The industry died practically before it was born.

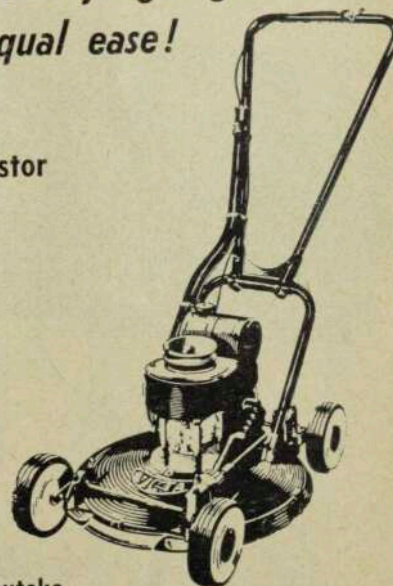
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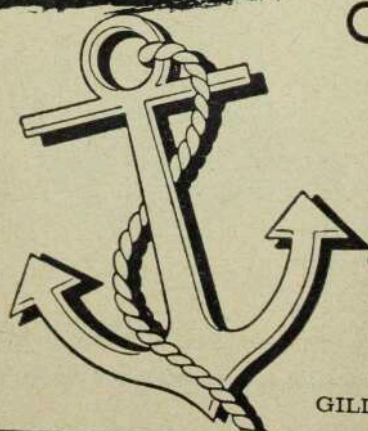
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**A Lovable Man of
Wiles and Stratagems**

Fiji's Memories of Humphrey Berkeley

The article in August *PIM* telling the story of the lively events surrounding the relationship of Father Rougier, Humphrey Berkeley and the Griegs of Washington and Fanning Islands, has brought in some old memories and interesting reminiscences from people who knew them, or knew others involved in the events.

THREE of these people, whose comments are published here, are Miss Laura A. Cooper, of Savusavu, Fiji; Mr. Rob Wright, of Suva, who is the Fiji PRO photographer; and Mr. K. P. Wright (no relation), of Lomani, Quirindi, NSW—formerly a well-known Fiji resident.

Miss Laura Cooper is 75 years old, and judging by her letter, she is a very healthy and very alert old lady.

She is a notable personality of Old Fiji. Her mother, born Alice Charlotte Smithyman, and her uncle, Frederick Charles Smithyman, were the first white children born in Fiji—on the lower Rewa, in 1860 and 1863, respectively.

Their father, John Bailey Smithyman, and mother (the latter daughter of Major Merrill, of the British Army) came from England to the Rewa, to grow cotton, in 1859.

Alice Smithyman married Walter Stonehaven Cooper, a planter and storekeeper, of Savusavu about 1880, and there have been Coopers in Vanua Levu ever since.

Met Them All

Miss Cooper writes:

The article you wrote in the August *PIM*, based on notes given you by the late Walter Gors, was very interesting to me—I met all these people here over 50 years ago.

Mr. Gors was Burns Philp's first manager, when they took over from Robbie Kaad.

Father Rougier came to see my father in Savusavu. He was there to inspect the Savu Reka Reka Roman Catholic Station. He had charming manners and was remarkably good-looking.

Mr. Humphrey Berkeley also called in on us in Savasavu. He came in one morning, after spending a night, on his way to Labasa,



Humphrey Berkeley.

at Neline, with the then SM, the late Frank Spence. I think they had had a strenuous evening.

Mother offered him some breakfast.

"No, thank you," said Mr. Berkeley, "but could I have some fresh eggs?"

"Of course," said mother—and I was sent off to the fowl yard, and for a drinking-glass.

He broke one egg after another into the glass, and swallowed them raw, like that—not even "a wee drappie" to take away the taste of the raw eggs.

Buried at Sea

I was living in Suva in 1912, and in July or August of that year Humphrey Berkeley died in Suva, and was buried at sea. It was said that his burial was arranged that way because the Punjabis were after his body, to chop up—I don't know what for.

The body was brought from the hospital to the English Church. From there it was taken aboard a big cutter—and she went out through the passage to the open sea. It was one of those rainy days, and we could not see how far she went out.

My brother Percy then was employed by old De Francur, the undertaker; and he told me that a considerable amount of lead was put into the coffin, at Berkeley's feet—so the bottom of the sea outside Suva Harbour was apparently his last resting-place.

I remember that Father Rougier bought a big cutter built by Mr. Alexander S. Barrack, at Savusavu Bay. It was about 18 tons, and was called *Tui Na Kama*. She left Fiji for Fanning Island, in charge of Captain Gibbs. I do not know what became of them.

I remember that Mr. Gors was in Levuka before he joined Burns Philp, and that his place in Levuka



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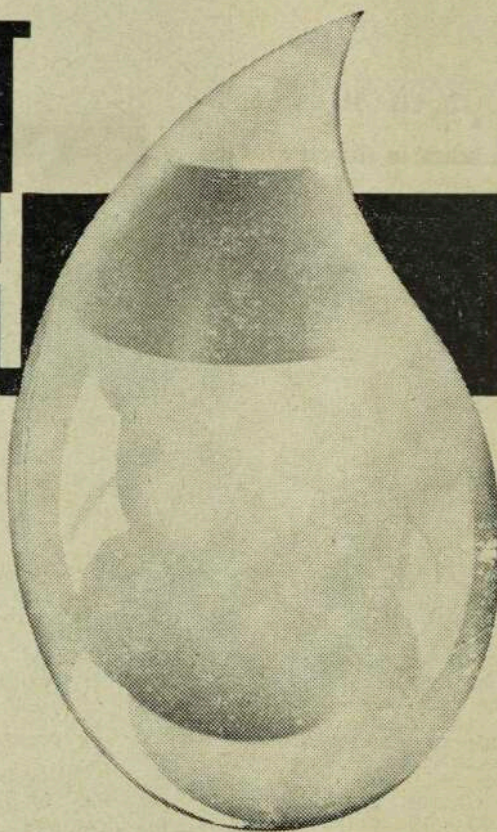
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Brother Was Writer

Mr. Rob Wright writes:
I am reminded that one of Humphrey Berkeley's sons grew up with my older brothers. His name was Reginald Berkeley and, after leaving Fiji, he became a writer. One of his books was, I believe, called *French Leave*, and this was the subject of an early British movie. I think it was also a stage play.

In the early 30's, Reginald went to Hollywood as a screen writer. While I was in that city—I think it was 1934—I attempted to get in touch with him at the Writer's Club. Instead, I met the late Sir Aubrey Smith, filmdom's Grand Old Man, who informed me that Reginald had died of an illness a week or two before.

"Loveable Man"

Mr. K. P. Wright, of NSW, writes:
I was much interested in your article describing the relationship between Father Rougier and Mr. Humphrey Berkeley, of Suva, prior to the acquisition by Rougier of his Coconut Empire. The writer said that he did not know what had happened to Berkeley.

Humphrey Berkeley's end was as dramatic as his career, as set out by the writer; and it must have been about the beginning of World War I, in 1914.

At that time there were a considerable number of Indians in Fiji who wished to return to India, but could not secure passages.

So our friend, Humphrey Berkeley, promised to provide a ship; and he collected a considerable amount of money from Indians to "charter" a vessel. The ship, however, for all sorts of reasons, never materialised. There was a great deal of ill-feeling and the Indians naturally wanted their money back.

At this juncture, Humphrey died in Suva; and a special dispensation was obtained from the Colonial Secretary, permitting his body to be buried at sea. The Indians were said to have threatened to desecrate the grave, had he been buried in the cemetery. His body definitely was committed to the ocean, just outside the Suva Passage.

Berkeley had a delightful personality and was a very well-known man.

Interesting incidents of his career were described for me about 50 years ago by another well-known Suva identity of those times, Mr. Edgar Powell, of Lami Plantation. Mr. Powell, after making a big impression on Fiji between about 1900 and 1920, died in Sydney, a broken man, in the late 'Twenties.

At one time, according to Powell, Berkeley was defending an Indian, who was accused of murder. The judge was summing up to the jury

(or assessors) at the conclusion of the evidence, and Berkeley realised that things looked very bad for the prisoner. He left the court for a moment, and arranged to have a note brought in to him just as the Judge (probably Sir Charles Major) concluded his remarks.

This was done and Berkeley, holding the note, jumped to his feet and asked permission to say a few words before the jury's retirement, as his client's life depended on it.

What he said was: "Gentlemen, His Honour has painted a dark picture of the prisoner's conduct—but all pictures, like other things, have two sides. I ask you to turn this picture around, and look at the back of it. Gentlemen, there is nothing behind it!" The prisoner was acquitted! Only Berkeley's social standing and popularity saved him from being struck off the rolls.

On other occasion, he was defending some Indians, or natives, before Mr. Spence, the Magistrate

at Navua. He realised he had no case, so he resorted to subterfuge. He requested an adjournment, explaining that it would be some time before he was able to collect his "evidence" and appear in court again. "Therefore, would your Worship grant me three weeks' adjournment?"

This was granted. When the case was again called, Berkeley rose to his feet and said: Your worship, I ask you to dismiss this case".

"What are your grounds, Mr. Berkeley?" asked the Magistrate.

"My grounds, your worship," said Berkeley, "Are that you had no authority to grant a three weeks' adjournment. You should have recalled the case at the end of 10 days." That was the end of that.

My times (both three weeks and 10 days) may be wrong; but that was the way in which he tricked the Court.

That was Humphrey Berkeley: a most likeable man, but full of wiles and stratagems.

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*Pacific Islands
Monthly*

MAGAZINE SECTION

Tropicalities

Australian Whisky Mystery in New Guinea

WHAT becomes of the Australian whisky that is going into New Guinea? Some of the Bainings planters want to know.

In the six months up to September last, about 300 cases of Australia's best non-Scottish brew entered through the port of Rabaul; and yet the Europeans around there are staunch drinkers of Scotch—or say they are. There are three explanations.

One is that the Chinese community is developing a taste for whisky, and is prepared to accept the Australian brands. Another is that people drink Australian in the privacy of their own homes, and keep the real Scotch for esteemed visitors. The third—and more likely—explanation is that the whisky is used in a foul mixture with methylated spirits, and doled out by racketeers to certain sophisticated native communities.

This kind of racketeering has been so marked lately that a close check is now being kept over the distribution of methylated spirits.

The Labours of Sisyphus

SOME half-dozen experienced officials are engaged in what seems to be the endless job of defining native land areas in New Guinea, and recommending the issue of titles to what appear to be the rightful native owners.

It might be called a Sisyphusian task. (Sisyphus was the wicked lad in mythology, who was condemned to the eternal punishment of rolling a stone up a hill, only to see it constantly roll back again).

Examination of rival native land claims takes the officials back into the practices of matriarchal clans, family traditions, even into the side-effects of sorcery. The men on the job need great patience, combined with a knowledge of native ways and native mentality.

Fiji Thoughts on New Britain Wharves

HAVING a drink one night at Labasa, Fiji, with J. D. Stevenson, Fiji Public Works Department district engineer on Vanua Levu, the talk got around to wharf building.

Jack had built many, but the one he remembered best was the wartime one he had put in at Jacquinot Bay, New Britain. Jack, in those days, was Lieut. (later Captain) with 2 Platoon, 17 Field Regt., Royal Australian Engineers, and they had been told to put down a wharf in a hurry.

"And it went down in a real hurry," remembered Jack. "She was 362 ft long, with some piles 90 ft—we started her on December 28, 1944, and the first ship came alongside on February 15, 1945. That's 48 days.

"We had blokes cutting the piles at Waterfall Bay, 20 miles away—and I've often wondered since then whether that wharf is still there. It wouldn't surprise me."

So not long ago, I dropped a personal note to Michael Cockburn, who is a patrol officer in that area, to ask him if he could help Jack Stevenson be surprised.

He reports: "No doubt his wharf was built at Palmamal, as there

were a lot of wharves there. However, none of them is now standing. Presumably they weren't built to last, and the borers got in, and also the dry rot.

"The Army also built a lot of bridges in the bay, but none of them is standing, and as a matter of fact you would never know there had ever been any in some places except that you can see the abutments.

"An exception is the airstrip, which we recently got into service again. No major work was required on the surface."

Mike Cockburn adds a footnote for Stevenson's benefit: "Ask him if he knew Harry Bode, who was here with an RAE unit. Harry now owns Wunung Plantation in the Bay."—SI.

Advice to Tourists

A CORRESPONDENT in Apia sends along this note: "I was sitting on the verandah the other day with a book on my knee, when a party of tourists from the *Tofua* went by. They were loaded to the plimsolls with baskets and mats, and how they ever get them on to the ship's launch I don't know. One fellow had the biggest basket I've ever seen—about the size of one of Ali Baba's jars. He could have climbed into it out of sight.

"Anyhow, when they had finally



CHRISTMAS PRESENT. Sub-Inspector Bill Curtis, of the Royal P-N-G Constabulary, bagged this 13-ft. crocodile with his first shot as it was swimming offshore in front of the Hotel Cecil, Lae, early this year. A correspondent sent PIM this photograph soon after, but it became lost somewhere between PIM's editorial office and the blockmakers. It turned up again only recently—and the *Tropicalities* editor then had the problem of deciding if the picture was too stale to print. He decided it wasn't. "Shooting your first crocodile," he insisted, "is like shooting your first Shrdlu Snrp. Your friends have to see it to believe it". So here it is, presented as a kind of Christmas present, if you like, for Sub-Inspector Curtis.

Tropic Topic

*Soekarno says he won't use force
He'll get NGee without a fight,
So why's he buying guns and bombs—
For fun on cracker night?*

—Tui

struggled by I picked up the book again, a very interesting copy of Dineen's *Commercial Directory and Tourists' Guide to the South Pacific Islands*, 1903 edition, and the very next paragraph I read said this: 'Our advice to tourists is to restrain their propensity to purchase many curios, or to pluck too eagerly botanical specimens on first landing. If you collect too eagerly at first you will overcrowd yourself, and probably throw away much of your earlier collections. There is no stint here, and by waiting for a little experience, which soon comes, a better and more choice collection will be made, and labour will not be wasted.'

"They should paste *that* on the noticeboard of all Islands' tourist vessels!"

Associate Member

WE handful of Europeans gathered at Aitape, NG, in the early Twenties found we were all of Scots descent. So over a few noggins one day we decided on forming a branch of the Caledonian Society.

Aitape then was perhaps the most isolated outpost of the old Mandated Territory and there were not a lot of us. I think there were the ADO, a patrol officer, a medical assistant, Charlie Beckett, the wireless man, Wally Hook, Dusty Millar and just one or two others. Anyhow, the point was that a count of glasses showed we were one short of a quorum.

But that was fixed after a few more noggins. We went out and got in the Chinese storekeeper, who after a solemn christening was carefully entered in the books as McNING Hing.—*Morobe.*

The Answer Was No

So They Built Their Own Brewery

My friend Joe Bourke, of Morobe, was spelling in Port Moresby, and in reminiscence mood. We had been discussing the price of beer.

"It was three or four years after the war, and there was a bee famine on," he said. "Shocking prices—they were charging us 6/- a bottle, in some places."

"Out at Nadzab airfield there were 2,500 little oxygen tanks, that had been dumped out of Liberator aircraft after the war, and no one wanted them. I bought them cheap."

"They were in good condition and light, and each will carry about 7½ gallons of beer. So I got an idea. I'd beat that bottled racket by bringing up little tanks of beer."

"I went and saw Eddie Frame for space on the BP ships. 'Yes,' he said. 'We can provide the space on condition that you make some of the beer available to our pubs.'"

"Good. I took a plane for Sydney and saw Yeomans. He liked the idea, too, and he introduced me to the head of one of the Sydney breweries. He turned me down, flat."

"I tried other Australian breweries—a unanimous 'No'."

"And that was when we decided in 1950, to build our own brewery in the Territory—that was the beginning of the South Pacific Brewery."

Cooking Pots

"I still had those oxygen tanks. They were oblong, and could be readily cut into two. I offered them to the Administration as first-class cooking pots for boy-lines."

"The Administration was interested, and inspected the cooking pots. 'But they won't stand up,' complained the officials. (Each end of each tank was rounded)."

"I said, 'But that is really an advantage—it means that when they are not in use they will roll over on their sides, and cannot collect water for mosquito larvae.' And I showed them how, with a couple of fitted sticks, the pots could be made to stand up firmly when in use."

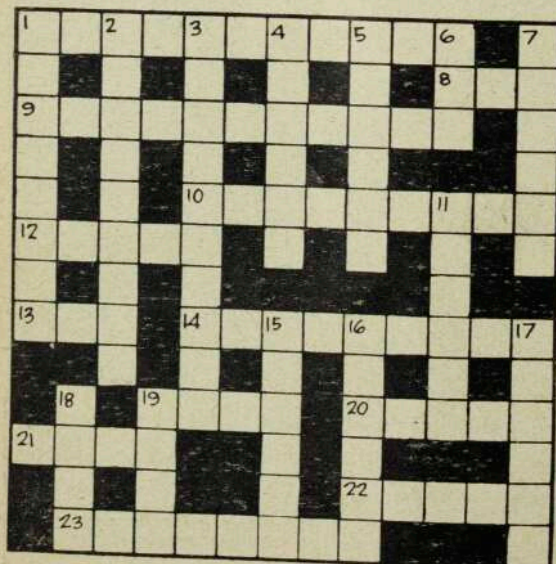
"The Administration bought the cooking-pots for £2 each, and these were well worth it, for that purpose. I had bought them originally for 2/- each, but I had to cut and fit and transport them."

"Still, I made a good profit. It helped to finance the South Pacific Brewery plan."—RWR.

CROSSQUIZ

— ACROSS —

- 1.—Who commanded the "Nautilus" in Jules Verne's "20,000 Leagues Under the Sea"?
- 8.—From what substance are bees' cells made?
- 9.—What is the title of the officer of State who is responsible for matter of high ceremonial, such as coronations?
- 10.—Who was the most outstanding orator and statesman of Queen Victoria's reign?
- 12.—Who was the Greek goddess of Peace?
- 13.—What is the Latin word for "I"?
- 14.—Who was the authoress of "My Cousin Rachel"?



(Solution on page 95)

- 19.—What feminine name is the same as that of an Indian coin?
- 20.—Who wrote "The Green Hat"?
- 21.—What creature breathes through gills in its early existence and later through lungs?
- 22.—In what village did Stanley find Livingstone?
- 23.—In medieval times, what name was given by the Crusaders to all non-Christians?

— DOWN —

- 1.—Who emerged from World War II as the most decorated bomber pilot in the RAF?
- 2.—What is regarded as the finest example of Greek architecture that exists?
- 3.—What is the name given in the Apocalypse to be the final battlefield between the powers of good and evil?
- 4.—What country is famous for its magnificent fiords?
- 5.—Of what territory on the Persian Gulf is Hofuf the capital?
- 6.—What bird is credited with sagacity?
- 7.—Which important gas was first isolated by Joseph Priestly?
- 11.—What is the name of the American playwright who wrote "Anna Christie"?
- 15.—What is maize called in South Africa?
- 16.—What planet did the great astronomer Herschel discover?
- 17.—Which leading French impressionist began earning his living painting on porcelain?
- 18.—What statue is in the centre of Piccadilly Circus?
- 19.—What was the surname of Shirley Temple's first husband?



These are the descendants, and one of the contemporaries, of Tem Binoka, tyrant King of Abemama, as Rob Wright's camera saw them in 1944. Above left, Tem Tekenaiti and his sister (children of Agnes Murdoch) stand beside the tomb of Tem Binoka, who was their great-grand-uncle. Right, Te Kop sits on the stone that marked the site of Stevenson's Equator Town. R.L.S. thought Te Kop the 'handsomest man on Abemama', and Te Kop concurred. Below, is Nei Rita, niece of Tem Binoka, through whom the chiefly title descended to Agnes Murdoch's son.

Descendants of a Tyrant King

Two stories of the Gilberts, by R. W. Robson, in May and June "PIM's" ("How Trader Murdock's Grandson Became King", and "How the Head got into Hogshead") reminded Rob Wright, Fiji Public relations Office photographer, that he had visited Abemama in 1944 and had taken some photographs of the descendants of Tem Binoka.

AS the May and June stories explained, Tem Binoka (spelled Timbinoka in the PIM version) was the tyrant king of Abemama in the last 20 or so years of the 19th century. He is reputed to have had 40 wives and 20 concubines but nonetheless, failed to father a son, and Tem Binoka's line was carried on through a niece, Nei Rita, who was still living when Rob was in the Gilberts.

Also still living, according to Rob Wright, were two wives of Tem Binoka—although the old king must have been dead then at least 40 years.

Tem Binoka's "prime minister" was a blown-away Scot called George Murdoch. Murdoch married a Gilbertese woman and they had a daughter, Agnes, who was sent to America to school.

When she returned, Murdoch married her off to Tokatake, the son of Nei Rita. They had a son, Tekenaiti, and apparently other children.

It seems that Tekenaiti became

King of Abemama late in World War II, but there seems to be some doubt as to whether he retained the title. He married the daughter of Captain Jimmy Smith, another famous trader of the Gilberts.

During the latter part of Tem Binoka's reign, Robert Louis Stevenson stayed for a while in the Gilberts and Tem Binoka built him a series of houses which he called "Equator Town". One of RLS's friends on the island was Te Kop (properly Te Kapu) whom the writer described as the "loveliest animal on Abemama".

Rob Wright took a picture of Te Kop, then a very old man, sitting on the coral block that marked the site of Equator Town.

Rob said to the old man: "Stevenson said that when you were young you were the handsomest man on Abemama. I can see from looking at you now that it must have been true".

"Yes," said Te Kop, gravely. "It was true."





Since R. L. Stevenson was buried here in 1894 there have been occasional complaints that the memorial was not kept as attractive as it might be. The first man to draw attention to this state of affairs was Farmer Whyte, and the action he got is recalled here after 50 years.

The Man Who Cleaned Up Stevenson's Tomb

It was a bright morning in February, 1906, when young Australian journalist W. Farmer Whyte visited the tomb on Mount Vaea where Robert Louis Stevenson's body had been placed 12 years before.

TO get to it he passed by "Vailima", then known as "Villa Vailima" and in the hands of a wealthy German gentleman named Kunst, who had paid about £2,000 for it.

He passed the cottage where Joe Strong had lived, and then followed a little winding track from the back of the house, across a rustic bridge, and began the final climb. And what a climb!

"Three times I stopped and told myself this could not be the way to Stevenson's grave," he wrote later. But it was. And when eventually he got to the top he was even more disappointed.

The tomb and the surrounding area were uncared for, dirty, dreadful.

"The utter neglect of the place pained me. 'Nobody cares' seemed written all over it," wrote Whyte, painting a forlorn picture in detail. The tomb had almost been reclaimed by the scrub.

Postscript

But Whyte was a lover of Stevenson. He was not there for a story. He wanted to do something that would make the pilgrimage worthwhile for others.

And soon he was able to add a postscript to his report:

"Lovers of Stevenson will learn with pleasure that his grave is no longer the uncared-for spot that it was when I first visited it, and that the path up Vaea has been remade, so the ascent may be made

with comparative ease.

"For this they have to thank Dr. Schultz, who was Acting Governor during Dr. Solf's absence in Germany. In discussing Stevenson, I was led to deplore the fact that there was no proper pathway to his resting-place, and that the grave itself lay utterly neglected, and to my surprise—for it will be re-

Thoughts at Christmas

Here, in the smoke of the city,
These are the things I dream:
Of island luggers beating north,
And little ketches setting forth
To sail the southern seas;
Of spray blown salt against my face,
And cocoa palms, like ragged lace
Against a velvet sky.
The curve of reef beyond the bay,
And mission bells on Christmas Day;
Gay parrots screaming in the trees,
Rainbow fish in opal seas;
And, laughing, on the golden sand,
Brown children running hand in hand . . .
These are the things I dream in vain,
And long to know just once again.

—MARJORIE COURT McLAUGHLIN.
Victoria, Australia.

membered that the novelist in *Footnote To History* wrote so hard things about the Germans. Dr. Schultz at once stated he would have the matter attended to.

"A few days after the conversation the Acting Governor wrote me as follows: 'I regret very much the bad condition in which you found the road leading to the burial ground of Mr. Stevenson, knowing well the great esteem people of all nationalities acquainted with the author's life and literary work maintain towards the deceased.

Not Aware Of It

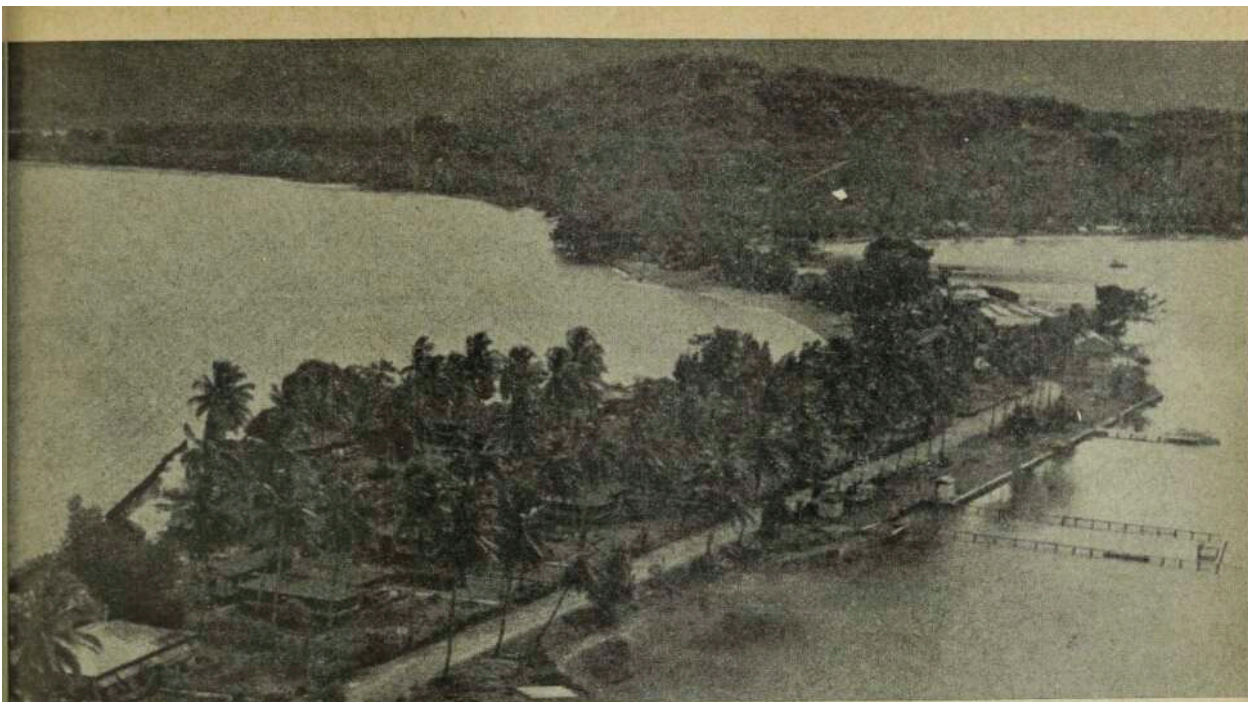
"I was not aware of this neglect and had the necessary repairs immediately attended to: I will take measures that the road is kept in permanent good condition."

"Shortly afterwards, in company with the British Vice-Consul, Mr. Thomas Trood, I paid another visit to Vaea. The pathway up the mountain had been made afresh and the forest had been cleared to some distance on either side. What before had been a tedious and fatiguing climb was now a pleasure. And on arriving at the top we found that the little plateau had been carefully cleared and weeded.

"This graceful act on the part of Dr. Schultz will be appreciated by lovers of Stevenson the world over, although it is a sad thing that it should be left to Germany to preserve from neglect and obscurity the grave of a man who is recognised as one of the finest masters of the English language."

In Apia in September this year the West Samoa Legislative Assembly passed legislation providing for the maintenance of an acre surrounding the summit of Mt. Vaea and 118 acres adjoining it as a scenic reserve, "to be kept in a style befitting the memory of RLS".

And in Canberra, on November 16, the death was reported of journalist W. Farmer Whyte, still in harness at the age of 79.



Salamaua, NG, is a ghost town now. It never recovered from the Pacific war. But 25 years ago it was the busy frontier town for the Morobe goldfields—well able to turn on the Christmas spirit, as this story tells.

CHRISTMAS EVE ON THE GOLDFIELDS

It was Christmas Eve in Salamaua, New Guinea's new goldfields port, a quarter-century ago. Rain had fallen steadily since morning. The coastal mountains were blanketed in dreary mists.

CHAMPAGNE-WITH-STOUT AND GOLD DUST A-PLENTY

SQUELCHING slowly out of the jungle, across Samoa Bay, came a line of tired, dirty men—a dozen native carriers and two very wet, very unshaven Europeans. They had spent five days walking out from Koranga—80 miles, as the track twisted—and they looked like it.

But they brightened when they saw the Allen Innes pub. It was a hurried structure of corrugated iron and asbestos sheets and rough timber—but it had white beds and bright lights and it was all the civilisation they had seen in twelve tough months. Beyond Salamaua were clean passenger ships and Sydney Town.

A man could get a bit of the Christmas spirit in the Salamaua Hotel. They licked their lips, and got another knot of hurry out of the weary carriers.

Within the hour, Joe and Mick had found accommodation for themselves and their "line"; had rooted a couple of fairly clean

shirts out of their battered bags; and now, with smiles instead of whiskers across their hard young faces, they entered the Allen Innes bar.

They carried a couple of small, very heavy sacks. They calculated they had enough gold dust there to celebrate Christmas—with plenty over for "South".

A Respectful Bow

Four or five men were at one end of the bar, talking with great animation with the square-faced bar-man. No one took much notice of Joe and Mick—but Joe and Mick were not hurt. They were busy reading the labels of the bottles on the shelves.

There was a sudden swishing sound. A long glass tumbler came sliding along the bar from the other end, rose up on its side and made a respectful bow, and settled down flatly in front of Mick. Mick glared at it in astonishment. "Well, what d'you know!" he said.

While he and Joe stared at the tumbler, there came again the swishing noise. A second tumbler came sliding rapidly along the bar, halted in front of Joe, and bowed.

"Jesus, Mick!" cried the thoroughly startled Joe "Wot's got into 'um?" He seized the tumbler, and examined its bottom.

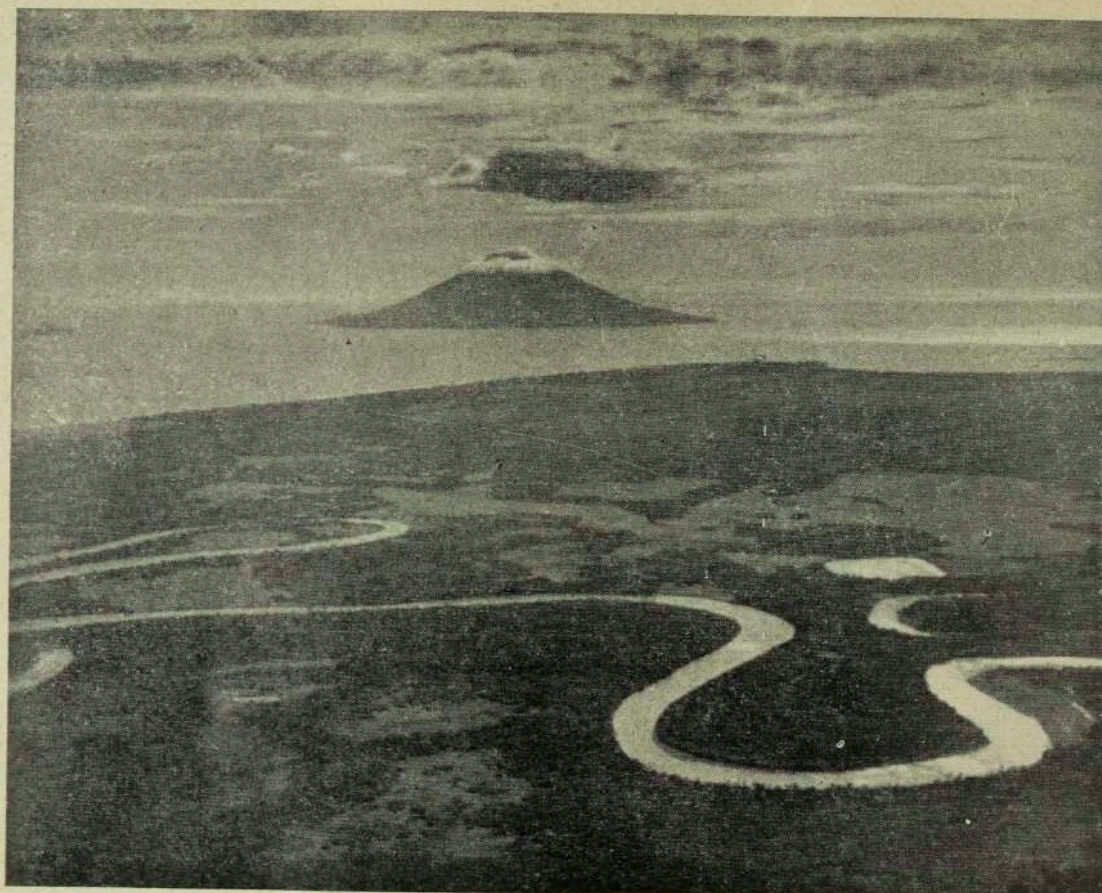
"Good day, gentlemen," said the bar-man. "What's it going to be?" He had followed the tumblers along the bar.

The two miners examined the solemn bar-man suspiciously; looked again at the peripatetic tumblers; and then named their liquor.

Thus they began their Christmas party—and thus they met Bill Cameron, once a famous juggler



"Bill" Cameron, as he is today. His juggling tricks once stirred the miners at the Salamaua Hotel. He now lives in Lae.



It's Home—Whichever Way You Look At It

The 4,000 natives of Manam Island, off the coast of New Guinea near Madang, began to move back in November after having been evacuated to the mainland almost 12 months earlier, following a violent volcanic eruption.

The eruption destroyed many of their gardens and homes, and laid waste to many areas. But home is where the heart is, and Manam Islanders would never be happy anywhere but on Manam.

This remarkable aerial photograph, which has been published previously in PIM, was taken many years ago by NG pilot Aubrey Koch. It shows the lower section of the Ramu River

—and off the coast, actually 35 miles from the camera—a most unexpected view of Manam and its 4,000 ft. volcanic peak.

The ground in between appears much flatter than it actually is because of the height at which the photograph was taken. It is about 20 miles from the river, at this point, to the coast, and another 15 miles from the coast to the island.

There is now an Administration resettlement scheme working on the island to help the natives get their activities going again. The volcano still smokes and some of the ash is warm beneath the surface.

and circus-man in Europe, and now filling in time with a hotel job, while he hovered on the edge of one of the world's richest and most inaccessible goldfields.

Bill Cameron and his tricks became widely known on the Morobe goldfield of those days. He loved to startle new arrivals with his galloping glasses.

The trick did no harm when the audience was sober, as Mick and Joe were, for the moment; but when it happened to men who had been for some time celebrating their escape from the jungle, their faith in their own liquor storage

capacity was suddenly weakened. Heavily endowed but exhausted gents from the goldfields, having been greeted by the frisky glasses, had been known to withdraw suddenly from bar to lonely beach, and swear off the grog for life.

Bill Cameron also was the guide, philosopher and friend of the irresponsible miners who drifted in and out of the jungle tracks, between Salamaua and Wau. Those were the days before medical science conquered malaria and scrub typhus—and many died miserably in that region, from blackwater and from the typhus (the source of

which they then did not know—they called it "Japanese river fever").

Gold Dust A-Plenty

Within an hour, Joe and Mick were well advanced on their Christmas party. They teamed up with other men there.

There was gold dust a-plenty, so the company settled down to a steady diet of champagne-and-stout, as mixed by the experienced skilled hand of Bill Cameron.

As the day advanced, more men came in—that Christmas Eve if Salamaua was long remembered.

(Opposite page)

When the wet dusk was falling, there arrived in the raw township a solitary European, attended only by a "monkey" (native boy). He had come down on one of the small planes, which had just begun freighting between Salamaua and Wau.

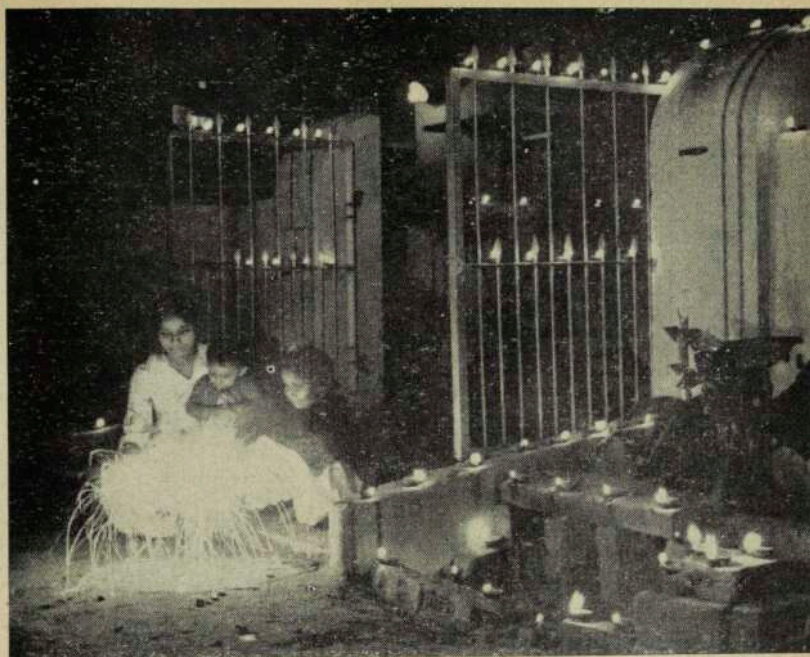
He was greeted at the door of the crowded bar-room with howls of pleasure. It was Hector Wales. He carried two tea-tins, and in each tin there was £700 worth of gold.

With Hector in good form, the pace of the Christmas party accelerated. The champagne-stout mixture circulated freely—whenever the proceedings quietened a little, "Hec" extracted a little more gold-dust from his tea-tins.

That party went on for three days—right over Christmas. Mick and Joe were submerged again and again; but they always came up for air, and they finally passed South, out of this story.

At the end of three days, Hector Wales had had it. He called for his "monkey", packed hurriedly, and caught a small plane back to Wau and Edie Creek.

(Continued on page 101)



Do You Remember?

Dress fashions appear to have come full circle in twenty years. "PIM" in December, 1938, carried advertisements for swim suits and ladies negligees, in styles no different from those being worn in 1958. However, that wasn't the most important piece of intelligence in "PIM" of 20 years ago. Here are some of the main ones:

In Canberra, they had decided finally on the system of "unified control" of Papua and New Guinea, with one administrative capital (but not Rabaul).

Fiji, oddly enough, appeared to be having banana troubles. More Fijians were growing them than ever, but the only market was in NZ, and to a small extent Canada. Sir Harry Luke said he would like to have them exported to Australia (which had given a permit for 40,000 cases a year) but so far the Australian market had been unprofitable.

Nauru was having a serious drought—the worst since 1916. Practically no rain had fallen in a year.

The old "Macdhui" left Cairns, Queensland, for Lae, NG, with Mr. Jack Toogood, and 15 head of Illawarra dairy cows which Mr. Toogood expected to establish in the Markham—"a most important step in NG development," said a correspondent.

Pacific copra planters were further depressed at news that all nations were sending bigger whale fleets out that year, and whale oil supplies, which were helping depress the copra market, would be even larger than ever.

Mr. O. F. Nelson, former leader of the Mau, topped the poll for election of two European members of the Western Samoan Legislative Council. For the first time, the large community of European-Samoans had been given the vote.

Dr. H. N. Kunzru, a member of India's Council of State, made himself very unpopular following a Press interview in Honolulu in which he said Indians in Fiji were "forced to live under one of the most backward Colonial policies in the Pacific", and their living and working conditions were "deplorable".

A Tulagi (Solomons) correspondent was reporting that sporting history had been made on October 26 with the first Rugby football match in the Protectorate. A Tulagi team had beaten the boots off a team from the MV "Malaita".

There were reported fears that Britain's mid-Pacific possession, Christmas Island, might be next in line for annexation by America, which had already got a share of Canton and Enderbury and some others.

Auckland yachtsman J. W. Wray, in the "Ngataki", admitted after a search that he was unable to locate any "treasure" on Suvarrow, in the Cooks. He had made the search because of reports that had come to him.

THEY CELEBRATE THE FESTIVAL OF LIGHTS

• Fiji's big Hindu population celebrated the Festival of Diwali on November 11—the festival of many legends—the "festival of lights".

HOMES everywhere were lit, as a representation of good over evil, light over darkness.

There were multi-coloured electric lights, alongside picturesque earthenware lamps filled with mustard or coconut oil, burning with hand-made wicks.

The lights welcomed the Goddess Lakshmi who, according to Hindu belief, refuses to enter unlit houses on Diwali night, and thus the occupants may suffer financial complications in the following year. This is a tradition the trading classes like to remember these days.

Spring Cleaning

There are many preparations, in addition to the lights, to encourage the Goddess of Fortune to step into the house. There is a spring-cleaning, houses are perhaps white-washed, sweets are put out, traders close their accounts and carry forward the balance into new books, visitors are welcomed.

In Fiji, as in India and other places where Hindus live, the Festival of Lights is a time of rejoicing and goodwill—S. M. Mudaliar.

THE MONTH'S NEW READING

With JUDY TUDOR

When, in late 1941, General Alan Brooke (now Viscount Alanbrooke) was told by Mr. Churchill that he was to become Chief of the Imperial General Staff, he records in his diary that, although not a religious man, his first impulse was to kneel down and ask God for guidance and support in the task ahead. This may be the essential difference between him and his colleague—and ultimate successor—Field-Marshal the Viscount Montgomery.

MONTGOMERY would probably claim that he *was* a religious man. But he never seems to have had any doubts as to which side God was on: Montgomery's.

Montgomery's *Memoirs*, every word of which he claims to have written himself (which we can believe), in lead pencil (which seems beside the point), were published in November. To use a phrase he frequently employs himself: They have fairly put the cat among the pigeons.

It has been said of him that he "didn't get on with Americans". The fact is, that he didn't get on with a lot of the British, either. He supplies the clue himself, in the early part of his book, when in discussing his schooldays, he says that his teachers complained that his English was weak; that he couldn't write essays. He concludes, with a typical Montgomery touch: "To-day I should say that my English is at least clear; people may not agree with what I say, but at least they know what I am saying".

The Monty Cat Among Allied Pigeons

Bernard Law Montgomery was the fourth in a family of nine—of whom seven are still living. His mother he describes as a domineering woman, and his father as a gentle saint. His father was a Vicar in London when he married, and was later, for about 11 years, Bishop of Tasmania. The family returned to London again, from Tasmania in late 1901, at which stage Bernard was 14. His education had been received at the hands of tutors and was sketchy; he now went to school for the first time, and threw himself into cricket and rugby, if not into scholastic attainment.

He had already decided that he wanted to be a soldier.

He went to Sandhurst and when he passed out, chose to join the Royal Warwickshire Regiment—because of its attractive hat-badge but also because he was poor and had to live on his pay. This was

an inexpensive regiment, and with it he soon went to India. The business of war had begun for Bernard Montgomery.

If he sowed a wild oat or two at this time, we hear nothing of it.



This pretty young Ellice girl from Nanumanga Island, in the Gilbert and Ellice Islands Colony, is taking her pig for a walk—according to the caption. But it does look a little as if the pig is taking HER for a walk. Mr. A. C. Atkinson, of Tarawa, captured the scene.

ODE TO A PAIR OF MACKINTOSH TREWS

During the wet winter fighting in Italy, Montgomery wrote to the War Office for a waterproof jacket and trousers. The Bishop of Southwark was at the time to visit the Eighth Army, and was entrusted with the suit. With it went a "poem" which some wit in the War Office had written. The first two verses:

We've despatched pour la guerre,
A mackintosh pair
Of trousers and jacket, express;
They are coming by air
And are sent to you care
Of the Bishop of Southwark, no less.

So wherever you go
From Pescara to Po,
Through mud and morasses and
ditches,
You undoubtedly ought
To be braced by the thought
That the Church has laid hands on
your breeches.

—From Montgomery's "Memoirs".

He was, so he says, never interested in women, social life and parties, and fell in love but once—when he was 38.

He married Mrs. Betty Carver, a widow with two young sons, in July, 1927. Their son, David, was born in August, 1928. Montgomery's marriage was happy and lasted only 11 years; his Betty died in 1937 following some strange infection from an insect bite on the foot.

Thereafter Montgomery's main interest in life was the business of soldiering. As he conceived it, the duty of a soldier in war was to win battles, and to win battles it was necessary to kill the enemy.

He pursued these concepts with a singleness of purpose that is made plain in the *Memoirs* to the extent of turning the delicate stomachs of some of his critics. He makes of war a blood sport, they cry in anguish; and further, that at the time that Monty emerged into the limelight and the headlines, the build-up of arms and forces had been going on to such effect in the Middle East that any commander of moderate intelligence could have led a victorious Eighth Army across North Africa.

The answer to that probably lies in the hearts of the men who served under him, who regard him with unswerving devotion.

Monty's own build-up to battles was meticulously planned; particularly so as to relationship between men and commander. This was conditioned largely by his own experience in the First World War. He remarks that he went through all the war on the Western Front and never once saw the British Commander in Chief, neither French nor Haig, and only twice did he see an Army Commander.

He tells of a Chief of Staff who, on the point of returning to England after the heavy winter fighting of 1917-18, on the Passchendaele

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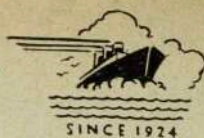
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DECEMBER, 1958 — PACIFIC ISLANDS MONTHLY

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When Ike Gave Monty a B17

When Eisenhower's Chief of Staff, Bedell Smith, visited Montgomery in the desert in early 1953, he said, jokingly, that Eisenhower would give Montgomery anything if the Eighth Army could join up with the Americans by April 15. Montgomery promised he would—and said he would like an aeroplane for his own use.

Monty kept his promise and immediately sent to Eisenhower for the aircraft. He goes on: "It arrived on April 16, a B17 (a Flying Fortress). It made me a thoroughly mobile general. Later I got properly ticked off by Brooke . . . he said that it was all a joke and that Eisenhower was furious . . . Brooke added that the RAF could have provided me with an aircraft; they certainly could—but didn't in spite of my repeated requests. Eisenhower produced it at once."

Brooke, who took a dim view of it, also refers to this incident in his war diaries—but naturally dwells more on his annoyance and Eisenhower's alleged fury than Montgomery's convenience. Montgomery was, nonetheless, supplied by the Americans with a plane and a crew throughout the rest of the war.

—From Montgomery's "Memoirs".

front, thought he would take a look at the Passchendaele Ridge.

When he saw the mud and the ghastly conditions he said: "Do you mean to tell me soldiers have had to fight in that?"

Montgomery was determined that he would never be that sort of Commander. He lived with his troops and made himself conspicuous amongst them—with his caravans or with his fancy head-gear. He met, inspected, talked to thousands upon thousands of men. The exhortation to "kill and win battles" was the culmination of this preparation, and it paid dividends.

It seems too late in the day to say that anyone could have done as well; that he treated fighting as blood-sport. At the time, the moment was crucial enough, and Montgomery turned the tide towards ultimate Allied victory.

Across Africa in Tunisia, Montgomery met up with General Eisenhower and, for the first time, the Americans. From that point on, in more ways than one, the real fighting began.

At the end of his book Montgomery says:

I would not class Ike as a great soldier in the true sense of the word. He might have become one if he had ever had the experience of exercising direct command of a division, corps and army . . . But he was a great Supreme Commander—a military Statesman. I know of no other person who could have welded the Allied forces into such a fine fighting machine. In the way he did, and kept a balance among the many conflicting and disturbing elements which threatened at times to wreck the ship.

The story that goes before makes this abundantly clear. Eisenhower had not, in fact, seen fighting until the American landing in North Africa.

After the Battle of Normandy had been won and the Allies were pressing on into Europe, it was shown clearly how far Eisenhower's and Montgomery's strategy diverged. Montgomery was for making a break-through at one point; Eisenhower, egged on by his own ambitious generals, for an all-out effort, everywhere.

Montgomery believed that if he had had his way, the British would have been spared the last nine to 12 months of the war.

Eisenhower, however, loses nothing by Montgomery's book—he emerges as a man of great sincerity and infinite diplomacy—two qualities which were as necessary as battle tactics and grand strategy under the circumstances of 1942-45. Montgomery developed a great respect and affection for him and places him among the four men who most influenced his life. (The other three are his father, Sir Winston Churchill and Viscount Alanbrooke).

Monty was not, however, so fortunate in his relations with other American Top Brass. It was "most distressing that the Americans do not like him", wrote Alanbrooke.

Montgomery expounds at con-

siderable length on the subject himself—of "feelings" between the British and Americans—and adds: "Patton's remarks from time to time did not help. When stopped by Bradley at Argentan he said 'Let me go on to Falaise and we will drive the British back into the sea for another Dunkirk'."

In his time Montgomery has fought everyone: Germans, Italians, Americans, British, the Russians, the Navy, Air Force, the other Chiefs of Staff, the Prime Minister of the day, and politicians generally. As his critics have so truly said, it would be impossible for any one man to be so right so often as he himself believes. But Montgomery was right often enough to matter.

He was defeated by all of the above protagonists at one time or another, and when he was, bore no grudge, kept to his opinion but carried out orders. According to Brooke, he could take his ticking-off with no ill will.

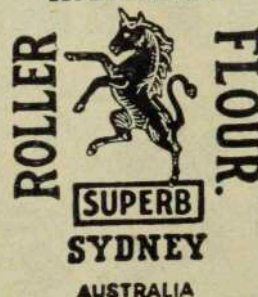
"A nation needs two things to survive," he writes at the end of his *Memoirs*. "A religion; and an educated elite, who are not afraid to take an independent line of thought and action and who will not merely follow the popular cry." These two requirements he bent to his own personal needs.

In his book he displays no particular literary talent, but he never bores. It is simply 50 years

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of history, seen though the e of one remarkable man—and, he predicts in the beginni although people may not agree w what he says, at least they kn what he is saying.

A quarter of the book is tak up with events after 1945— occupation of Germany, Britai Colonial difficulties, the Russ Cold War.

(THE MEMOIRS OF FIELD-MARSHAL MONTGOMERY. Published by V Collins, Ltd. Australian price, 43/6.)

Fiction Department

BEST of the middling to lig fiction (into which catege *Doctor Zhivago*, review separately, does not fit) has be supplied by two women and c man, this month. The ladies a naturally enough, more concern with the emotions; the gentlem of the trio, an old hand at t game, with the American way life, which doesn't give him a great cause for joy.

Any of the three novels wor make good, light, holiday readi as absorption in all cases, guaranteed quite painless. Ha they are:

One

Helen Foley, author of *Between the Parties*, is married to an Ar officer, has three children and Siamese cat.

The Siamese cat doesn't sho although the children and t Army officer do.

Stripped down to bare essentia this is the story of two stro characters, women; and one wes one, male. William, however, weak only in his association wi the women, Rose and her cous Nancy, to whom he is unhapp married.

Rose and William had been love, and lovers, years previous when the story opens, but for som reason which is never very feasib had not married. William fina married Nancy, and they all me again in a British Army post occupied Austria.

Because Nancy has some qual ideas about marriage, William and Rose carry on where they had let off, and so institute a sort of un easy triumvirate that causes a gre deal of speculation in the sma world of the Army post.

The plot is slim to the point non-existence but the characteris tion is excellent and the stor written with humour and insight flows smoothly against the bac ground of occupied Austria.

(BETWEEN THE PARTIES. Published by Hodder and Stoughton, Ltd. Australian price, 17/-.)

Two

John P. Marquand's *Life Happy Knoll*, is a frolicsome tri

hat can be consumed at a sitting. It is a repeat performance, having been published first in 1955.

According to the American Constitution, or Lincoln's Gettysburg address (or perhaps both), the pursuit of happiness is the alienable right of the American. This has led him by easy stages, to the Country Club—described as an area of bridge tables, a bar, a golf course, swimming pool, tennis courts—and a high annual subscription.

It is the pinnacle of suburban and rural American society and to belong to the local unhappy businessmen, rising or arrived, all after some sort of escape; and their wives, and adult sons and daughters. Apparently believing it to be America in microcosm, Marquand proceeds to take it to pieces. The story consists of a series of letters to the absent President who is travelling in foreign parts to try to erase the troubles of Happy Knoll Country Club from his mind. But there is no escape—they pursue him: Everything, from the state of the finances, to feuds in the men's locker room, to the desirable length for ladies Bermuda shorts.

In a foreword, in a sort of Don't let it Happen to YOU, the author explains the phenomenon of the Country Club:

"... Americans find in their country clubs escape from reality, dreams of wish-fulfillment, means of avoiding the drudgery of home life, areas for the entertainment of their children... As each year rolls round, it becomes increasingly obvious that the sort of life that once centred around the American home is becoming more difficult to attain... There are now over 10,000,000 unemployed, but is there anyone available to cook a middle-class meal, or wash a middle-class dish, iron a shirt or set a middle-class table? Their numbers decrease every year. The modest American home now has only complicated labour saving devices to take the place of vanished hands. Even our stop-gap domestic institution, baby-sitters, are beginning to form unions and are murdering each other with increasing frequency. In fact, after a week of babies, bottles, dogs and dish-washers, home often becomes a place to escape from, if possible, when searching for momentary happiness."

(LIFE AT HAPPY KNOLL. Published by Wm. Collins. Australian price, 13/3.)

Three

Most people find newspaperwomen terrifying enough, anyhow—the Americans being the only ones to have done anything about it by calling them Newshens and thus putting them down to size—but a female Foreign Correspondent is almost too overpowering to contemplate.

But that is what E. Arnot Robertson, in *Justice of the Heart*, has made Louise Downes.

As Foreign Correspondent for a London daily, Louise, 26, travels constantly from Oslo to Brussels to Tobruk and back to Trondheim and all points east, west and south, getting scoops for her newspaper. Louise has looks, culture, extreme sang-froid, enterprise, and is always a perfect lady. The outfit she works for is as nasty a piece of press-baronism as you will find anywhere; the bunch of newspaper correspondents she meets on her travels, as dog-eat-doggish as they usually are. All this is credible—except that beautiful, 26-years-old Female Foreign Correspondents are, believe us, very rare.

What isn't credible is that, with £20 in the bank, she should give it all up to dash off to Zanzibar because she feels that an Arab political trouble-maker, who has been put into gaol, has been wrongly done-by. Cynical newspaper correspondents are not given to such altruism, which makes this fiction so much stranger than fact.

Once in Zanzibar the story gets interesting—even though still slightly incredible.

Says the author, in the appropriate spot in the beginning of the book: None of the characters can be met in Zanzibar—"but only in several of the other 33 British protectorates and colonies".

(Over)

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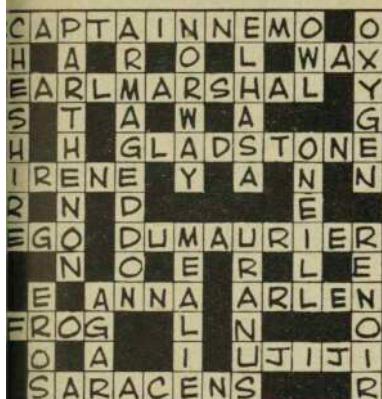
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(CROSSQUIZ SOLUTION FROM
PAGE 82)

She can say that again, although the italics are ours.

Verdict on this one is: Three sizes larger than life, but entertaining.

(JUSTICE OF THE HEART. Published by Wm. Collins, Australian price, 18/9.)

Russian
Enigma

TO reduce Boris Pasternak's *Doctor Zhivago* to a column-sized review is a manifest impossibility when even to read it requires some sort of fourth dimensionalism. This is not so much a novel as a tapestry, so vast in concept and execution, that the ordinary senses of the reader, used to the styles and forms of Western authorship, take time to adjust to it.

The story of Pasternak and his book have now become well known: prepared for publication in the Soviet at the time of the so-called Thaw, it has been repudiated by the succeeding Re-freeze. But although no Russian version has been published, it has been translated into 18 languages, and in America and Europe has become a best-seller.

At the end of October it was awarded the 1958 Nobel Prize for literature. Pasternak first accepted the award, and the £20,000 that went with it, then rejected it.

The rejection followed his denunciation by the Soviet's cultural commissars who put on a series of instruments so typical of what the West has come to expect, as to be, under the circumstances, almost unbelievable.

Why Pasternak refused the award is not clear. It has been suggested that the Russians would have been glad to see the end of him and if he had gone to Stockholm to receive his award they would not have permitted him to return. To prevent

this, so it is surmised, he declined the award and chose to remain.

That is as may be. He made all the usual retractions in *Pravda*—said that he realised, on reflection, that the award was a political measure. He had not given his permission to have the novel published abroad. (In which event, it would be interesting to know who did arrange it, and who gets the royalties).

The novel itself perhaps illustrates better than anything, the futility of measuring Russia and Russians with our own yardsticks.

The characters are bewildering in their very numbers and the confusion of their various names; they are fundamentally deeply religious people—yet possessed of primitive superstitions and a belief in good and ill omens.

The style of the writing is abrupt, episodic, unusual. Yet, the pattern of the story is maintained to a degree that seldom allows the reader to slacken interest.

Zhivago, like his creator, is given a cultured background. His family and associates were intellectuals whose sympathies were with the radicals. As these political elements crystallise into revolution, the intelligentsia watch fascinated—elated that a corrupt regime should end; fearful of the inevitable results as the Juggernaut gathers speed.

After two years of famine and privation in Moscow, Zhivago, his wife and child, and his wife's father, decided to seek shelter on a former family estate in the remote Ural Mountains. This fantastic journey by train occupies a large section of the book.

The family sought only somewhere where they could grow their own food and shut the rest of the world out. But even this was denied them. White Russian fought Red; Zhivago again meets Lara to whom he has been attracted while serving in a medical unit at the Front, and his illicit relationship with her, and what he believes to be his betrayal of the family to whom he is devoted, robs him of what peace of mind he might have achieved at this time.

His moral decline begins when he is captured by partisans and separated from those whom he loves.

In its usual sense, this is not a political novel. Pasternak urges neither one view nor another. He is concerned only with people, against a background of inevitable events bigger than themselves. Nonetheless, in spite of the writer's restraint, rather than because of it, it does emerge as an indictment of the regime that has developed today, as distinct from the revolutionary phase with which the novel concerns itself.

(DOCTOR ZHIVAGO. Published by Collins and Harvill Press, London. Australian price, 26/-.)

Two Pieces
From Malaya

IN spite of the Emergency, which one might have imagined would have produced the usual crop of writing, there have been few modern books about Malaya.

And neither of the two recently received are likely to emerge into the best-seller class, although both concern that country and are contemporary.

The first is *Noone of the Ulu*, by Dennis Holman; and the other *The Door Marked Malaya*, by Oliver Crawford.

Noone should have been the better of the two, but fails to grip the imagination. Possibly this is because it becomes too complicated to follow easily. Pat Noone was an English anthropologist who worked, in the 1930's, among the Temiar, the light skinned aboriginal tribesmen of northern Malaya.

During the war in Malaya, he fought with the Argyll and Sutherland Highlanders and when the retreat commenced, he broke away and took to the jungle.

In 1953, during the Emergency, his younger brother, Richard, was summoned by General Templar and given the task of wooing the Temiar who were supporting the Communists. Richard took on the job eagerly, as it afforded him an opportunity of finding out the fate of his brother, Pat. Possibly, this might have made a better story if Richard had written it; but a

Oh, For a Missing
Hyphen!

A valued critic comments that that was a nice review of *Atoll Holiday* (by Nancy Phelan) in October "PIM", but it was a pity poor Nancy had to be lying on the beach drinking.

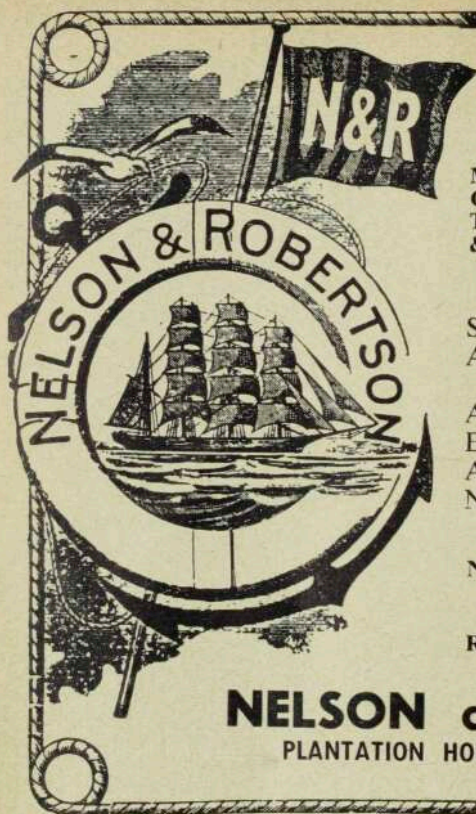
In case anyone should be thinking of suing us for this, we should like to point out that what was said was (They) "... had a passion for such things as lying on the beach till the small hours drinking in the moonlight."

What should have been said was "... till the small hours drinking-hyphen-in the moonlight." (And the next sentence sorted it all out, anyhow).

Some crusty Old-Timers might think that it would make more sense if they had been "drinking comma in the moonlight".

They weren't, of course.

There wasn't any comma; and, alas, no hyphen either. On mature reflection we are prepared to agree that it might have been better all round if there had been.



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third person enters to do that—Dennis Holman.

Holman does not make Pat Noone the sympathetic figure he might have been and probably would have done him more service by leaving out the childish letters home. It is hard for anyone with Colonial prejudices to take seriously a grown man who begins his letters Dear Mummy, even if he is supposed to have grown into a legend in Malaya.

In one of these early missives, Noone wrote: "Actually I am cutting down my meat intake. Life becomes much simpler on the sexual and emotional side if one avoids too much meat in the jungle".

Something must have come unstuck from that theory; the next we hear of him is that he has married a Temiar girl, who ultimately proves his undoing.

Prejudice is not lacking from the other side, either. Somewhere along the way, the author remarks on the behaviour of the Australian soldiers who were found, during the retreat, slumping in chairs in the lounge of a hotel with mangrove-mud still plastered all over them.

They should, of course, have been wearing dinner-jackets.

(NOONE OF THE ULU. Published by Heinemann, Ltd. Australian price, 26/-.)

The other book is a much simpler piece of writing, being an account by Oliver Crawford, 21, who as soon as he had finished with Oxford, found himself involved in his two years' National Service. He was commissioned in the Somerset Light Infantry and sent to Malaya.

His service there was not much different to the service of similar young officers from all parts of the Commonwealth—Fiji, Africa, UK, New Zealand and Australia—except that he was interested in everything that went on around him, kept a diary and later wrote this book from it.

(THE DOOR MARKED MALAYA. Published by Rupert Hart Davies. Australian price, 22/6.)

The Tolerable Americans

HAL BORLAND obviously did not mean to, but succeeds in showing that Americans were a great deal more tolerable before they progressed to the stage of the Country Club. *The Amulet* is a story of the Civil War, but it has a tranquility at which few novels of the period aim, much less achieve.

It is the story of Quincy Scott, 19 years old, of Denver, Colorado, who joins a group who, in 1862, try to break through to the Confederate forces in Missouri.

Mostly it is the story of the ride, and the men who undertook it, rather than of the fighting, which, anyhow, took part in the rather de-

tached Missouri sector. It is also the story of Quincy, of course, and the reasons that he went—which were everything and nothing.

A simple but rich story of the American West and South at a time when American culture was not yet founded on gadgety and business men had not become tired.

(THE AMULET. Published by Wm. Heinemann, Ltd. Australian price, 18/9.)

For Sailors

NUMBER 38, and latest, in the Mariners' Library series, is Arthur Ransom's *Racundra's First Cruise*—published originally about 30 years ago.

Racundra's cruise on that occasion was made to the Baltic, and took place in 1922-23. The war referred

to, therefore, is the First World War, and the map has undergone several alterations thereabouts since.

But cruising in small yachts is virtually unaltered and amateur, armchair or even professional sailors who like to read about their hobby, will find that they get plenty of value out of this one.

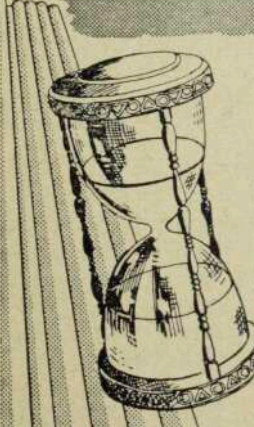
(RACUNDRA'S FIRST CRUISE. Published by Rupert Hart-Davis. Australian price, 15/6.)

Too Wild For Us

THIS must be exclusively for the zany or fey Irish (*A Wild Taste*, by Harry Bewick). It doesn't make much sense to beings of lesser calibre.

Harry (who happens to be a lady) met Patsy in a Letchworth hotel and

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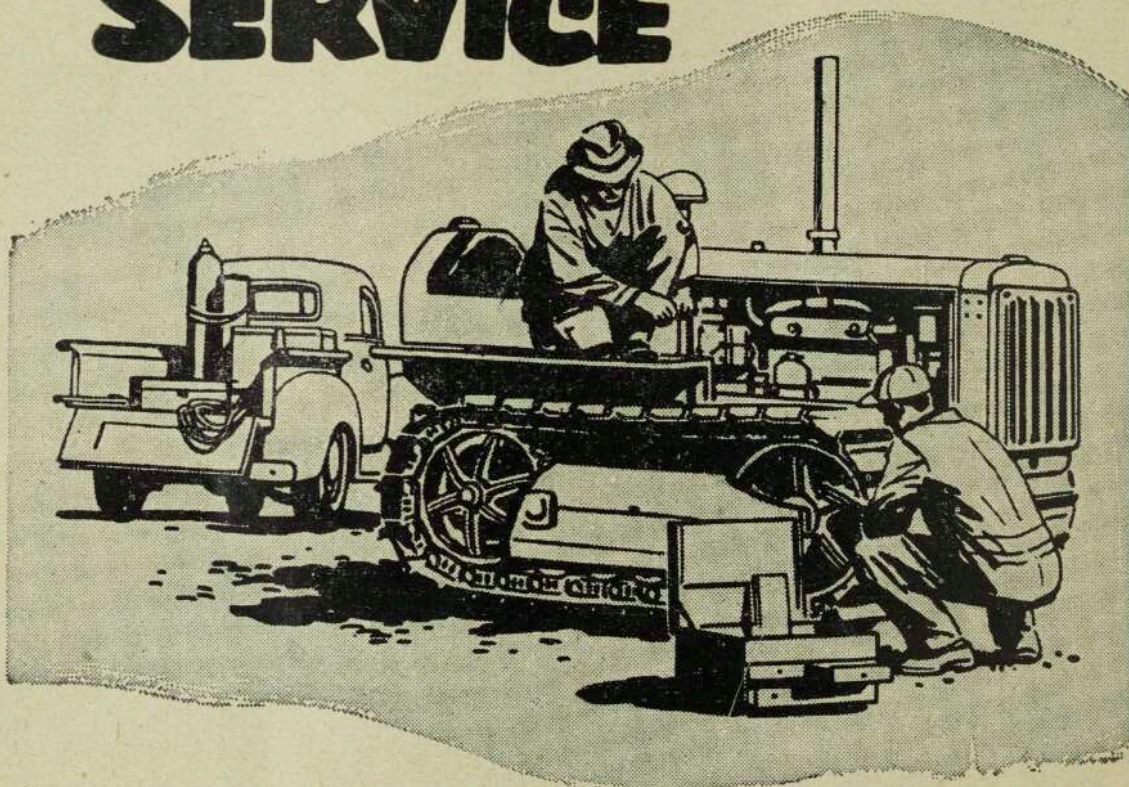
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subsequently took her two small daughters over to live in Ireland in order that she might care for Patsy's niece and nephew, Mary and Timmy. What happens subsequently is all terribly Irish, and no doubt supposed to be funny.

It didn't amuse us. Perhaps we've known the wrong Irishmen.

(A WILD TASTE. Published by Peter Davies. Australian price, 20/-.)

For Children

IT was a god-send for Father ("who sometimes has to stand all the way home in the train and comes in tired and cross... With six children to bring up, it's no wonder his suits are a bit shiny and his shoes shabby"); and no doubt mother, when Cousin Annabelle offered to take the Lattimer children to Brighton for a holiday.

Cousin Annabelle was a tall, bony girl with gold hair, blue eyes, freckles, and teeth "on the large side, although very white." She was a lot of fun.

The Sea Shell Guest House at Brighton was as extraordinary as its scatter-brained owner, Prissy Pike.

This is good fare for Tens-to-Teenagers. Even mum might get a laugh out of it.

(OFF TO THE SEA WITH ANNABELLE. Published by Heinemann. Australian price, 13/3.)

What's New in Paper Jackets

THE MYSTERY OF THE BLUE TRAIN: An early model Agatha Christie, with a correspondingly early model Poirot. It was first published in 1928 and now, of course, the characters would probably be travelling by Air France. However, there is a satisfying amount of mystery, against a background of Europe in a more leisured age. (Fontana, yellow-spine).

SCIENCE AND CHRISTIAN BELIEF, by C. A. Coulson. If you have tried to tie orthodox Christian teachings to modern science this may help you. Coulson is Professor of Applied Mathematics at Oxford University, and a churchman. He believes that science does not nullify Christian beliefs; to the contrary. (Fontana, yellow-spine).

ATOMIC ENERGY: The intelligent layman's guide to the nuclear age, by Egon Larsen. This small book is just what it says—a report of the first 100 years of atomic research and harnessing, skipping altogether the subject of nuclear weapons—the author hopes that mankind will "eventually triumph over its own suicidal mania". It has an excellent index and reference list. (Great Pan).

DARK DUET: A Peter Cheyney epic of counter espionage, with all sorts of foreign bodies flitting in and out of the pages. (Great Pan).

A POWER OF ROSES: The story is by Ruth Park—the cover and the blurb on the back by the publishers, we think. "In the shadow of Sydney's great Bridge... a teeming, colourful mass of slum dwellers..." As we remember it, Ruth lived briefly in and wrote about Riley Street, Surry Hills, two hops and a jump from

where this review is being written, and where no Bridge casts a shadow. Today, this area is the favourite dwelling area of Southern European migrants who have shown the locals that even a Victorian-terrace house can be turned into a thing of near-beauty. It is an area of well-dressed healthy kids and more television aerials to the square inch than anywhere else in Sydney. Notwithstanding, there are plenty of Ruth Park characters as well. (Great Pan).

NO STARS TO GUIDE, by Adrian Seligman, is an exciting war-time experience of the author who, during 1941, was one of a small Royal Navy party which was sent of the Dardanelles to pilot five Russian ships through the Axis blockade to neutral waters. (Great Pan).

THE DEAD OF NIGHT, by Harry Carmichael. Who dun it? Or was it dun? That's the theme of this mystery, in a house full of doings and neurotic women. "The surprise at the end is a knock-out," said the "Daily Telegraph". We couldn't agree more. (Fontana, yellow-spine).

HOW TO WRITE ENGLISH, by Hugh Jarrett. This is not aimed at book reviewers and others of the trade—although it perhaps could do good even there—but to foreign students of English. The author is an expert in his field, and now is director of studies at Davies' School of English, Cambridge. (Comet).

TOBACCO ROAD: Erskine Caldwell's novel of the American South and a sort of companion piece to "God's Little Acre" which was published in a paper jacket recently. Either you like this ribald kind of writing about America's poor whites, or it bores you. About 10,000,000 Americans like it. (Great Pan).

RIOT, by John Wyllie. Rape, murder, rioting and more murder follow when a British police officer, in momentary panic, shoots one man and wounds two others, after a procession of West Africans gets out of hand. It is what the anthropologists call "culture clash". (Great Pan).

BEYOND DESIRE, by Pierre La Mure, whose first novel in English, "Moulin Rouge", made his name. The current novel is about Mendelssohn famous as a musician, and in his time, equally famous as a lover on an international scale. Both fames considerably complicated his life, which might have been a much more uneventful one as son of a wealthy banking family. (Fontana, pink-spine).

ABRAHAM LINCOLN, by Herbert Agar. Not particularly original subject matter—there must be thousands of Lincoln biographies, but an interesting enough study of America's secular saint, who was regarded as nothing of the sort by many of his contemporaries. (Comet).

WOMAN OF STRAW, by Catherine Arley—a newcomer to the thriller field, in that it is a translation from the German. Unlike most translations from this language, it is a smooth-flowing product, no doubt thanks to the translator. Excellent of its type, about a woman who answered a matrimonial advertisement and landed herself with a murder she did not commit. (Fontana, yellow-spine).

MANDARIN RED, by James Cameron, a London "News Chronicle" journalist who spent some months in Red China. Interesting both as travel literature and personal experience, and a fresh slant on the inscrutability of the East. It is The most entertaining travel writing we have read for a long time. (Comet).

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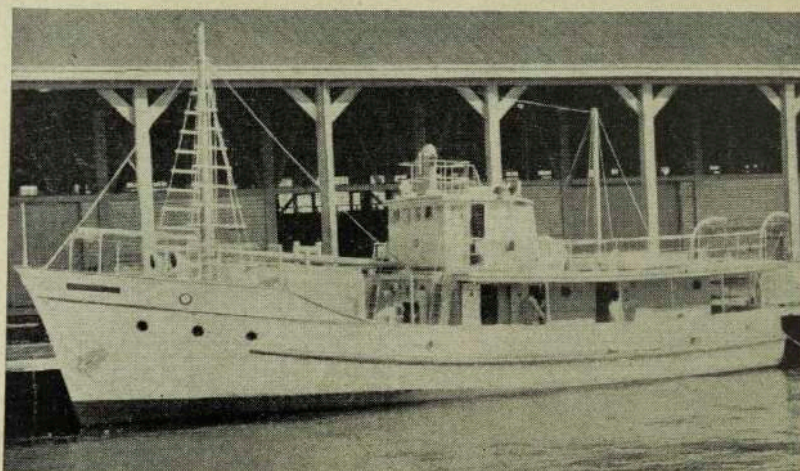
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THE CASE OF THE ONE-EYED WITNESS: Erle Stanley Gardner has Perry Mason in court again, defending a client whose story (as usual) won't hold water. The District Attorney (also as usual) almost succeeds in snatching victory. The evidence is greatly concerned with the art of spectacle making. Good ESG fare. (Great Pan).

(Our copies from Wm. Collins (Overseas), Ltd. Australian prices: Comet, 3/6; Fontana, yellow-spine, 3/6, pink-spine, 5/-; Great Pan, 3/6.)

Xmas At Salamaua

(Continued from page 87)

Home on his famous Cleopatra claim, the mists cleared, and he began to wonder what had happened to the £1,400 worth of gold he had taken out for safe custody in Salamaua. He could not remember anything after his tenth champagne-and-stout.

He hurried down to Wau. The weather had closed in, and no plane moved in or out for several days.

Straight for the Pub

It was in the following week that Hector arrived in Salamaua, and headed straight for the pub.

"Bill," he said, his voice a little tremulous. "My gold—what became of it? Did you see anything of my two tins?"

"Yes, I got 'em here," replied Bill, reaching in under his bar. The two tins contained all the gold brought in by Hector—less, of course, the heavy cost of many, many rounds of stout-and-champagne.

After all, it had been a Merry Christmas.

The Old Hands still like to tell of how Bill Cameron supplied Salamaua with its first billiard table.

Bill saved his money, and brought in a fine table from South. It needed eight posts, or legs, of concrete, upon which it might sit, firm and level. Bill assembled the necessary material, and Allen Innes willingly allowed him a week-end clear of the bar-room job, to set the table.

Bill started work early one Saturday. It looked like a Herculean one-man task.

The Saturday morning drinkers presently drifted around, to watch Bill at work. To some of the more knowing ones, the concrete leg under construction did not seem right. They told Bill about it.

Bill's reply was calculated to excite wrath. The outcome of the argument was that the critics started on another leg, to show Bill just how it should be done.

The argument spread. None could agree about billiard-table legs. Soon five different groups of concrete experts were demonstrating

five different ways of building legs.

Before the sun sank that Saturday, the grateful Bill was putting the finishing touches on the eight table legs. They were somewhat different in shape and design, but they provided all that was needed a firm, level bed for the table.

Champagne in Concrete

The company became so interested in Bill's enterprise that good liquor was purchased, and at least one bottle of champagne was placed in each table-leg and cemented over.

A couple of days later, when the table was in position, Bill auctioned off the first games, and the bids, in 10/- and 20/- rises, provided

Bill with a fund of £13/10/-. Then Bill used the fund to provide a long series of free drinks for the billiard players.

Bill Cameron had his ups and downs on the goldfield, but he made no fortune, and he remained in New Guinea. I found him in September, 1958, in an Administration post in Lae—and I induced him to go (most unwillingly) into the light, so I could take his photograph.

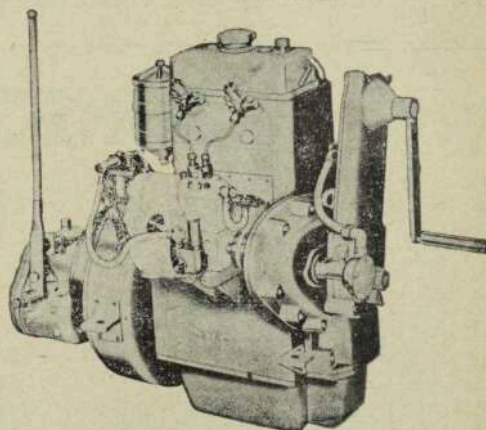
"I wonder what happened to those billiard table legs," said an old-timer, wistfully, after he had told me those stories of Bill Cameron in Salamaua.

"Salamaua was blown to pieces by the Japs, and the billiard table with it, I suppose. Too bad."—RWR

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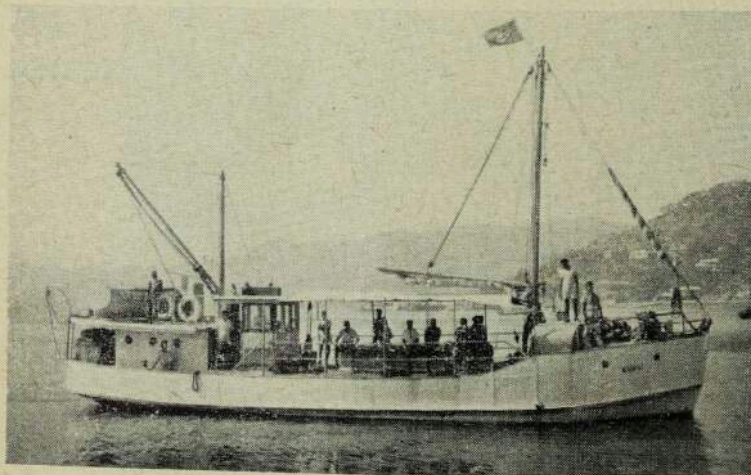


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PACIFIC SHIPPING AND CRUISING YACHTS

From early October to mid-November the South West Pacific had more than its share of newsy maritime incidents—and one tragedy—with the Japanese providing a major contribution.

FIRST there was the small Rabaul vessel *Gona*, under charter to a Japanese party comprising copra buyers, marine biologists, and newsmen, bound for Noumea and overdue between Honiara and Luganville. Just as the panic was developing ashore *Gona* arrived. Her radio was apparently in order and the reason for lack of radio contact was not available. She had been delayed by bad weather.

About this time the Eastern Australian fishermen and newspapers were having their usual Spring work-out on the subject of Japanese fishing vessels which fish the Coral Sea area at this time each year. This was probably the same fleet of 40-odd vessels, of which Fiji saw something.

Across the Tasman in NZ, the Japanese generated some heat, too, but of a mellow sort, from a cask of rum with Japanese markings which came ashore and was pounced on by beach strollers.

On October 13 an unidentified submarine was sighted by a lot of people as it motored slowly past Rarotonga, close inshore, and was tipped in some quarters as being one of "Theirs", prowling about after maintaining a watching-brief on the British bomb-test series at Christmas Island.

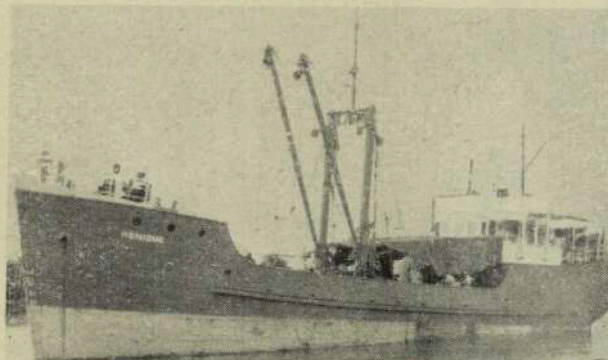
Then came the search for the yacht *Annette* and her location on a northern Lau reef by the RNZAF on October 28. The search continued

the interest shifted to *Koyo Maru*.

Koyo Maru, mothership to the Japanese tuna fleet mentioned above, which had earlier called at Suva to transfer frozen fish to a Japanese supply ship, made a radio plea for medical supplies for a seaman with tetanus on November 4. The 7,658-ton vessel was then about 100 miles south of Kandavu.

An RNZAF Sunderland flying-

Monique's Lifebelt — Five Years After



Towards the end of October, a man walking along the beach at Thio, on the East Coast of New Caledonia, found a lifebelt very much the worse for wear, but still bearing the name MONIQUE. It is believed that it is from the ill-fated, 300 tons vessel of that name which disappeared over five years ago, while on a voyage from Mare Island to Noumea. With her went 126 persons—including a score of Europeans and 21 children.

Save for a few articles found several days after the ship was missing, nothing has ever turned up to help solve the mystery of her disappearance.

Although an official inquiry was held into this disaster, the findings were never made public.

The company which operated MONIQUE, and a sister ship ROSALIE, later went into liquidation.

Several theories were advanced as to what fate had overtaken the vessel—and the most general one was that she had turned over in heavy weather during darkness, filled up and sank.

In The News This Month

Annette	Matua
Ashai Maru	Manua Tele
Arthur Rogers	Moonfleet
Albatros	Miranda
Atom	Manawanui
Agnes	Maranatha
Brilliant	Monique
Cabrilla	Marco Polo
Chitose Maru	Ninikoria
Dirigo II	New Silver Gull
Degei	Petunia
Degei II	Rundoe
Fiona	Stylehurst
Gona	Soney
Hifofua	Skaal
Isobel Rose	Spray
Ian Crouch	Tahoe
Jopeda	Tsuru Maru
John and Mary	Tofua
Koyo Maru	Tiare
Kulo	Tahiti
Lotus	Typee
La Confiance	Te Matangi
Lady Ellen	Utopia
Les 4 Vents	Windsong
Mala Twomey	Yankee
Hoana Raoi	Zinnia

for survivors, but ended unsuccessfully on November 7.

On October 24, just as *Annette* was reported overdue, the Japanese tuna vessel *Ashai Maru*—or was it *Asahi Maru*, the press used the first version—limped in to Suva for repairs to a damaged propeller. Twenty-three-year-old Captain Takao Torii was unable to produce the documents normally called for when a vessel enters a foreign port.

His explanation was that there had been no intention to touch any foreign port in the course of his cruise from Japan as one unit of a 40-ship tuna fleet operated by the Taiyo Gyogyo KK, of Toyko, and the matter was sorted out satisfactorily. But before it was, attention had shifted to the Pago Pago vessel *Isobel Rose*.

All ships were alerted to keep a lookout for this vessel, which was overdue on a passage from Pago Pago to Swain's Island. There was no radio contact. However, this was re-established 24 hours later and

boat promptly took off with Flight-Lieutenant R. S. J. Stretton at the controls and Flying Officer W. M. Krepell navigating. The ship was located, the supplies dropped successfully, and that closed that incident.

A more sensationally minded press, drawing the most from all these incidents in the Fiji area, might have recalled that it was this same *Koyo Maru* and her tuna fleet which was accused of attacking *Joyita* exactly three years earlier. The press accusations were refuted in the subsequent marine inquiry at Apia.

On Nov. 5, a Suva boatyard, holding spares for the American yacht *Dirigo II*, reported that this craft was also well overdue from Papeete, but it was soon discovered that she had tarried at Aitutaki after a late getaway from Tahiti, and she duly arrived at Suva on November 10.

Next in the news—on the day prior to *Dirigo II*'s arrival at Suva—word came from Nassau Island in

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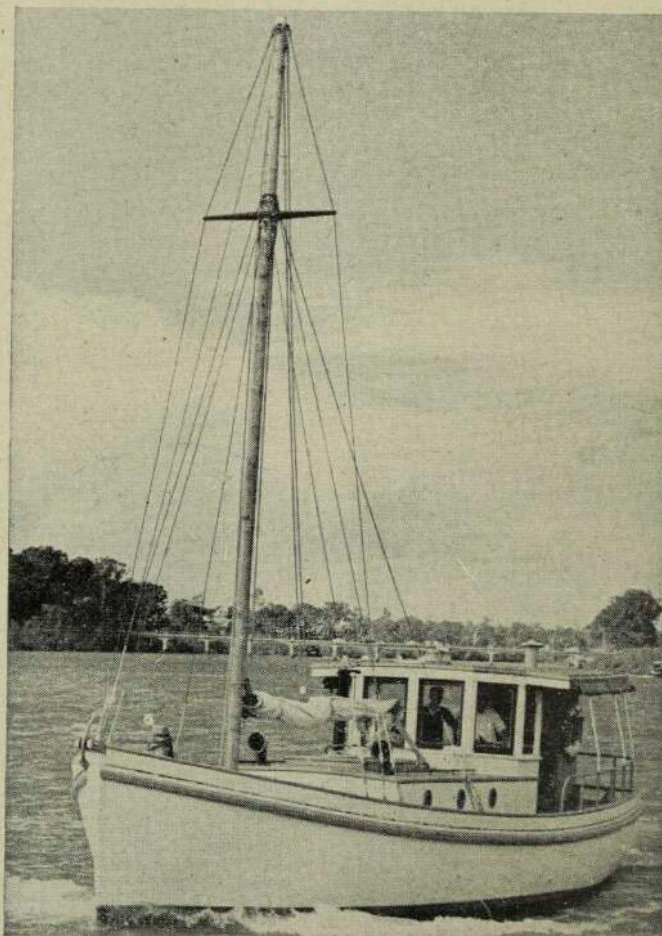
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the Northern Cooks that the Japanese tuna boat *Tsuru Maru* No. 2—one of the Pago Pago-based fleet—was firmly aground. The 25 crewmembers landed safely and a radio call was made for another vessel from Pago Pago to uplift them and perhaps attempt salvage.

While this was going on, calls went out along the Australian East coast and in New Guinea for reports of the brand-new, 500-ton, three-masted schooner *Ian Crouch*, 3 days out of Hongkong on delivery voyage to her owners at Adelaide with an Australian crew of 12 aboard. The pilot of a New Guinea aircraft reported sighting a vessel that seemed to fit the description south of New Britain. (See front pages, this issue, for later news).

• **GOING THATAWAY:** As the Japanese tuna fleet moved north in November—at least radio morse signals indicated this—another great fleet of Japanese vessels was moving south.

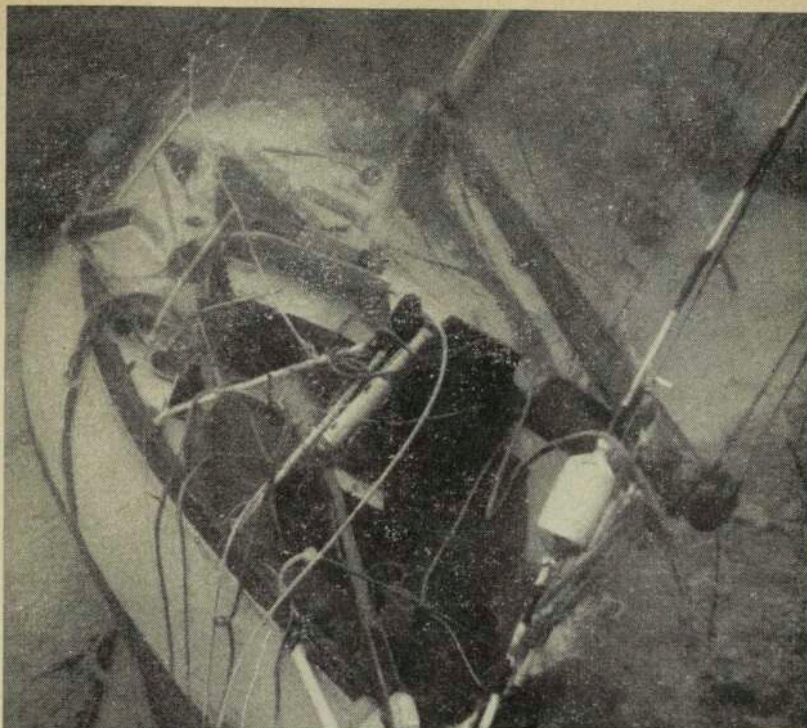
These were the Antarctic whalers. Five separate fleets cleared Japan on October 31, and the sixth and final fleet moved off on November 1. As usual, many of these vessels could hunt sperm whales in the tropics prior to the opening of the strictly controlled baleen whale season early in January. Some of these fleets are owned by the owners of the *Koyo Maru* tuna fleet mentioned above. The others are owned or operated by Nihon Marine Co.

In the Antarctic they will join the Russian, three British, and nine Norwegian fleets in the annual race to get the lion's share of the 15,000 Blue Whale Units permitted to be taken. When the total catch reaches that level the International Whaling Commission declares the season closed—usually about mid-March or a little earlier.

The Blue Whale, being the largest of whales, is taken as the standard unit, smaller whales being equivalent to several Blues, thus the actual total of whales taken is very much greater than 14,500. These are the non-toothed whales; the Sperm and other toothed varieties do not come under the same controls.

• **THE FISHING WAS GOOD:** Avia Pouai, Atiu Island (Cooks) Sherman, made a lucky catch one day in mid-October while fishing at the south-east corner of the island. Grabbing a bottle as it floated by, he saw that it contained a note. Extracted, it read: Mr. E. Plunners, 36 Holmes Rd., Kentish Town, London, NW5 England. Will the finder of this bottle with note inside please return by post to the above address—Reward £1.

Oceanographers would wish that Mr. Plunners and other bottle-throwers would add details of precisely where and when they launched

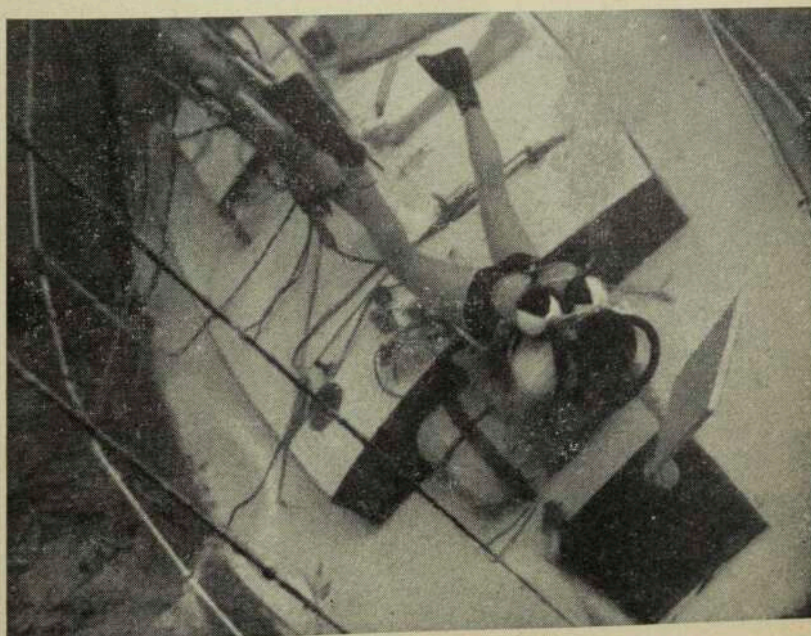


ANNETTE IN HER WATERY GRAVE

Mystery still surrounds the fate of Doc and Dottie Tanner, whose cruising yacht "Annette" was found sunk on Dibbles Reef, Fiji, in late October ("PIM" November, and this issue).

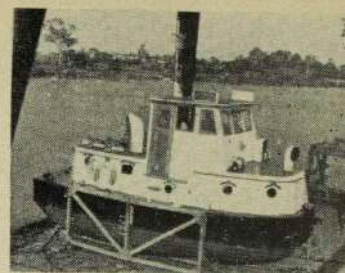
These unusual photographs show "Annette" as she lies 30 ft. deep on the coral bottom of Dibbles Reef. Above, she is listing about 60 degrees to starboard and the planks on that side are stove in from the waterline down. There is little damage on the port side. The cabin hatch is shown under the boom crotch (centre); the door to this was padlocked. Rudder and tiller were undamaged. In the cockpit were a canvas bucket and other articles.

Below, a RNZAF skin-diver looks into the forward hatch. The photographs were taken by Rob Wright of the Fiji Public Relations Office, when he and three RNZAF skin-divers visited the wreck on Dibbles Reef at the end of October. The cover of the hatch was found about 40-ft. astern of the hull and nearby was a boarding-ladder.

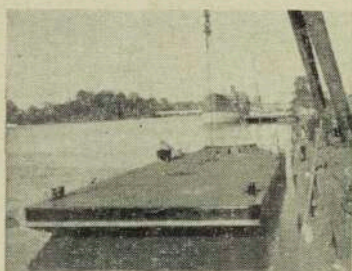


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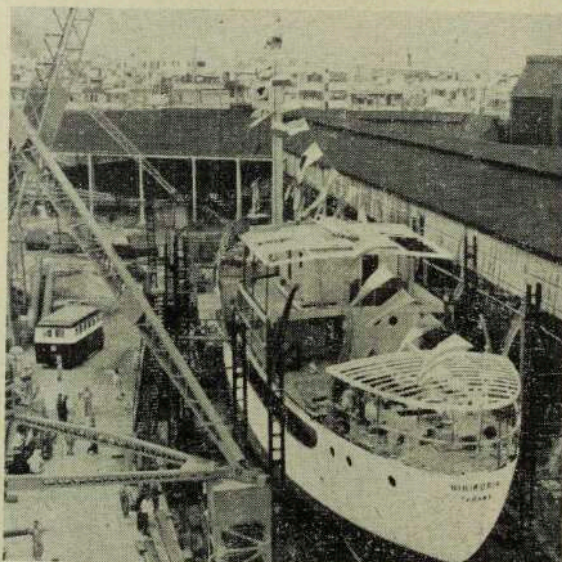
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Auckland motor-sailer "Manawanui" now in Polynesia. Photo: J. P. Shortall.

their bottles, but guess that this began its drift somewhere along the shipping route between Pitcairn and Panama. To where, and for how long, it might have drifted had not been intercepted will provide a short period of interesting speculation during the still watches of the night for Third Mates who happen to read this.

Meanwhile, we're contacting British Town for the missing details.

• **SLOW BOAT FROM CHINA:** Life in an ocean tug is not everybody's meat, but for seamen of the more days, more dollars' philosophy is undoubtedly the life.

The voyage of the 232-ton Manila-registered tug *Cabrilla* from Hongkong towards Auckland was, for example, a good money-saving run for her crew. The vessel cleared Hongkong September 5, with barges for Auckland and Fiji Government's *Degei II* in tow.

Certainly the voyage was broken with three days at Rabaul, but it was to be very late in November before she was expected at Auckland.

Degei II, detaching from the tow in the New Hebrides area on November 15, reached Suva under her own power at noon, two days later. The tow had been a good deal slower than at first anticipated at the Auckland end. *Cabrilla* was to

pick up two old New Zealand coasters, *Rata*, 974 tons, and *Murray* (ex *Titoki*), 628 tons, at Nelson, NZ, for the return run.

These Anchor Shipping & Foundry Co. veterans are coal burners and could hardly have made the distance under their own steam. This convoy may also be seen in Rabaul or some other en route Islands port, as it heads north in December-January.

Meanwhile, the 148-ton Panamanian tug *Inglis* is heading south with a variety of craft in tow, but not with the new BSIP vessel *Coral Queen*, as earlier reported. She is making her own way south.

All the vessels in both these towns are from the yard of Pacific Islands Shipbuilding Co. Ltd., and the company is seeking a return tow for *Inglis*.

• **AS IS, WHERE IS:** Burns Philp's *Kulu*, one of the well known war-time-built 300-tonners, lately riding at moorings in Rabaul Harbour, is reported to be for sale. *Kulu* was built in Freemantle, in 1944, and like other members of the family, is powered with twin 120-hp bhp Gardners. She first went to New Guinea as one of the Shipping Board fleet.

• **TENDERS CALLED:** The Fiji Government has lost no time in calling for tenders for its 205-ton, composite-built, 18-year-old, maid-of-all-work *Degei*, now for disposal since the new vessel arrived from Hongkong. The Suva-built twin-screw, muntz-metal sheathed *Degei* was advertised widely in October-November. Tenders close December 13.

• **SALVAGE PROCEEDS:** Salvage of war-wrecks in Rabaul Harbour, excluding some under disputed ownership and some in inaccessible depths, has now been virtually completed by the Japanese organisation of Okada Gumi.

In October, the company's salvage vessel *Chitose Maru* towed a barge down to Buin, Bougainville, with sheerlegs and with scrap, which is being concentrated there for loading in an overseas ship. Most of the salvage crew are now at Buin, where further work is proceeding.

• **THIRD TRY FOR AR:** The New Hebrides-based, converted Brixham trawler *Arthur Rogers*, with the Hepworth trio and new partners Jack and Eileen Close, of England aboard, was scheduled to clear from Totara North, NZ, about November 10 on a third attempt to get back to the Islands.

As earlier reported, *Arthur Rogers* was twice forced back with damage from heavy weather met north of New Zealand. With the hurricane season already here, fingers were firmly crossed for a good passage this time.

• **THAT MAN AGAIN:** That blown-away son of the Gilbert Islands, Willie Schutz, was sighted in Honolulu late October, where his

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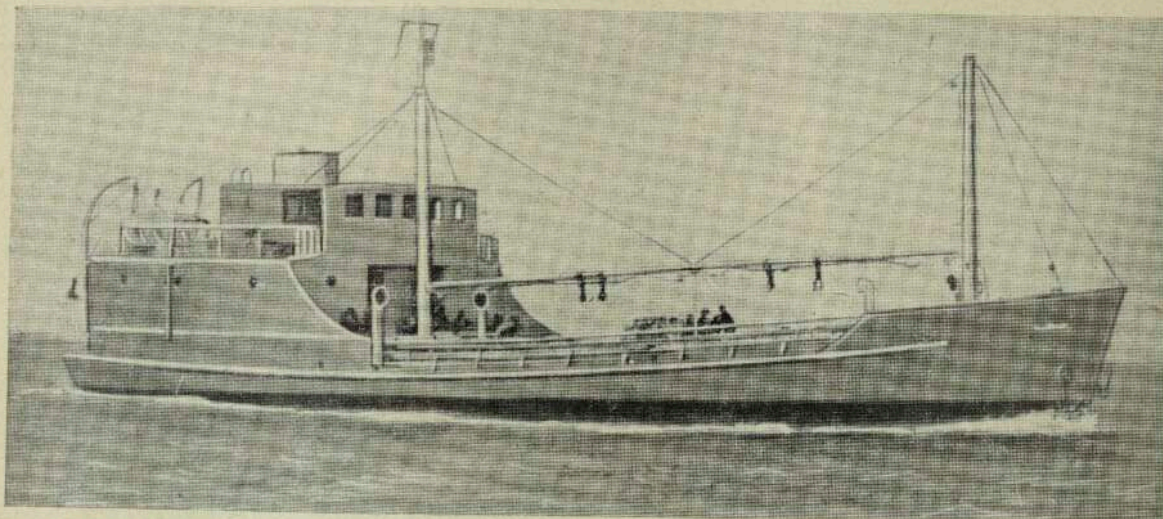
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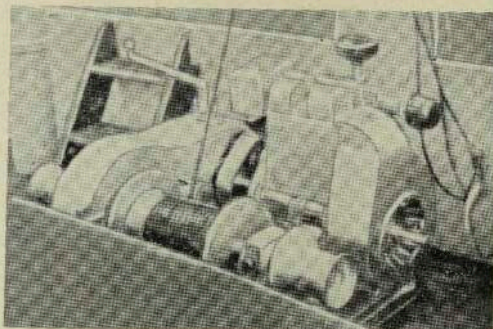
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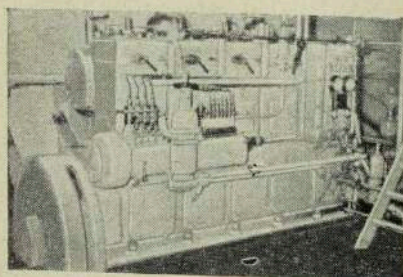


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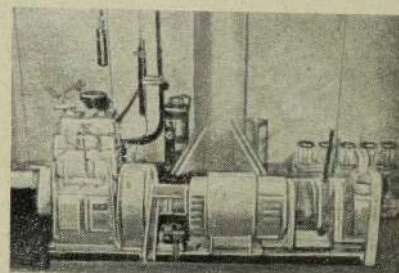
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hip, the British MV *Stylehurst*, had popped in briefly for bunkers en route for Yokohama with 10,700 tons of sugar from Santiago, Cuba.

Stylehurst, a comparatively new ship, is one of the lucky tramps that has managed to stay at sea despite the present tramp shipping recession, but Second Officer Schutz reported that his ship lay for 22 days off Miami, Florida, awaiting rearrangement of the present cargo. Meanwhile sea-time is piling up and an examination for Master's ticket is likely next year.

• **QUARANTINE TO BE ENFORCED:** Vessels arriving in the Cook Islands from Fiji-Tonga- Samoa are liable to strict quarantine at present as a result of the recent outbreak of polio in those territories, which, to mid-November, had not invaded the Cooks. Normally, there is no shipping connection between the Cooks and these other groups, but there is air connection, and certain restrictions have been placed on passengers arriving in by that means.

• **BETIO HARBOUR:** Good progress is reported from Tarawa on the Betio small-ships harbour project. A great deal of work has still to be done but by early 1960 that part should be transformed.

• **IN THE WATER:** The third of the trio of medical patrol craft built by the NZ Lepers' Trust Board for the use of religious Missions in the Western Pacific went down the ways at Charles Bailey & Sons Ltd in Auckland on November 18. This one, named *Mala Twomey*, goes to the Marist Mission in the Solomon Islands, and like the others, will be delivered by Auckland yachtsman Mark Anthony. Each of the 40-ft auxiliary ketches is understood to have cost about £22,000. They are well-equipped for their work and built of the best kauri timber, metal sheathed. Despite the hurricane season, *Mala Twomey* was expected to go north in December.

• **WANTED, REFLECTORS:** There may be some new land-marks springing up round the Gilbert and Ellice Islands atolls now that radar has become a part of the local merchant marine. Both *Ninikoria* and *Moana Raoi*, the new Hongkong-built vessels, have Decca radar equipment, but the range is often limited to a maximum of 17 miles, less, due to the low-lying nature of these islands and the absence of any structures with good reflecting properties.

This situation could be very greatly improved with the erection of a few metal reflectors on poles or trimmed coconut palms at strategic points—to the advantage of not only the local shipmasters but also of other vessels occasionally in those waters, and of aircraft flying overhead.

• **OLD DAYS RECALLED:** There was a reunion of retired Union Steam Ship Co. Masters and Chief Engineers aboard *Matua* at an Auckland wharf on November 18, the excuse for it all being the celebration of the 90th birthday anniversary of Mr. David Carter, one of the company's most popular former managers in Fiji—he was there about World War I days.

Mr. Carter served the company for 51 years, in various offices, retiring in 1934. In the years since he joined the Auckland office in 1883 as a boy of 15, Mr. Carter has seen some remarkable changes in

the Union Co. fleet, which once had many fine passenger vessels but now, except for the ageing *Monowai*, the ferry steamers *Tojua* and *Matua*, and a few others carrying a few passengers, is almost entirely a cargo fleet.

• **NEW LIGHT:** The Mama'o Reef, or Hakau Mama'o, in the approaches to Nukualofa, Tonga, now carries an electrically lit beacon.

Details given in a recent Nukualofa Harbour Master's notice are as follows: Elevation, 85 ft on a steel tower; shows white from 286 deg. through north to 204 deg., thence

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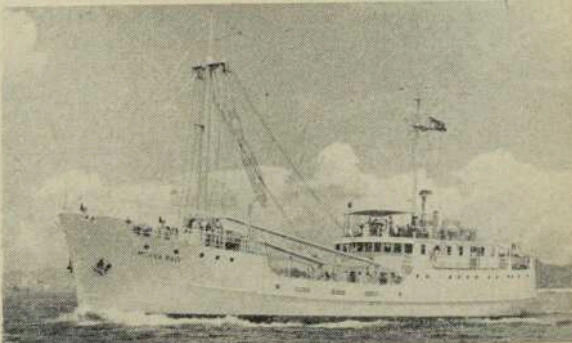
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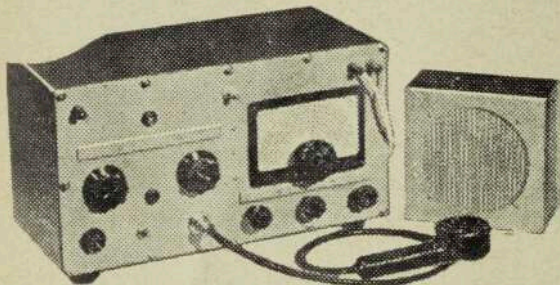
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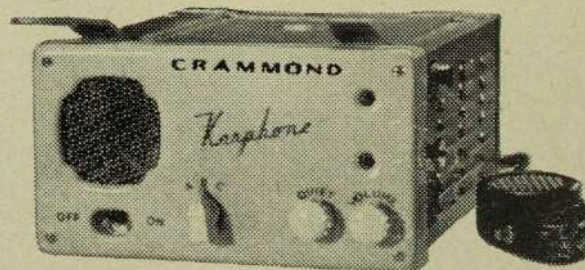
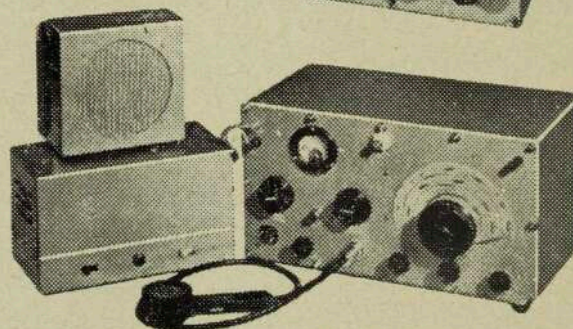
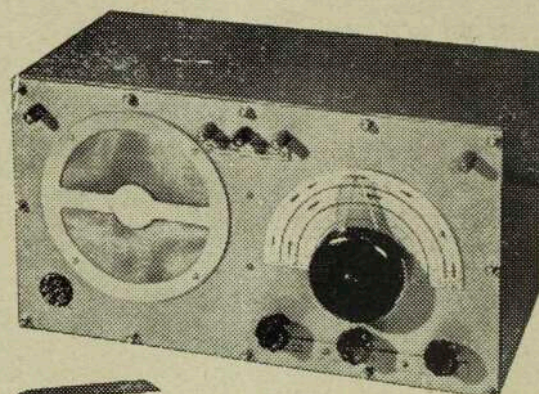
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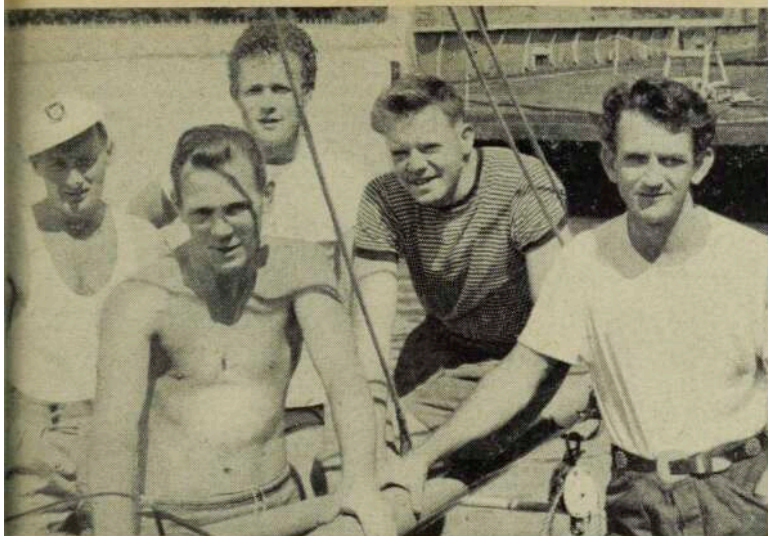
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"TAHOE'S" NEW CREW. From left: Denis Osment of England, Rick Rewin and Dick Corish of Australia, Don Beer of New Zealand, and skipper Reg Blake. Not in the photo is Fred Barton of Australia. "Tahoe" was to clear Auckland for Sydney and eventually the US late in November. Photo: J. P. Shortall.

d to 259 deg., thence green to 286 deg. true from seaward. Characteristic is a six-second flash with four-second eclipse. Clean-weather range 14 miles. This light, says the notice, used together with Malinoia and Niu'aunofu lights, will enable vessels approaching Nukualofa to obtain a more accurate fix as well as indicate the dangerous Hakau ama'o.

• **FRENCH FLOWERS:** The well-known French naval patrol craft *Are*, decommissioned at Noumea some time ago when replaced by a larger and more modern craft, now is at that port for sale—a starting price mentioned was £A10,000.

Tiare started her life from an American yard as a US Navy YMS (Yard Mine Sweeper), similar—but not identical—to the Pago Pago landing vessel *Manua Tele*. Both are wooden-hulled, twin-screw diesel-powered vessels of the same general profile—raised foc'sle, machinery compartment, and bridge midships, etc., but there is a difference in length and other dimensions. Both are about the same mid-1940 vintage. *Tiare*, and her sister, *Lotus*, based at Papeete, have been officially nameless since they were decommissioned early 1957. The names were transferred to the replacement vessels *Petunia* and *Zinnia* respectively. At the same time the well-known *Dumont d'Urville* was scrapped and replaced by *La Concorde*.

It is not known what equipment will go with *Tiare*.

• **ANOTHER WEATHER CHANNEL:** In our summary of voice radio storm warnings and weather information for mariners

given in October *PIM*, we did not include one Fiji frequency which we now understand is in use. This is the Suva Post Office station's outlet VRO72 on 7360 kc/s. The weather broadcasts given at 0230/2130 GMT are apparently broadcast over this channel simultaneously with the 4445 kc/s frequency which we listed. The higher frequency should be useful for more distant vessels.

• **TSUNAMI WARNINGS:** Suva, Honolulu, Rarotonga, Papeete, and some other less well-known places are not likely to quickly forget the so-called "tidal" waves which have on several occasions in recent years caused damage and excitement.

Since the one which caused heavy damage in Hawaii in 1946, a warning system has been slowly built-up in the Pacific, mainly by the US Coast and Geodetic Survey, a branch of the US Department of Commerce. With headquarters centrally located at Honolulu and under the control of Rear-Admiral H. Arnold Karo, the warning system is now able to advise distant areas of the likely approach of a tsunami—as these waves produced by undersea earthquakes or eruptions are correctly named. According to a recent announcement, Fiji, Chile, and Australia have now joined the warning system.

Tsunami waves, which are rarely more than six or seven feet high on the open sea, usually move in a series at intervals of up to 20 minutes apart and at speeds of up to 600 miles per hour. Under certain geographical conditions of shoreline, etc., the waves will build up to 100 feet in height on striking land, and they have caused damage as much as 2,500 miles from their point

of origin. At this distance there is about 4½ hours of warning time, but at shorter distances the interval is less and the system, to be of any use—for example, in getting ships away from wharves or out of harbour, has to operate at high-speed and have an extremely efficient radio communication.

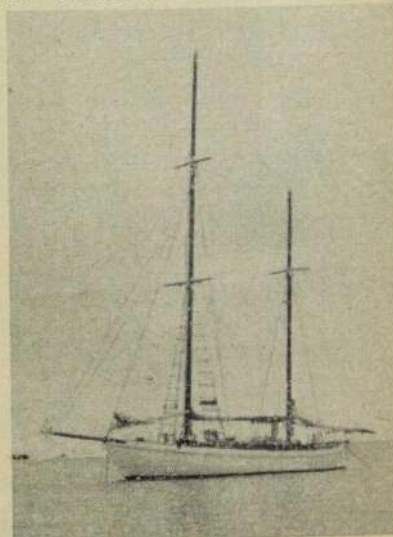
• **CRUISING, AT A PRICE:** Despite reports that Ernest K. Gann's beautiful little brigantine *Albatros* is for sale at London—she was advertised in *PIM* last year—advertisements have appeared in the US calling for paying crew-men for a Mediterranean cruise to commence from Portugal next July and end in May, 1960.

The vessel, which closely resembled the Johnson's *Yankee No. 2*, will be commanded by an ex-*Yankee* Mate, Christopher B. Sheldon, Ph.D.

Men and women between the ages of 16 and 30, and with \$3,185 each to chip in, are invited to apply to Box 948, Darien, Conn., USA—and we do not doubt that there will be a full muster by next July.

• **MORE FOR TONGA FLEET:** Prince Tungī, who has been instrumental in gradually building up a modern fleet of small craft to serve Tonga's needs, placed orders for two more vessels with the Cable-Price Corporation in Auckland in November.

The first of these is a 35 ft x 10 ft x 5 ft 10 in. kauri pilot launch powered with a 65-90 bhp Leyland Ajax Amazon motor. The hull will be sheathed and the vessel will be fitted with a searchlight. She will be stationed at Nukualofa. No



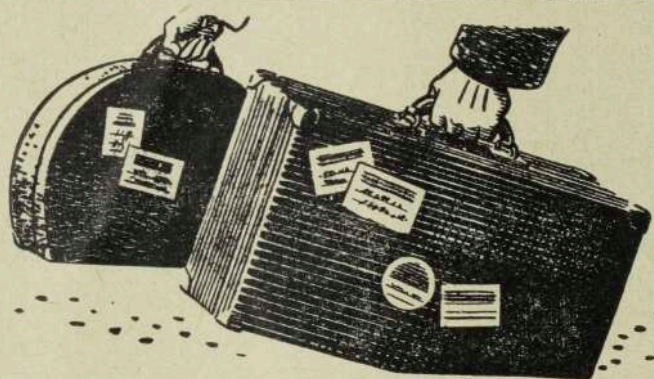
"Shiralee", 35 days out of Sydney, reached Rarotonga October 30 and departed November 4 for Honolulu, Pacific base of the new owners of this solid Australian-built double-ended ketch, Jack and Peggy Burke. This blue water couple are eastbound on their new home only because a cyclone wrote finis to their 60 ft. schooner "Venturer" and a planned world circuit off the Queensland coast in May last. Photo: G. Russell.

name is yet fixed. She will be built at the Corporation's W. G. Lowe & Son yard, and delivery is for about next May.

The other vessel is a 112 ft x 22 ft x 8½ ft welded steel barge with a loaded draught of 7 ft. This will be capable of carrying 80,000 gallons in eight tanks, four for petrol and two each for diesel oil and kerosene. The barge will not be self-propelled, but she will be fitted with steering

gear and will have a wheel-house midships and accommodation for three helmsmen. There will be the usual fire-fighting equipment, and two Gilbert & Barker rotary pumps, each driven by a 5 bhp Lister diesel, will be fitted for discharging the cargo through 2½-inch pipe lines.

She will have a shaped bow for easy towing, and will be used to carry bulk oil from Suva to Tonga and perhaps to Apia.



Going places?

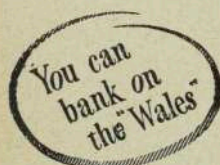
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The new 500 bhp all-purpose *Hifofua*, expected from Holland in January, will be mainly engaged towing this barge.

At present Tonga has no bulk tanks, all supplies coming in drums. The barge will be built by A. & G. Price Ltd. and launched from the Lowe Yard. Completion date is about next July.

• TO SWELL THE COFFEY Fiji Government expects to raise an additional £F66,000 out of increased port charges in 1959. This was part of the Colony's recent effort to boost revenue—although it was said at the time that port charges in Suva were far too cheap, and how.

The newest slug is in addition to the Port and Customs Services of 2½ per cent. that became operative in August this year.

There have previously not been port dues in Suva but now they will be levied at 3d per ton for vessels registered outside the Colony, 2d per ton for local vessels.

Pilotage, berthing, wharfage and light dues also go up steeply, but will fall most heavily on large overseas ships.

News of Cruising Yacht

• WANTED, SOME YACHTS: The Auckland Yacht Club of Auckland is looking for some keen sport-minded owners to enter their craft in the planned sixth trans-Tasman yacht race scheduled for February next.

The race, to be officially known as the Auckland-Brisbane Trans-Tasman Yacht Race, will start from Auckland on February 1—if a minimum of five entries are received. It is earnestly hoped by sponsors however that there will be more entries than this by the closing date of January 31. The entrance fee is 10 guineas—or about \$US14. The prize is a highly esteemed Trans-Tasman Cup, a miniature, the Rangit Cup and medals, and in addition certain trophies will be put up by the Queensland Cruising Yacht Club of Brisbane who have been instrumental in having the race terminated there instead of further south, if change.

Very careful safety plans are being prepared, and a study has been made of weather movements in the area over a long period in selecting this particular starting date. So, men of the cruising fraternity, what about it?

• Discovery of ANNETTE of Honouliuli in 20-odd feet of water on Dibles, 10 miles south of Wailangilala Light, on October 28, solved the mystery of the yacht's whereabouts after she had been reported several weeks overdue on passage from Apia to Suva. But an examination of the yacht by RNZAF divers who located her from the air showed that the cabin was padlocked and that she had been at anchor.

Life belts and dinghy were later found—the latter on Udu Point, Vuana, with an oar and a six-gallon plastic container still in it—but there was no sign of William B. Tanner and his wife. It seemed that the yacht must have struck the reef, an unsuccessful attempt made to kedge her off, and that she was locked up while the owners were out in the small dinghy on an ill-fated voyage to some neighbouring island.

assistance; or, as the Tanners were known to be keen divers, it may have been that the yacht was anchored off this or some other reef further north, and the cabin locked while the owners went onto the reef for some diving.

Perhaps the yacht then dragged, and perhaps she was pursued in the dinghy—or perhaps the yacht just dragged onto the reef. Whatever the exact details, it seems quite clear that the dinghy must have been overturned and the Tanners drowned.

For a while there was a scare that Tanner's 15-year-old niece, Carol Raymond of USA, had also been aboard, but it was soon established that she had travelled in the yacht only from Papeete to Apia and was in fact safely home at Searsdale, NY.

Charts recovered from ANNETTE merely gave a last recorded position midway between Niuafoou and Wallangilala, on September 28. Pending instructions from next-of-kin there has been no move to salvage the yacht, which apparently was not very badly damaged up to early November. Any inquiry would be initiated by the Honolulu authorities, if such were considered necessary.

● **DIRIGO II** (see Shipping News) reached Suva from Papeete on November 1, via Aitutaki and Vavau, and owner James Crawford indicated that he will remain in Fiji waters through the hurricane season, that is, until about April.

● **MOONFLEET**, mentioned last month for sale in Suva, is none other than our old friend KONA, changing hands again. This was the 40-ft. Block Island daysail schooner of San Pedro, California, in which Paul Blackford and Bob Houtz cruised Polynesia in 1950-54 and then sold in Suva late 1956.

● **JOPEDA**, ex-LA MOUETTE, on the reef at Ngatangila, Rarotonga since June, 1957, is there for keeps, in the opinion of John O'Donnell of MIRANDA, despite news of salvage attempts from time to time. David Field, one of the former part-owners, is now in charge of the Biosphere Observatory at Rarotonga, having returned there from New Zealand. The 34-ft. yawl is owned by a local trader, Mr. D. C. Brown, who bought her on the reef.

● **MIRANDA** of Auckland, which cleared Rarotonga on October 18, suffered a broken rudder when 11 days out. Temporary repairs were managed and the yacht made Auckland via Great Barrier Island on November 17. Kurt Hari, of Switzerland, who had joined at Papeete, signed off at Rarotonga and his place was taken by two Cook Islanders. Also aboard: Arthur J. Giddons of the US. Purchased in Auckland by O'Donnell two years ago, the 34-ft. gaff ketch is again for sale.

● **RUNDOE** of Oslo, 44 ft. x 15 ft. x 10 ft. ex-pilot boat owned by Messrs. Brunborg and Anderson, left Balboa for the Galapagos, Marquesas, Papeete and New Zealand in mid-October. The ketch is on a circumnavigation voyage.

● **NEW SILVER GULL** and the Scotts of Sydney, Australia, who have been cruising the Americas in the 44-footer for a long time past, were at Balboa in late October and preparing to head for Polynesia on the home run. The yacht left Sydney 11 years ago, and passed through Polynesia north-east bound about 1950.

● **TAHITI**, of Honolulu, which has voyaged as far as Auckland in recent years, was northbound from Papeete for some—and the auction-block—in mid-October. Lorrin Smith has been offered the job in Rarotonga by Walter S. Johnson, who owns the trading schooner TIARE AORI, so will be heading that way by

commercial transport soon. "Smithy" and TAHITI have been mates for a long time. With him on the passage north was Yves Garcion, who formerly sailed as crew-man in Conny Hitchcock's MAKAI, and Bill Weir, ex-STAGHOUND, JADA, PRIMavera, and other well-known yachts.

● **MARANATHA**, an American-built wishbone schooner of about 50-ft., which was given to the Seventh Day Adventist Mission in French Polynesia some years ago, and was recently sold to some New Zealanders at Papeete, went ashore at Avapehi Pass on the north-west coast of Huahine while bound for Auckland in August or September and was still on the reef two weeks later, though apparently little damaged. Arrangements were then in hand for a local government LCT to come and attempt a refloating, meanwhile all hands were living ashore with Mr. Howard Milbrandt, ex-UTOPIA, who has built a house on a property near there.

● **SKAAL**, a little double-ender of about 29-ft., believed to have been built in France and shipped out to Tahiti about 10 years ago and which has since changed hands several times, will be a familiar craft to many yachtsmen who have called at Papeete in recent years. Her latest role is as an advertising medium. She now cruises the harbour when passenger ships are in port, displaying painted sails publicising a Tahiti shirt factory.

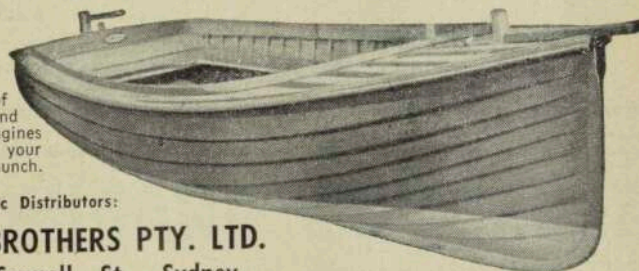
● **TYPEE**, with Bob and Marie Grant and Ken Mildon aboard, was reported in Papeete in mid-November, bound for the West Indies from Auckland.

● **UTOPIA** and her crew were in trouble in Bali, Indonesia, in early November when owner-skipper Fred Peterson and his entire crew spent five days in gaol there. Peterson, a retired Wisconsin boat-builder, has been cruising around the Pacific for a couple of years in the big

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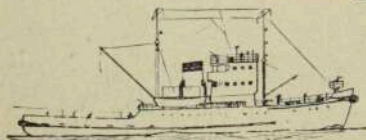
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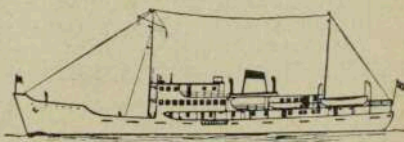
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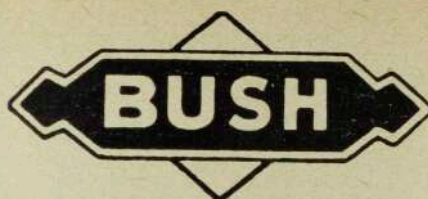
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yacht, but this is the first adventure of this kind that has come his way. Reports from Singapore indicate that Mr. Peterson was not pleased about it—and with reason.

The yacht put into Bali to obtain fuel, and the seven men and one woman on board were detained for five days "because they had no permission to enter Bali".

When they were released they were refused fuel and told to get going and keep away from any other Indonesian ports. In the Java Sea, an Indonesian gunboat came alongside and smashed the UTOPIA's dinghy. On November 7, they broadcast a message asking for any passing tanker to drop some drums of fuel—and then the petrol-driven radio gave out and they made the rest of the way to Singapore under sail.

● **BRILLIANT**, 42 ft. Bermudian stay-sail schooner owned and sailed by Mr. and Mrs. MacForster of Hobart, Tasmania, was in Suva, Fiji, mid-November, 11 months out from her home port. She is now on the way home, via Noumea and Lord Howe, and expects to make it by Christmas. Nine of the last 11 months have been spent in NZ waters, and the last two, cruising from Auckland to Tonga and on to Fiji. Besides the owners she carries two crew members, Les Nibbs, of Hobart, and Peter Luxmoore, of Auckland.

● **TE MATANGI**: Probably because of the **ANNETTE** tragedy, friends in Honolulu are already inquiring for the Fergusons of **TE MATANGI** of whom they have not heard since they cleared that port, Papeete-bound, in July. PIM had a letter, written about mid-September, from Papeete. (Also another letter, dated mid-October, after this was in type. They are well, and enjoying French Polynesia.)

● **SONCY**: October 26 saw the 38-foot ketch **SONCY** leaving the Ala Wai Yacht Harbour, Honolulu, for a four-month South Seas cruise. On board is Skipper, Rockne Johnson and his bride, Ruby. Other crew members are Jack Ward and Tom Keck. Landfall will be made in the Marquesas. However, most of their cruising will be in the Tuamotus and Society Islands. Johnson will record ocean temperatures in the Marquesas for the US Fish and Wildlife Service. Specimens of South Sea flora will also be collected for the University of Hawaii.

● **FIONA**: Another new yacht at the

They Can't Enter There!

The Fiji Director of Medical Services (Dr. P. W. Dill-Russell) has warned owners of small craft entering Fiji waters that he will prosecute them (maximum penalty is £100) if they do not enter the Colony through recognised Ports of Entry.

There have been several recent instances of yachtsmen calling into the Lau Group on their way to Suva from an overseas port.

The three Ports of Entry for the Colony are Suva, Lautoka and Levuka—and if coming from a malarial port, either Suva or Lautoka. Exceptions to the regulations may be made only by special arrangement with the authorities.

Dr. Dill-Russell said: "Some owners of small craft seem to be unaware that when sailing for trade or pleasure between the island groups, they are just as much bound by the quarantine laws and regulations as the owners of larger vessels.

"These laws have been enacted for a purpose and not merely to give annoyance to seafaring people.

"There are some very good reasons why they should be observed: (1) Small boats can carry insects which may be carriers of human or plant diseases. There is no reason why the malaria-carrying mosquito should be introduced into Fiji, an area so far free of this pest, by small ships flouting our regulations. Those who think that such risks are so slight as to be negligible may be interested to learn that a new

mosquito, fortunately not a vector of malaria, has been introduced into Fiji during the last 18 months.

"(2) Rats are just as likely to live on small boats as on large ships and rodents are dangerous in the spread of plague and typhus.

"(3) The crew and passengers may fall sick of some infectious disease, e.g., smallpox, poliomyelitis, etc., and if this is not detected and the sufferer or sufferers isolated, the disease may be spread to people on shore."

Dr. Dill-Russell said that within the past few weeks two small craft were known to have called at islands in the Lau Group before being inspected and declared free from infection.

The excuse given was that they were sheltering from bad weather.

"While this may well be true in the one case, not only did the captain and crew of another yacht go ashore, but they invited the headmaster and schoolchildren of the island's school to visit the ship," Dr. Dill-Russell said.

In another case while no visitors were allowed on board the crew went ashore and mingled freely with the population.

Dr. Dill-Russell said he appreciated the reason why small craft should be able to shelter in bad weather but he thought that it would be very rare that contact with the shore was necessary. The dangers to the Colony's health that could result from flaunting the Quarantine Regulations would not, in future, be tolerated.

Ala Wai Yacht Harbour in mid-November was **FIONA**. Owner Joseph Sage has been converting an aviation fuel-boat for the past year. The result is the **FIONA**—a neat, red-hulled, 44-foot schooner. Mr. Sage and his wife hope to sail to the South Seas next year. He has already had a piano installed on board. Scuttlebutt around the harbour is that he intends to serenade the South Sea Islanders.

● **LADY ELLEN**: Around November 17 the 73-foot Tasmanian ketch, **LADY**

ELLEN was to leave Honolulu for Newport Beach, California. Aboard are Mr. Derek Horn, owner, and his wife Lesley; Brian Wilson, engineer; Maurice Campton, cook; and five crew members from Honolulu. Horn said he hopes to sell **LADY ELLEN** in Newport Beach, then travel on to England.

● **SLOCUM SOCIETY AWARDS**: The Slocum Society, a world-wide group dedicated to the study of various aspects of pleasure and working boats, with headquarters at 9 Eastern Avenue, Annapolis, Maryland, USA, established a number of awards in 1956. The winners of these awards for 1957 have just been announced, and include the following which have sailed through PIM's pages: The Slocum Award for the year's outstanding single-handed ocean passage went to Marcel Bardiaux and **LES 4 VENTS**, with Jean Gau and **ATOM** as runner-up.

The Voss Award for the outstanding two-man passage went to Armit and Loe in **MARCO POLO** (the yacht has since changed hands in New Zealand). Smith and erstwhile partner, Ted Grant, in **TAHITI** received honourable mention. The J. B. Charcot Award went to Squadron-Leader D. H. Clarke and Mrs. Clarke in **JOHN AND MARY** but this craft has not been seen in the Pacific. This award is for the "most notable use of a working boat or a working boat fleet". The Hakluyt Award for the most notable writing of the year dealing with boats went to Kenneth E. Slack for a learned paper on Slocum's **SPRAY** published by the Society.

The Slocum Society has plans well advanced for trans-Atlantic single-hander yacht race to start from Cowes, England, on July 18 next and to end at New York. Many entries have already been received.

● **WINDSONG IV** of Melbourne, owned by J. Walker and with a crew of five others, reached Rarotonga from Papeete on November 14, bound Niue, Suva, and Auckland. This is a 42-ft ketch.



"Miranda" back at her home port of Auckland with the top of her rudder missing.
Photo: J. P. Shortall.

BEANSTALK . . .

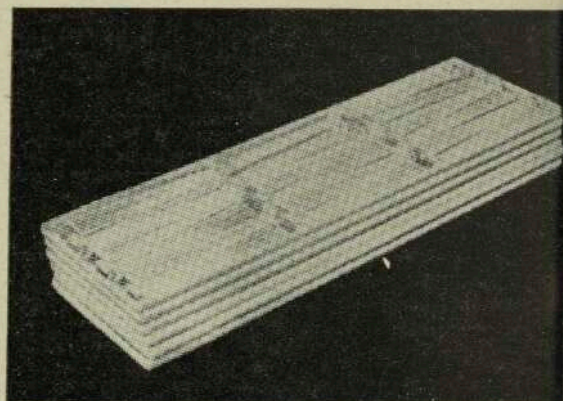
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PACIFIC REPORT

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

Samoa Fono in Slow Motion

The W. Samoan Legislative Assembly (Fono for short) started its present session on October 23 and is making progress. A staff correspondent in Apia reports:

TELEPHONES—The business communities of Port Moresby, Suva, and Rabaul, having experienced the horrors of manual exchanges, will sympathise with the feelings of Apia when New Zealand decided that an automatic exchange for Apia was unsuitable and impracticable, and that a central battery exchange (manual) should be established.

The Assembly, after lengthy debate, decided to raise a loan of 17,000 to finance the new exchange, and rejected the Europeans' plea that the matter be deferred for another year or two, to get evidence on the efficiency and cost of the automatic exchanges now working at other Islands towns. The new exchange will provide for 600 subscribers instead of 300, at present.

UNDER-SURFACE FRICTION—Some indications of the way some sections of the Samoans are thinking, in relation to future government, were given by the nature of questions asked, and statements made. . . . Soifua, Samoan member, was heavily defeated on a motion that Missions of all denominations should take over all primary schools from January 1, 1959.

Mr. G. F. Betham wanted to know whether Government would take steps to regulate and control the actions and powers of Ministers who had to deal with contracts andenders of a character which might concern the Ministers' own private interests.

Senior Minister E. F. Paul (Samoa's leading business man) stated curtly that laws governing these matters already existed—and were enforced.

FUTURE OF SAMOA—A far-reaching Economic Plan, prepared by the Leader of Government Business (Mr. Paul), came before the Assembly on November 7, and was still under debate a week later.

Appearing before the Assembly on the 14th, on the eve of departure for NZ, High Commissioner G. R. Powles criticised the length of the debates on matters of secondary importance.

Such proceedings, he said, made much more difficult the work of himself and the Executive Council,

and slowed down progress towards self-government.

Introducing his plan, Mr. Paul said it had been approved by Executive Council, and now awaited Assembly approval. It covered a multiplicity of matters, under the headings of Land, Agriculture, Communications and Secondary Industries (with the Finance section still to come) and it was designed to re-shape, within the next three years, the economy of Samoa, so that increasing population could be provided for by increased production.

A huge amount of work had to be done in shaping and implementing the plan, and he asked that the matter be treated as urgent.

But the debate, late in November, still was dragging painfully; and a motion by Mr. Paul that it be placed under time limit was fiercely opposed and defeated.

Renewed Interest in Walpole Is. Guano

Walpole Island may again come to life if investigations now being carried out are satisfactory.

The looming exhaustion of the South Pacific's sources of high-

Trade Marks Should Be Registered

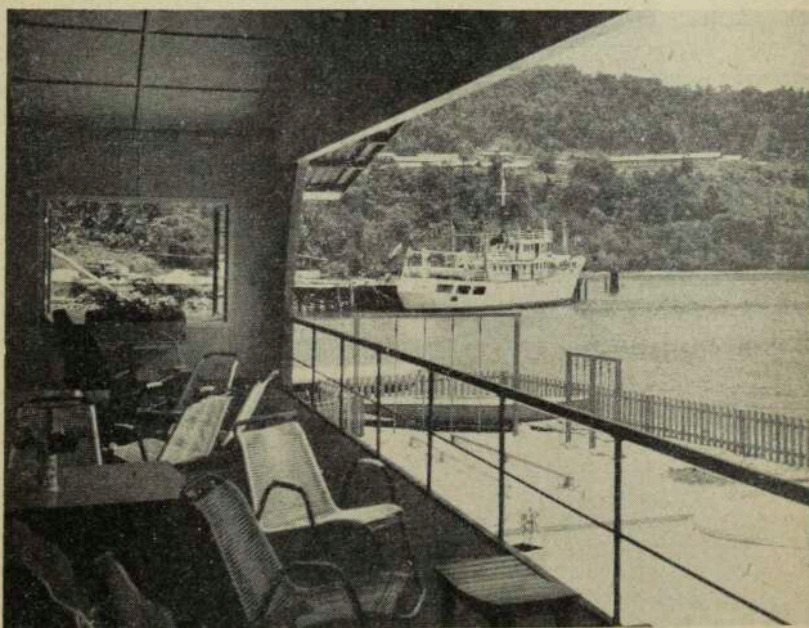
Papua-New Guinea planters are being advised by the Department of Agriculture to register their trade marks in Australia.

The Department made an investigation into the legal position of Territory trademarks. It found that Australian trade and produce mark legislation covered the Territory and provides marks, **PROPERLY REGISTERED** with the Commonwealth Trade Marks office, with national and international protection.

The investigations followed the coming into force of provisions in the Cacao Industry Ordinance, which require producers to mark their bags of processed cocoa beans.

grade rock phosphate — Nauru, Ocean, and Makatea—has resulted in a wide resurvey of all Pacific phosphate and guano deposits over the past couple of years, and the British Phosphate Commissioners indicated that they were interested in the BSIP outposts of Rennell and Bellona recently.

The 300-acre Walpole Island was shipping about 10,000 tons of low-grade guano per annum in the 1920's, then cheaper alternative supplies, shipping difficulties, and



NEW VIEW OF HOLLANDIA. The newly-built clubhouse of the Hollandia Yacht Club, NNG, will be the envy of many South Pacific territories. Here it is viewed from the main deck, with the Governor's yacht, "Oranje" at a nearby wharf. Buildings seen on the hill in the background are part of the big new hospital at Hollandia, which will be ready for use early next year (see page 131 for hospital report).

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Got Any Giant Clam Shells?

Late in November, an advertisement appeared in an Auckland newspaper on behalf of a person seeking giant clam shells "not less than 30 inches in diameter".

Curious as to what was behind it, PIM's local representative phoned the number given and a rather weary American voice explained it all. They were wanted merely as decorations in a city restaurant.

No, he wasn't buying them commercially—but if "PIM's" man had any, there sure was a market for them, right there in Auckland. Yes, sir.

The newspaper readers had got the wrong end of the stick as usual, and he'd had at least 60 phone calls from persons who thought he was a seller, not a buyer.

How about the price? Well, he thought that these people would have gladly paid maybe 30/-, maybe more.

So, when the next Islands Ketch is going south, why not a cargo?

Other problems slowed up the exports.

The Austral Guano Co., of Melbourne, arranged a contract with an Auckland importer in 1934, but this was terminated in 1936 after the 8,500 tons agreed upon had been supplied by the Melbourne firm which was then working the deposits.

After that, and up to February, 1940, only small shipments left the island, and when the company withdrew its 60-odd staff and most of its machinery in that year there was said to be a stockpile of about 100,000 tons ready for shipment and about 100,000 tons of economically workable deposits still untouched. So far as we know, no guano has been shipped since 1940.

In mid-November Mr. L. Ellis, of Auckland, flew to Noumea where he was to join representatives of the Tsutsui, a Japanese organisation with an office in Noumea, and export interest in other minerals from New Caledonia to Japan. The party was to travel 50 miles south to Walpole to study the situation.

In 1955 Captain Emile Savoie, of Noumea, who is believed still to be associated with a group having rights of exploitation, made inquiries in New Zealand where much of the Guano was formerly exported, with a view to reopening the industry with his own small ships.

He found, however, that higher

grade guano from Seychelles in the Indian Ocean could be landed in New Zealand at a price below the figure which he considered it would cost to deliver Walpole supplies, so the scheme was abandoned.

Importers pointed out also, at that time, that the consumers, market gardeners, etc., were now quite unfamiliar with Walpole guano and that they would not readily change from a fertiliser which they knew to one which was unfamiliar.

Since then the situation has changed somewhat.

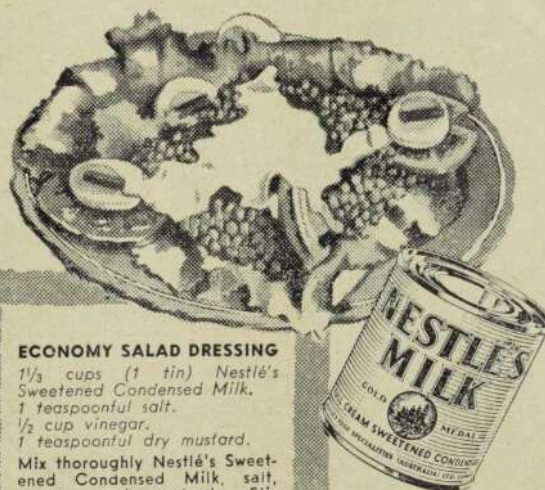
The Seychelles deposits are reported to be nearing exhaustion—though a shipment arrived in Auckland recently, the first for some years.

If the Walpole trade with New Zealand is revived, the guano, which has to be loaded by lighters, would most probably be carried in Japanese ships on the regular run between Japan and New Zealand. Lighters and tugs used by Japanese mineral shippers at New Caledonia would be available for this work.

Another New Route For TEAL

If they can get the travel money out of their Government, blue-nosed, shivering New Zealanders will have an extra winter holiday choice next year: They will be able to fly north to Fiji, as usual; or to

A magic salad dressing the family will love



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Queensland's fabulous Gold Coast, direct—which will be new.

Tasman Empire Airways will run the special Auckland-Brisbane services once weekly through July, August and September as an experiment.

If successful they may be continued on a round-the-year basis, with heat-affected Queenslanders cooling off in New Zealand in the summer months. The odd thing about Queenslanders, of course, is that they are not nearly so keen on escaping from the heat as New Zealanders are from the cold—but there should be sufficient of them to make this a paying proposition.

Super DC6 airliners will be used on the service, carrying first-class and tourist passengers. The flight time will be 6½ hours for the Auckland-Brisbane journey and 5½ hours on the homeward run. This will be TEAL'S fifth trans-Tasman route.

Critics Don't Like Film of Gann's Story

Those—if any—who have been waiting with bated breath for the appearance of Hollywood's latest advertised South Seas drama, *Twilight for the Gods*, may now relax. It's a flop—according to American film reviews.

Twilight for the Gods, whatever its artistic demerits, should, however, have had some special interest for some people in French Polynesia who met American writer Ernest K.



NORFOLK ISLAND WEDDING. Mr. and Mrs. Phillip Sims, after their marriage at St. Barnabas Chapel, with one of their two flower girls, Cathy Stanton. Mr. Sims is with Burns Philp, on Norfolk. The bride is with Judith Virtue, of Christchurch, NZ.



Growth of Pacific Biscuit Company

This photograph (by R. Lane) shows part of the premises of the Pacific Biscuit Company, Rodwell Road, Suva, which have been enlarged and altered to take care of constantly expanding business. The building photographed is one of a row of four, extending along Rodwell Road, and the biscuit-making section now has a floor area of 12,000 square feet.

This company is a subsidiary of Hackshalls, Limited, of Sydney, whose last balance sheet showed assets totalling £1¼ millions. The business was established in Suva in 1922. Mr. Malcolm M. Brodie became manager soon afterwards, and the Pacific Biscuit Co. has grown to its present dimensions during his 33 years of management. It is one of the several healthy companies through which Australian corporations now own and direct most of Fiji's economic structure.

Gann and his brigantine-yacht *Albatros* two years ago when Gann made a quick cruise south to Tahiti to gain local colour for this film, and for a possible future book.

It was immediately following that cruise that shooting began in Hawaii, with *Albatros* as the schooner *Cannibal*, and Rock Hudson as the gin-soaked skipper, as it voyaged north from the Marquesas to Honolulu. Also featured, as passengers or crew, are plenty of other box-office favourites—Leif Erickson, Ernest Truex, Cyd Charisse, Vladimir Sokoloff, Arthur Kennedy, Judith Evelyne, Wallace Ford, and Richard Haydn. But in spite of that the reviewers are not impressed. The film has profited nothing from the stage play, which had a short run and was a financial failure.

Principal complaint about the film is that it lacks action of the type traditionally expected of a South Seas film.

Albatros, which was advertised following the making of the film, but which was unsold, was sailed to England by Gann and made the newsreels several months ago as she sailed up the Thames. We hear that the brigantine has again been put up for sale.

Expert Will Assess Coconut Research

The first major assessment of coconut research work will be carried out in Papua-New Guinea next year by a leading international

scientist.

The Chief of the Division of Plant Industry of the P-NG Department of Agriculture, Mr. F. C. Henderson, said the scientist, who has not yet been named, will start work on January 1.

The scientist will work under the auspices of the United Nations Food and Agricultural Association. His job will be to assess the coconut research work now under way in the main copra-producing countries—the Philippines, Indonesia, Malaya, Ceylon, West Africa, the West Indies and the Pacific Islands—and to provide for an exchange of scientific information.

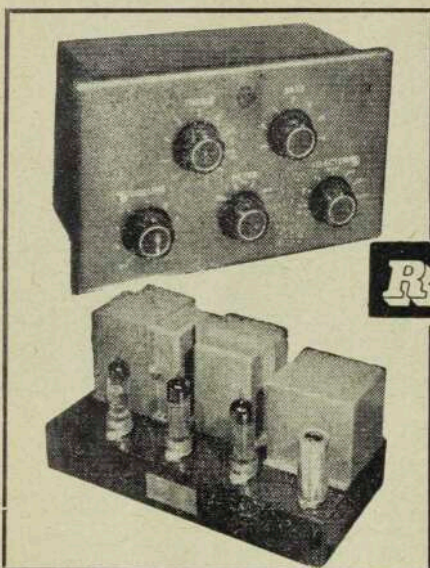
They Plan For Mission Extension

Seventh Day Adventist church leaders from Perth to Pitcairn, and throughout Pacific Islands territories were attending a South Pacific Missionary Conference, between November 30 and December 6, near Newcastle, NSW. They planned a four year programme of mission activity, calling for extension of the work in New Guinea, the New Hebrides and other Islands.

Native representatives at the conference included Elisha Goropava, of Rabaul, New Guinea; Gapi Ravu and Vave Pitu, of Papua; Solomon Tevita, of the New Hebrides; and Manase Niuafe, of Tonga. All are ordained pastors of the Adventist church.

Other problems are the staffing

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Three well-known residents of the Polynesian islands, photographed in American Samoa in November. From left to right: Dr. Hans Thieme, Medical Officer in charge of the Apia Hospital, who was in Pago Pago attending a conference on tuberculosis; Mrs. Protheroe, widow of the late manager of Morris Hedstrom, Ltd., in Nukualofa, on her way to New Zealand; and Mr. J. B. McKinney, well known in many islands and now Officer-in-Charge of Government Transport in Pago Pago.

of mission schools and clinics, answering the requests of hundreds of native chiefs for the establishment of mission schools and the teaching of hygienic care of infants to reduce the high mortality rate.

Mission leaders for New Guinea and the central Pacific Islands were also to be elected at the conference.

Pastor F. G. Clifford, president of the Seventh Day Adventist church for Australasia and South Pacific, said before the conference started that Christian responsibility to islands peoples must "go beyond a modernising of primitive heathen living".

Now It's Happening In Pairs

On the same day in November, and at approximately the same hour, the same sort of accident happened to two well-known men in the Islands—Mr. Dave Butler, manager of Union SS Co., in Suva, and Mr. A. M. Gurau, in Apia, Samoa.

Mr. Butler was driving fairly fast along an empty street, and had to swerve suddenly to avoid a child chasing a cat. His front wheel went deep into an unexpected hole dug by linesmen of some kind at the edge of the grass, and his car rolled over into a muddy ditch.

Mr. Gurau was turning his car in front of Mrs. Aggie Gray's hotel, and did not take enough lock as he went rapidly forward.

He went right over the sea-wall into the salt water of Apia Harbour. Both men escaped with a severe bruising.

Mr. Butler was lucky—no one was around to give him advice. Mr. Gurau's adventure was witnessed by many. He came up, swimming

strongly, to be told by an old friend: "You should have been a submarine captain!"

Mr. Gurau was unperturbed. He said to another old friend (Mr. Bartley): "Kulolo, will you please get my coat and umbrella out of there?"

It Was a Japanese Museum Expedition

Quite a number of listeners to Pacific news broadcasts probably wondered "what cooked" when it was reported that the Rabaul-based vessel *Gona*—a former Canadian naval hospital tender of the Fair-mile type—was overdue between Honiara and Luganville in October with a party of Japanese scientists and news-men aboard. (See also PIM October, p. 145.)

Inquiry indicates that the charterers, apart from a couple of Japanese copra buyers who travelled to Honiara, consisted of a small expedition from the Osaka Municipal Museum of Natural History, making a collection of marine life specimens and marine photographs. The party was headed by Mr. Yoshitaka Tsutsui, director of the museum.

Some collecting was done in the Solomons and Banks en route to Luganville—possibly accounting for some of the delay in arrival there. The party then travelled on to Noumea by the *Polynesie* and was working there early November.

Mr. Tsutsui then reported that he was awaiting a permit to make similar collections in the New Hebrides. The French had agreed but a British permit was still awaited. The expedition apparently has no connection with International Geophysical Year activities.

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They're Leaving West Samoa

More by coincidence than design, quite a number of well-known old residents of Western Samoa are leaving the Territory, or are about to depart; and there have been numerous farewell functions. Those leaving include Mr. K. R. LAMBIE, Director of Education, returning to NZ after 11 years very hard work... Mr. HARRY NEWTON, who for many years has successfully managed the Samoan Banana Scheme... Mr. GEORGE LEOPARD, manager of the Union SS Co. in Apia for three years, and formerly a resident in other Islands centres, now to be manager at Gisborne, NZ... Mr. LES PEARSON, who built Apia's Methodist Church, Morris Hedstrom's premises, the A. M. Macdonald Building, and other modern structures... Mr. TERRY DUNLEAVY, editor of *Samoa Bulletin* for seven years, and now transferring to a business management in Wellington, to take care of his children's education... In each case, the departing wife will leave a real gap in Apia's social life.

Telegraphic Secrecy For Tonga

Somewhat belatedly it would seem, the Tonga Legislative Assembly recently passed a Bill whereby the Kingdom will be brought into line with international practice in enforcing secrecy of correspondence handled by the inland and overseas telegraph system.

Apparently, prior to the introduction of this Bill, there was no legal provision for enforcing such secrecy in Tonga.

Barramundi on Moresby Menus

Barramundi, regarded by Australians as the best-eating tropical fish in the world, was caught in quantity by Division of Fisheries research teams operating out of Port Moresby recently.

It is probably too soon yet to cheer—but if these big fish can be caught regularly, not only will they help out with Moresby's perpetual fish famine but they could be a source of income if snap-frozen and shipped south.

Barramundi appears infrequently, and at a high price, on the menus of Sydney's best clubs, restaurants and hotels. The supply comes frozen from Northern Australian waters, and the Gulf around Normanston.

Barramundi can be any size from 10 lb to 80 lb, and unlike most tropical fish, their flesh is firm and good flavoured.

French Pacific—New Governors All Round

With the departure for Paris of M. Aime Grimald, formerly Governor of New Caledonia and High Commissioner for France in the Pacific, the change-around in top French official posts has been complete.

In early October, M. Pierre Anthonioz, French Resident Commissioner in the New Hebrides, left Vila by air for France, and reposting. M. Camille Bailly, has already handed over to a new Governor of French Polynesia, M. Pierre Sicaud,

who was formerly a senior official of the French Overseas Territories Ministry.

The new Governor of New Caledonia is M. Laurent Pechoux, who goes there straight from a Paris post; he was formerly a Governor in French Africa.

There is no significance in the reshuffle. M. Anthonioz established some sort of record in the Hebrides. He has been there since 1949—which is four times as long as any French official remains anywhere.

The number of Governors that New Caledonia and French Polynesia have had since the end of World War II have been almost as many as the number of French Govern-

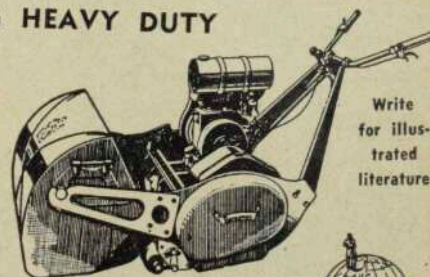
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ments. These gubernatorial appointments are, of course, not political. Governments come and go, but France's bureaucracy goes on, and allows the Empire to function.

M. Grimald had been in Noumea since March, 1956—which is slightly longer than most.

They've Got Virile Australians in Honiara, too

A travelling PIM correspondent, briefly in Honiara, BSIP, remarks on the preponderance of Australian accents. When she made inquiries, she found that quite half of the 300-400 European residents were Australians.

In case the Other Half should feel uppity about *their* accents, let us repeat a little story that recently

appeared in Granny's column in *The Sydney Morning Herald*. It concerns a young Australian journalist, female, currently in London.

The journalist was talking to a model and small-part actress at a reception at the famous Savoy Hotel. "You're an Australian?" asked the small-part actress.

"Yes," said the journalist. "You recognised the accent quickly."

"Oh, but I'm mad about the Australian accent; it's wonderful," replied small-part actress.

"Not many English people say that," said the journalist (and her dazed amaze can well be imagined).

"But, my dear, it's the coming thing among actors in England. All my men friends are practising. It's considered so *virile* to talk like an Australian!"

So there, all you Colonial Office types.

UN Missions for NG, Nauru, Samoa

A United Nations mission of representatives of Italy, Burma, Belgium, and China will visit the Trust Territory of New Guinea early next year.

The mission will also visit the Trust Territory of Nauru.

A second mission, comprising representatives of France, India, the United Arab Republic and the United Kingdom will visit Western Samoa. (See page 37)

TAI Sandringham Back on Job

TAI's Sandringham flying-boat purchased from Sir Gordon Tays for use on the Papeete-Borabua water sector of its Paris service, now in operation.

The aircraft was still undergoing a refit at Papeete when the Paris service commenced, and local ships were chartered to meet the situation for a couple of flights.

Canadian Missionaries For Papua-New Guinea

Canadian Montfortian missionaries will establish a Mission post on the Fly River in Papua-New Guinea next year.

The National Director of Pontifical Works for Australia and the Pacific, Monsignor R. E. Thomas said in November that no site had been decided for the Mission, but he was expected to operate near Boi Village, almost on the Dutch New Guinea border.

Monsignor Thomas said in future years, with the expansion of missionary service, more overseas workers would be called on to go to Papua-New Guinea if Australs could not meet the demand.

Chathams Get RNZAF Service

A RNZAF Sunderland flying-boat is being converted for use as a commercial passenger carrier—the Air Force—on the Wellington-Chatham Islands service as required by traffic demands.

Prior to TEAL disposing of all its remaining Coral Route Solel flying-boats, TEAL made commercial flights from Wellington to the Chathams in the summer. Most of the traffic offering is the transport of children to and from mainland schools, before and after the summer school holidays.

After TEAL disposed of its flying-boats, NAC made flights with

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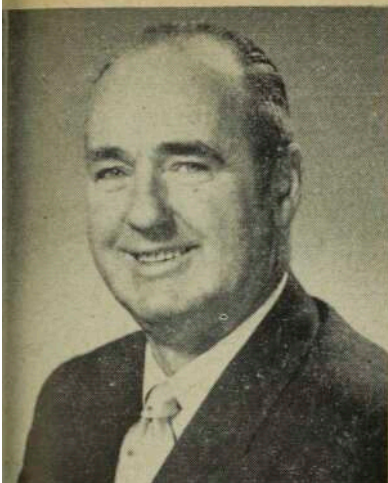
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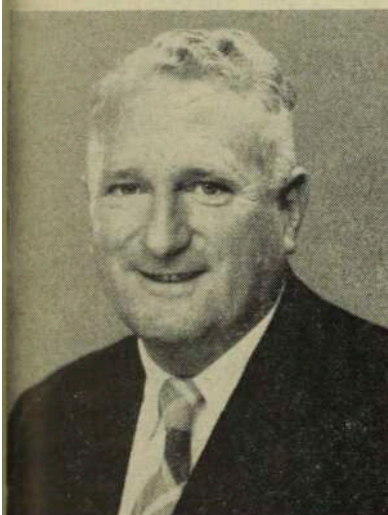
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Mr. D. W. R. Heatley.



Mr. Donald S. Reid.

THEY CHANGED FACES. The many friends of Mr. D. W. R. Heatley, newly appointed Resident Commissioner on Niue, and Mr. Donald S. Reid, newly appointed Resident Commissioner of the Chatham Islands, must have been somewhat surprised at reading PIM's November report on their appointments. The details were correct—but the faces were wrong—including PIM's, which was red. By an unfortunate error, the blocks were transposed so that Mr. Reid's name appeared under Mr. Heatley's picture—and vice-versa. Here they are—with their own faces!

DC3's to an airfield on private land many miles—and hours—over a very poor road from the main settlement.

It is now reported that the civil aviation authorities have condemned the radio navigational facilities at the Chathams, but this factor does not interfere with RNZAF operations.

The converted Sunderland will carry 24 passengers; two flights were likely before Christmas, and next

year flights may be more frequent than in the past.

All bookings are being handled by RNZAF Movements Section, Wellington, and not by commercial airlines.

No Legal Action on Gailala Reports

An investigation by the P-NG Administrative into a report some months ago that children from a mission in the Gailala had been chained and suffered other punishment ended in November.

The Administrator, Brigadier Cleland, said evidence in the report was "not sufficiently strong to warrant legal action".

"The Administration is taking the matter up with the authority of the Mission concerned, with a view to ensuring that such practices must cease," he added.

Brigadier Cleland said investigation had showed there were some grounds for allegations being made.

First reports were made by two patrol officers, who alleged that they had seen chains around necks of school children attending the mission school at Waitape.

One officer also alleged that for further punishment, children worked on roads and were locked under the priest's house at night to stop them from running away. (See PIM, September).

Tahiti Airport: A Stage Further

The long planned and much talked about Papeete international airport has apparently advanced one stage nearer realisation.

Mr. Collet, South Pacific regional representative for TAI (headquarters Noumea) said in Auckland in mid-November that a contract has now been let to Compagnie des Dragagis of France, which has just completed the big new jet airfield at Hongkong.

Mr. Collet said that the contractors will commence work at Papeete next February and that construction will take upwards of two years to complete.

The 10,000-ft strip will, of course, be capable of handling modern jet aircraft. Preliminary work has been proceeding at the site out on the reef off Faava, beyond Hotel les Tropiques, for a long time past.

The airport will not occupy any useful land and will be located within two miles of Papeete city by making use of this broad area of shore reef, which at present is covered by shallow water.

This airport may yet be completed in time for TEAL to use with the jet-prop Electras which it hopes to put on its Hibiscus Route-Coral Route Service two years from now.

However, before that could be done the airstrips at Western Samoa and Rarotonga—if the latter is to be used—will also have to be

lengthened to the presumed minimum of 10,000 feet.

The lay-outs of the Faleolo strip at Western Samoa and of the Nikao strip at Rarotonga permit of lengthening fairly easily, but at Aitutaki it would be necessary to build on to the reef to bring either of the two strips up to near that length. But the E-W strip, which verges on the sea at each end could probably be extended only 2,000 feet from its present 4,963 feet.

P-NG Credit Scheme Starts Operating

Papua-New Guinea's new credit scheme for ex-servicemen (PIM, October and November) began operating on November 6.

A credit board has been appointed to administer the scheme.

The members of the Board are Mr. H. H. Reeve (chairman), Mr. C. L. Anthony (deputy chairman) and Mr. F. C. Henderson (all senior officers of the Administration.)

A classification committee has been appointed also to consider the eligibility and suitability of applicants. The members of this committee are Mr. A. P. Newman, Mr. F. C. Henderson and Mr. C. L. Anthony (officers of the Administration) and Mr. R. F. Bunting, state president of the Papua and New Guinea Branch of the RSS & AILA. The committee in November heard about 10 applications in Moresby, a similar number in Lae and about twice that number in Rabaul.

Eligible ex-servicemen are those who served in the Second World War and since discharge, have resided in Papua and New Guinea for at least five years prior to, but not necessarily immediately prior to, the commencement of the scheme.

Ex-servicemen with service in the Korea and Malaya operations who have certain residential qualifications also are eligible. The maximum amount of a loan granted will be £25,000.

Loans may be made to "qualified eligible ex-servicemen for the purpose of providing working capital, paying for and effecting improvements, acquiring stock, plant and equipment, and discharging any



FROM FIJI. Recent visitors to the Polynesian Association in Sydney—Mr. Leslie Hong Lee—member of a well-known Suva family—with Mr. Wayne Bently, of Rotuma and Fiji.

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mortgage, charge, bill of sale or other encumbrance on the property." A borrower must reside on and undertake full management of his property.

Applications for a loan have to be submitted within the next three years.

Application forms for a certificate of eligibility and for a loan may be obtained by writing to the Executive Officer, Ex-servicemen's Credit Board, Port Moresby.

Natives on New Guinea Public Service Committee

Three P-NG native public servants were elected to the committee of the Port Moresby Branch of the Public Service Association in November.

It will be the first time that natives have served on this committee. They will make up one-third of the committee's strength.

The three members are Mr. Toua Kapena, of the Department of Education; Mr. Sinaka Goava, Department of Native Affairs; and Mr. Elliott Elijah, a Co-operative Inspector with the Department of Native Affairs.

Although it is the first time that auxiliary members have served on the Port Moresby committee of the association some have already served on other branch committee.

The general secretary of the PSA, Mr. W. C. O'Brien, said the elections were a "most encouraging step forward".

Heyerdahl Says He's Satisfied

Thor Heyerdahl, the Norwegian who set out with his *Kon Tiki* raft to show that the first eastern-Pacific settlers came from South America, not Asia, said in an interview in America that he had "finally" made his point. He had proved his theory—unless something new came up.

Heyerdahl wants most of all to be known as a scientist—although the popularity of his *Kon Tiki* book (20 million copies in more than 50 languages) has made this reputation somewhat suspect in some scientific circles.

It's not that the book doesn't add anything to science. It's just that, as anthropologist Dr. Margaret Mead once noted about herself, it's difficult to hold down a reputation as a popular author and as a scientist at the same time.

Most people would be on the side of the scientist-authors.

Too many "pure" scientists hide behind a smokescreen of confused jargon because they are incapable of saying just what they mean in English. The result is that the information they have to impart is often just as difficult for their colleagues to understand as the layman.

Investigating the Unknown

A Netherlands Government patrol is now in the little-known area of the Casuarin coast of south-western New Guinea. It's inhabited with head-hunters and cannibals, but it has had such little contact that no river in that area has been named.

Preliminary contacts were made last year by medical patrols, and the present patrol is an attempt at making permanent contact.

In October, a Dutch patrol vessel unloaded equipment for the party in Cook Bay, at the mouth of the Cook River, and a depot camp was set up on what a Hollandia corre-

spondent describes as "the only dry spot in an ocean of mud and swamps."

Meanwhile, plans are still going ahead for the private expedition into the Star Mountains area near the P-NG border, probably in April. A French film company has become involved with this scheme, and there have been hopeful reports in Europe that the expedition will find men 18 ft tall, and the usual tribe of women Amazons (See *PIM*, October).

No doubt, however, what they will find there will not be so very far removed from what an Australian patrol found in the Star and Hindenburg Ranges and along the Ok Tedi River, which goes into Dutch

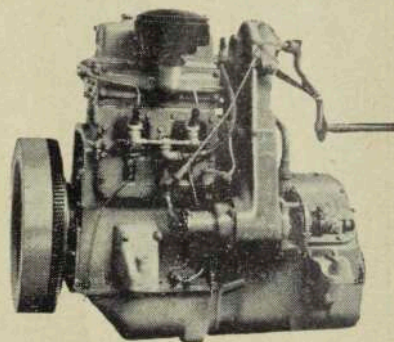
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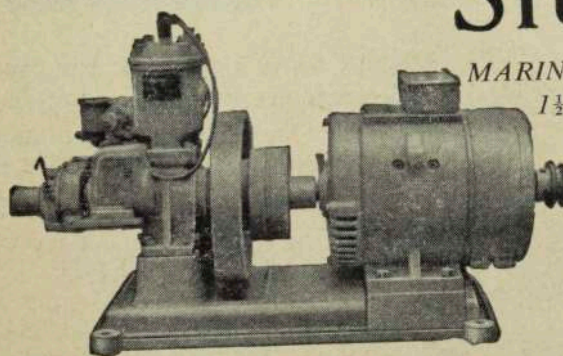
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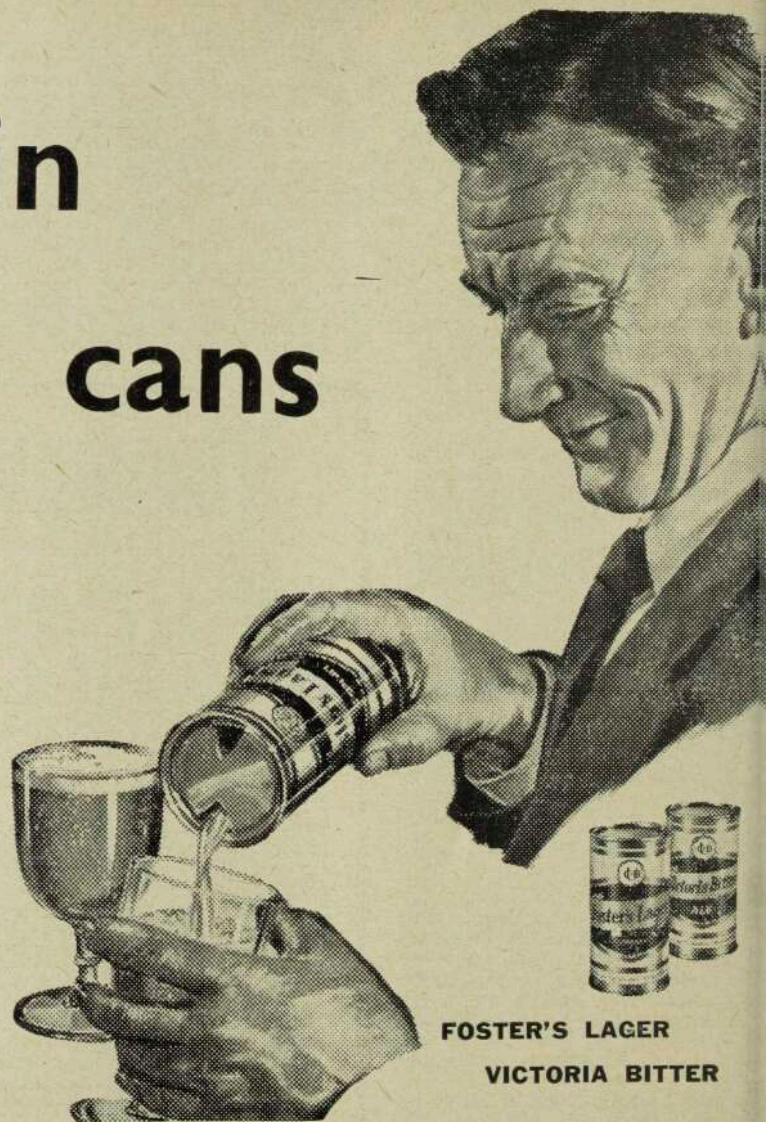
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territory, during three months at the beginning of 1955.

This patrol, led by ADO James Kent, and PO David Jacobs, with nine native police, a native medical orderly and 51 carriers, penetrated areas not previously visited by Europeans. They got a friendly welcome—although a friendly welcome in the first instance is not always an indication that the welcome will be friendly for the second or third patrol.

Natives varied in height from short, stockily built types to fine specimens 5 ft 7 in. tall—"among the handsomest we had seen". Some of the natives lived in three houses 10 ft from the ground.

Reported Kent of that country: "In this region there exist areas of indescribable roughness. . . it is a fearful country to traverse. . .

"In their upper reaches, all the major rivers flow with incredible swiftness through huge limestone gorges, the sides thousands of feet high and marked from gigantic landslides which have left glistening white scars hundreds of feet high and wide. . . It was hair-raising scaling these almost sheer faces with only slender toe-and-finger holds and by the aid of vine ropes."

New Caledonia Goes to The Polls

New Caledonia will go to the polls on December 7 to elect a new Territorial Assembly.

A Noumea correspondent reports that the election could easily be a bitter one, because of its importance to the future of the Colony—which has recently been involved in strife over the de Gaulle issue, and which may have serious economic problems coming because of the fall in nickel exports.

The method of voting and the number elected—30—is unchanged from the previous Assembly.

In late November there were fears that there might be changes in electoral boundaries, but these proved groundless.

There were also rumblings because of an announcement by the Nickel Company that 250 workers could have to be laid off. Some people saw this as some kind of sinister election move—but it wasn't clear just why they considered it sinister.

There was some surprise in Noumea on Sunday, November 9, when police stopped cars entering the city from outlying districts and searched them for weapons.

This was reminiscent of the June voting, but if the authorities expected any trouble (some believed there might be trouble on Armistice Day), then it didn't come.

Hollandia's New Hospital Ready Soon

Hollandia's big new £95,000 hospital, now nearing completion, is built on the spot where three Japanese war criminals were executed in 1945.

The site has a beautiful view overlooking Humboldt Bay (see photograph, p. 117).

The hospital will have 460 beds, half for Papuans; including labour and children's wards. All the wards will bear the names of famous doctors.

There are also school buildings for

trainee nurses, male and female; assistant pharmacists and malarial control assistants, among other technical jobs.

Tongans Would Like More for Their Copra

Representatives of the Tonga Agricultural Council from all parts of Tonga held their annual discussion of agricultural affairs at Nukualofa in October. Some 58 motions were dealt with, some grievances aired, and government policy in various matters fully explained.

Among the grievances was the

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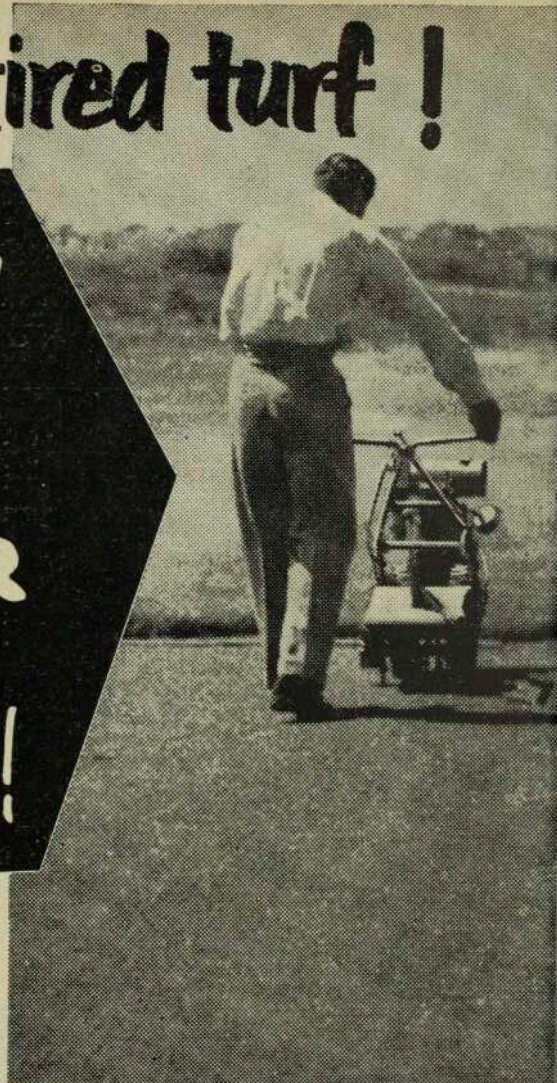
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unfavourable copra price paid to producers in Tonga in comparison with that in Fiji.

In reply to this, it was explained that Fiji had no 10 per cent. export tax on copra, and that the freight factor was much lower there, where the copra was being processed locally.

Tonga on the other hand had to pay freight, not only within the Group, but also to the overseas markets. These factors might be counterbalanced however by the advantage of free-market price variations and of sometimes favourable freights, as applied to that portion of Tonga's exports reserved for free-market sale.

It was announced that in addition to the geological reconnaissance survey now being made in Tonga, finance has now been set aside for a soil survey to assure the most beneficial use of the soil resources of the Kingdom.

Arrangements are being made with the New Zealand Department of Agriculture to supply a suitable officer.

Representatives from Ha'apai and Vava'u were told that it was hoped to extend the facilities of the agricultural machinery pool to those areas, but that it would be necessary for the use of such machinery there to be most carefully controlled due to the danger of erosion of the soil.

Other subjects discussed included possible alternative markets overseas, especially in Suva, for Tongan diversified crops. There was the question of plant diseases and pests, but this was being investigated in Fiji.

"Australian Subjects"

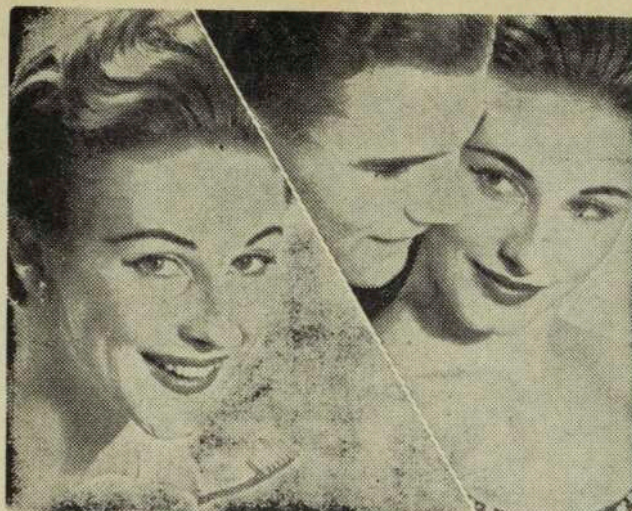
Join NG Planters' Assn.

Members of the Planters' Association of New Guinea have decided by majority vote that non-Europeans may now join the Association. The constitution has been altered accordingly—from "A member shall be a planter of European origin", to "A member shall be a planter of European origin or an Australian subject".

This opens the way for Chinese planters who have become naturalised Australians, to join the Association, if they wish. Natives, who produce about one-fifth of the Territory's copra, are not usually, in the strict sense of the term, owners of plantations.

Although the majority of Association members agreed that the time had come when the Association should not remain exclusively European in membership, a minority were opposed to the idea, frequently on conflicting grounds. Some said that the Chinese planters would not want to join, anyway; others that if they did they would outnumber the Europeans and probably want to take the show over.

(Over)



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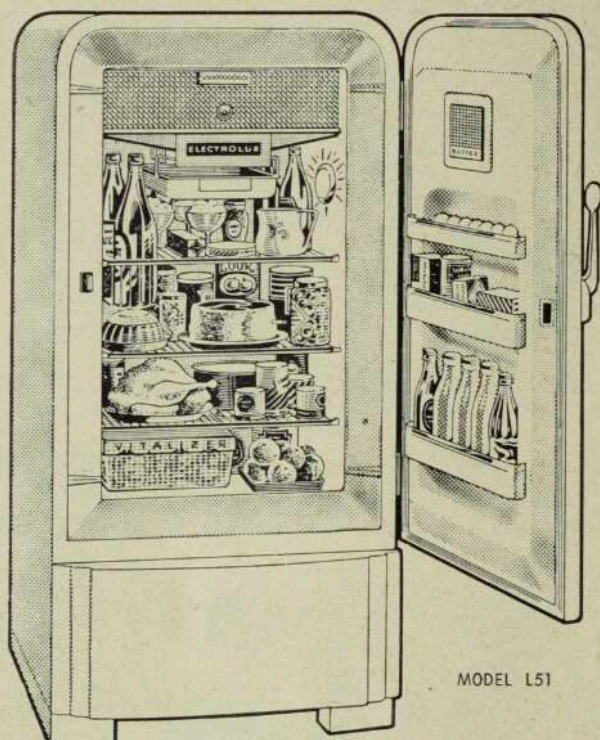
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TOWN FROM TAHITI. In Sydney in November at a gathering of the Polynesian Association were Mrs. John Canning, and Mr. and Mrs. T. Goulaz—all of Papeete. —Tele-Photos.

The new state of affairs should please the Minister for Territories, who in the past has told the Association that it did not speak for the industry as a whole.

It has been stated that European producers are responsible for about 28 per cent. of NG copra, Chinese producers for about 39 per cent., and natives 20 per cent.

(Unless our arithmetic is at fault, this leaves 13 per cent. unaccounted for; perhaps Public Servants make this in their spare time. PIM—Editor.)

Fiji's GPH Goes Over To The Government

After owning and running the Grand Pacific Hotel, in Suva, Fiji, for 44 years, the Union SS Co. Ltd., of New Zealand, has decided to part with the famous old hotel.

The lease expires shortly; ownership will revert to the Fiji Government; and the property probably will be sold to the highest bidder.

About the beginning of the century, the Co. acquired a lease over a waterside swamp. The rent was about 1/- per annum. The Co. carried out a reclamation work of considerable magnitude. Thereon it built the GPH—a large, white two-storey building of attractive Colonial design, commenced in 1914—bedrooms for about 40 people, dining-room and lounges for double that number.

The GPH became known to most world travellers and, since 1914, has been a sort of social focus for Fiji residents. Famous people, from British Royalty downwards, have stayed there. From its spacious first-floor balconies Queen Elizabeth II and Philip greeted the Suva crowds, on one memorable evening in 1954.

The GPH must have been a very good investment for the Union Co. There has been no rent, and those canny Dunedin financiers probably wrote off the original cost many years ago.

There have been numerous reports of a sale, in recent years. But Union SS Co. directors showed no eagerness to sell. Apparently under the original lease, the lessee need not seek a renewal, and the Government may take over at an arranged valuation.

When the GPH was built, there was nothing in Fiji to cater for the good-class tourist traffic. The Union Co. did a service to the Colony, in thus introducing a new and valuable industry. Now, there

are new hotels and services catering for tourism. The next stage of the GPH life will be awaited with lively interest.

There's a Million Dollars Left

Million Dollar Point in Second Channel, South Santo, yielded more of its wartime scrap treasure to an Auckland firm in October, when an assorted collection of fork-lift trucks, cranes, mooring anchors, girders, and trucks, was hauled out of the sea and shipped to Japanese smelters.

A large quantity of wartime ammunition stowed in huts was examined but left strictly alone. By the same ship a large number of American Bofors and other guns were loaded at Noumea.

Mr. Les Ellis of Auckland was in charge of loading operations. On his return there he said that huge quantities of scrap still remain in the sea off Million Dollar Point.

Flag of Convenience Ships Inconvenienced

Waterfront workers of the world united (well, almost) and in the first days of December declared a four-day boycott of the ships that sail under the "flags of convenience"—Panama, Liberia, Honduras and Costa Rica.

The boycott was being sponsored by the International Transport Workers' Federation, which hoped that the move would draw the attention of governments to "conditions and wages" aboard the ships.

Generally, the flag of convenience

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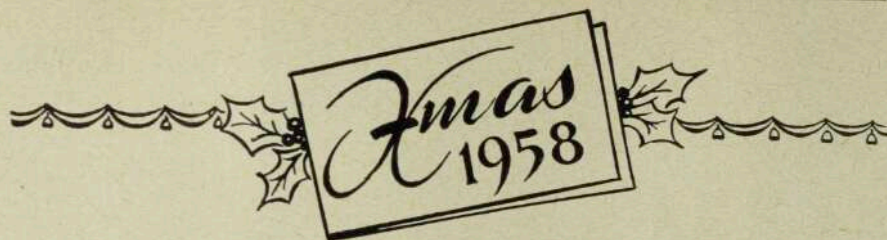
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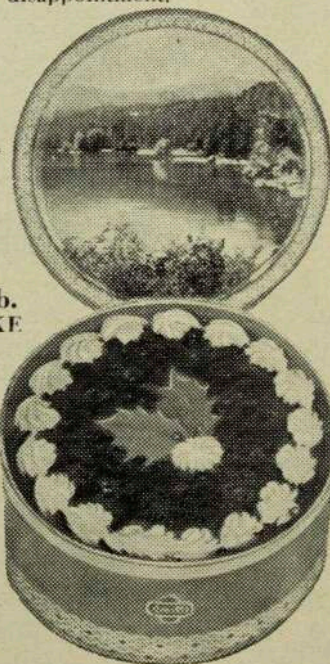
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MORESBY WEDDING. Goroka, in the NG Highlands, was the honeymoon spot for Miss A. and Mr. J. Flynn after their marriage at St. John's, Port Moresby.
—Papuan Prints.

countries have no merchant fleet of their own, and they are in the business to collect the registration fees and nothing else. Because of the less stringent rules under which the vessels sail, their owners are able to operate at considerably reduced costs. However, their crews are not shanghaied on board and they wish to work on these ships probably can be regarded as their own business.

A large proportion of the tanker fleet of the world is registered under the flag of one of these countries—and the conditions under which tanker crews exist are usually very good.

A number of "Convenience" vessels operate in the Pacific, particularly in the frozen meat and fruit trade, but just how many of them are affected by the four days boycott is not known.

United States and UK unions supported the ban; West German, Italian and other European unionists did not. Netherlands unions in Rotterdam and Amsterdam were in two minds about it—one port was for it, the other against it. Most Asian countries could not care less; Japan supported it "in principle only" (with reason, considering the conditions on some Japanese vessels).

Australian unionists (also as might be expected) were "for" the boycott. About four vessels were affected in Australian ports.

Costa Rica, on the eve of the ban, passed legislation cancelling all shipping licences from December 31. As this country has no merchant fleet, that means that this flag will cease to be seen on the high seas after the end of this year; it also means that a lot of foreign-owned ships registered there, will have to find new flags to sail under.

In view of the world shipping recession, a move of this sort was almost a certainty. The frivolous demands of post-war waterside unionists have done a lot to bring this recession about. At the same time, pre-war shipowners can take some of the blame for excessive

demands of seamen once the seamen got the whip hand.

Some of the conditions under which pre-war seamen were expected to sail—even on British articles—were shocking.

Nino Back With The Weird Mob

Nino Culotta, known in some quarters by his real name of John O'Grady, returned to Sydney late November, after three years in Western Samoa as Government pharmacist.

While he has been in Samoa he has become famous at home (and

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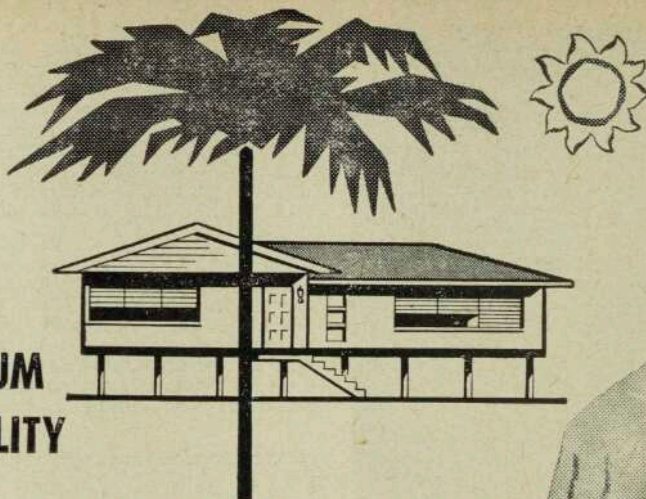
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elsewhere) as author of the best-seller, *They're a Weird Mob*. He says Australians are still a weird mob, but good to come home to. The great Australian accent is music to the ears of the returning exile—ears that have become accustomed to the Continental vowel sounds of Polynesians, and the strange speech of New Zealand public servants.

In an article in the *Sunday Telegraph* he elaborates on the theme: "Not bad blokes, the Kiwis, but their speech is not our speech and their ways are not our ways. Nor can a country be judged by its exported public servants, so I'll say no more."

"New Zealand is guiding Western Samoa towards independence—due in another couple of years—and, generally speaking, has done a pretty good job."

"Samoans are not easy to guide. They are courteous, kindly, generous and lovable people, but stubborn as mules if anyone tries to alter their ancient customs and way of life."

32 Jewels Missing From Fiji's Crown

The only public servants who come right out and say nasty things about their own Governments are Auditors-General, and in November Fiji's Director of Audit, Mr. K. A. W. Johnson, was taking full advantage of his privilege in the matter of 32 missing pearls which were, apparently, part of the Colony's tangible assets.

On November 23, Mr. Johnson said sourly that he was still waiting for an explanation of how property held by an officer in his official



Some old New Guinea hands of note were aboard the MV "Citos", southbound from NG in November. Left to right they are: Mr. and Mrs. Jack T. Allen (with their grandson Michael Wheeler); Mrs. J. Hawnt; Mr. and Mrs. "Bill" Orr. The Allens have been in the Territory since 1917, and have seven grandchildren. Mr. Allen escaped from New Britain just ahead of the Japs in 1942, and later became a Coastwatcher. After the war he built up Gialum Plantation again—and now he has about 70,000 producing cocoa trees. Mrs. Hawnt, of Rabaul, has been in the Territory since 1919. Her husband, E. M. Hawnt, who pre-war was NG's official photographer, was lost during the Jap occupation. Mr. Orr owns Bulolo's Golden Pines sawmilling company, and also has an interest in New Britain cocoa. He took all of the "Citos" passengers on a trip to Bulolo during the call at Lae.

capacity came to be handed over to a private person.

It seems that the Auditor in him had been bottling this up for over a year, and the whole thing stemmed from a snap test survey made in September, 1957, when 32 of the 55 pearls that Fiji had acquired when it took over some Jap expropriated property during the war, were found missing.

The entry on Security Envelope No. 3, in which they had been kept, was found to have been cancelled, the cancellation being initialled by the Registrar-General as the Custodian of Enemy Property, and further endorsed by him to the effect that the pearls "had no commercial value".

Reported Mr. Johnson: "It was understood that with the knowledge of the Registrar-General, they had

been given away to a private person."

After this horrible skeleton in the cupboard of the Registrar-General's Dept. had been bared, there must have been a swift whip-round, because next day the missing pearls were all present and correct.

The Auditor had them valued independently, and finally they were auctioned with the result that he was able to announce, triumphantly: "The net proceeds from the sale, £32/16/6, have been credited to Colony Revenue."

Prince Tungi Has Sold Those Bananas

When Prince Tungi of Tonga arrived in New Zealand at the beginning of November he spoke of arranging the sale of his country's bananas—locked out by New Zealand import restrictions—to Australia.

The lock-out, or a substantial reduction of imports, was to come into force next year.

However when Prince Tungi departed for home three weeks later, it appeared that he might have reached an agreement by offering to have some small ships built in New Zealand (see elsewhere).

No reference was made to such a deal by Prince Tungi, but he indicated to the press on his departure that New Zealand will still be taking his bananas next year. It has been agreed however, that the Tongan banana crop will be replanned to provide its main output during the winter months so as not to coincide with Fiji-Samoa supplies.

Apart from any ship deal, Tonga has the additional talking point with New Zealand of a trade balance heavily weighted against Tonga which already purchases

Drink Beer And Beat Boredom

If you are a beer drinker in Papua-New Guinea there is no need to be bored. According to one local newspaper calculation, there are 12 different varieties of beer to be had (although not 12 different brands) including some bottled Japanese beer that was handed out as farewell presents by the Jap salvage teams that have quit Rabaul for Buin.

You can have beer in cans, bottles or draught. There is beer from Port Moresby and Lae, from Victoria, Queensland and NSW. Some brands have it in several varieties—such as pilsener or lager.

One result of having all this beer laid on is that consumers are getting fussy. Drinkers who once used to just ask for beer, now ask for special kinds and brands. There are also *dilettante* types who experiment around and try them all out.

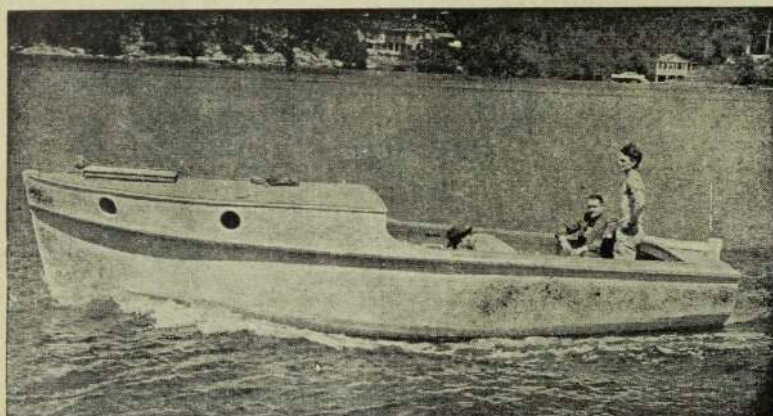
The great NG upsurge in beer interest is about 90 per cent. natural and 10 per cent. inspired by recent selling campaigns—newspaper advertising, posters, free beer, and high pressure salesmanship. The South Pacific Brewery has been running slogan competitions to boost its sales.

How times have changed! Territorians with memories that go back only 12 years can remember the post-war beer drought when Australian wharves refused to let beer be shipped to the Territory, and when all the odd brands from Europe and the East found a ready sale—as flat as some of it was.

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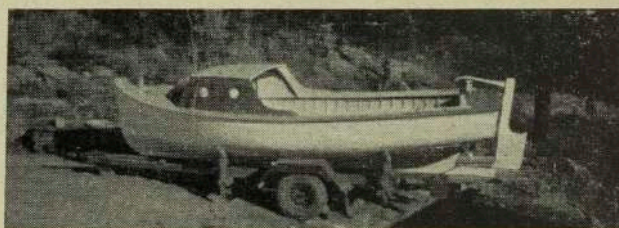
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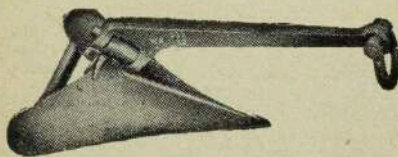
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about four times the value of goods from New Zealand as NZ does from Tonga.

Prince Tungi also indicated that Tonga will look into the possibilities of the New Zealand ginger and spice market, which his country is capable of contributing to.

Points from Cook Is. First LEGAS Meeting

Some random points from the first annual session of the newly formed Cook Islands Legislative Assembly:

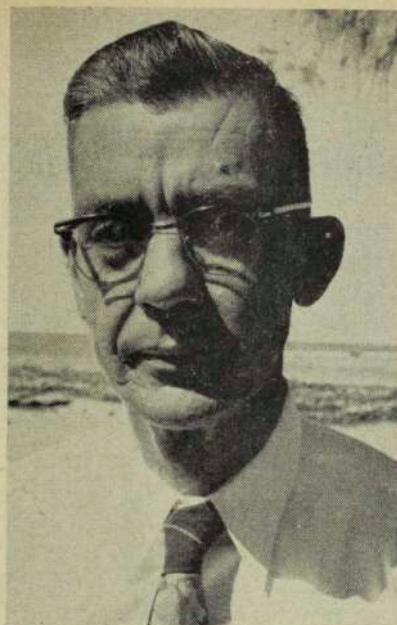
- Territories Minister Mathison said that it would cost about £600,000 to bring the Western Samoa and Rarotonga airstrips up to the standard required for future aircraft.

- In a lengthy debate on land-law reform to permit government housing loans, the President of the Council gave the following interesting figures on Cook Islands Maori public servant's salary scales. Four persons only were in the over £800 group; three in £700-£800; nine in £600-£700; 14 in £500-£600; 38 in £400-£500; 64 in £300-£400, and 78 in £260-£300 per annum scales.

- Mr. F. Bateson, European member, discussing profit and loss in various Departments, suggested a new postage stamp issue as one possible source of revenue; thought that the government printery, if properly managed, could be a profitable local industry, possibly handling work from New Zealand; considered it wrong that the censoring of films should cost the Police Department more than it received in fees; deplored the expenditure of £3,000 per annum on the operation of Rarotonga gaol; expressed pleasure that government transport costs, £31,000 last year, were cut to £22,000 under this year's estimates; noted that expenditure on education was currently at the rate of £30 per child, and that health expenditure was at the rate of £6/7/6 per head of population; felt that Resident Agents, Maori and European, were one class of public servant which deserved upgrading; and agreed that expenditure on agriculture and secondary industries was the best way of increasing revenue.

- A petition was received from the Executive Committee of the Cook Islands Christian Church (LMS) asking that the liquor laws be modified in such a way as to defeat the illegal liquor traffic and that a Commission be set up to study the problem.

- A second petition asked that the Assembly consider the establishment of a quota system by which the number of missionaries entering the territory bear a reasonable



Mr. Frank Bateson, MLA, who represents the 167 European electors of the Cook Islands in the new Legislative Assembly. (See PIM, November, and story below). Mr. Bateson is managing director for the Cook Islands Trading Company and is even better known as an astronomer of note.

Photo: G. Russell.

relationship to the number of adherents, and suggesting that one missionary per hundred adherents would be fair. Both petitions were referred to Select Committees.

- The Hon. Ngatupuna Matepi, of Mangaia, indicated that cucumbers and pumpkins may be added to tomatoes and pineapples as cash

crops from that island next year. He said that thousands of young coffee trees were now coming on well and thousands of young coconuts have been planted as long term crops.

- The Hon. Mr. Noakes, official member and head of Social Development Department, reported that the SPC had authorised the engagement of a marine biologist to conduct research in the Cooks on blacklip oysters, with a view to safeguarding and fostering the shell industry. He favoured the establishment of further local industries, especially those based on locally produced raw materials, such as the local processing of coconut oil from copra. The meal by-product was currently selling in New Zealand at £30 per ton, he said. Mr. Noakes also suggested the possibilities of a coconut fibre industry.

- Several members urged investigation of a fresh fish industry based on the northern group and marketing the catch in Rarotonga.

- Mr. Bateson deplored the condition of some of the Rarotonga citrus plots outside the official replanting scheme—some 30,000 trees are outside the scheme—which have been permitted to become very neglected and sources of pests which were attacking the scheme plots adjoining.

- The Radio Department was having great difficulty in inducing boys leaving school to train as radio operators and technicians, nevertheless the Department had now managed to reduce its European staff to two persons—the superintendent and a supervisor. All senior operators are now Maoris.

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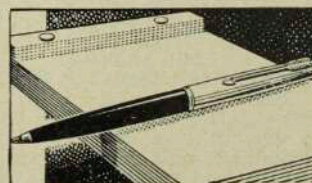


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THEY'VE STRUCK OIL AT LAE

A young and stalwart Swede, Captain L. Killman, master of the MV "Citos", was responsible for adding a boost to New Guinea's "oil fever" in November when he reported crude oil bubbling up from the Huon Gulf, near Lae.

The captain had hope to at "Sugarloaf", Lae's only deep anchorage outside the wharf. When the wharf was clear he weighed anchor to go alongside the wharf, and noticed the oil bubbling up from the deep.

He called the attention of his officers and one passenger to the phenomenon. And all saw the bubbling oil.

Captain Killman reported the occurrence to the local newspaper, and signed an affidavit to the effect that the oil was crude, and that it was not from the ship's engines, and that his anchor was free of any underwater obstruction.

This was all in answer to questions fired at him by the local pessimists.

The pessimists were in operation because the area around "Sugarloaf" is known to be the war-time graveyard of many Jap ships and aircraft.

Leahy Damages Claim For Hearing

The hearing of a claim by Mr. Michael J. Leahy, of Zenag, New Guinea, for £18,000 damages, against the New Guinea Department of Agriculture, is set down for December 8, in Port Moresby. Mr. Leahy alleges neglect and incompetence on the part of certain officials of the Department, and claims that, as a result, his cattle herds in the Lower Highlands of New Guinea were so affected that the value of the herds and of his grazing properties was much reduced. Mr. Dudley Jones, Rabaul barrister, is appearing for him; and the Chief Justice, Mr. Justice Mann, is hearing the case.

Plenty of Phosphate

A survey by the Australian Bureau of Mineral Resources of phosphate deposits on Bellona Island, BSIP, proved that there were eight million tons. But the deposits are low grade, and there are no immediate prospects of it being used commercially.

BSIP Wharfies Go On Strike

The MV *Beaverbank* was involved in a series of wharf-labourers' strikes at Honiara and Gizo in November. Trouble started on November 17 at Honiara (a public holiday in the BSI), when a gang of 80 Malaita islanders refused to load copra on the *Beaverbank* unless they got a 100 per cent. increase in overtime pay.

After negotiations had failed, the gang was sacked and sent home to Malaita. A second gang returned from Gizo the next day, but it went on strike in sympathy with the previous gang, and was also sacked.

A third gang was recruited and completed loading on November 22. But the *Beaverbank* was not out of trouble.

It went on to Gizo to load copra there, only to have the Gizo gang go on strike shortly after starting work. There was no alternative labour, so the *Beaverbank* sailed with only 71 tons of an estimated 750 tons of available Gizo copra.

After these events, it was feared that the *Fengning*, which arrived on November 25 to load 1,000 tons of copra for Japan, would also strike trouble—but she was loaded without any delay.

Minor Hurricane Strikes Fiji

First hurricane of the season hit Fiji on December 2.

It had developed northwest of Fiji the previous day, then travelled across eastern Viti Levu, Nausori and Suva, went past the Lau

group and to the east, decreasing in intensity. It missed Tonga.

All Eastern Viti Levu—especially Nausori and Suva—battered down on Tuesday. The centre of the storm was over Suva late on Tuesday afternoon.

It was not a very bad hurricane. The winds were from 80 to 100 miles per hour, and accompanied by torrential rain; but it was not nearly as severe as the hurricane experienced in Suva in 1952.

A good deal of minor damage was done—lightly built houses were wrecked, power and telephone lines were smashed, trees uprooted, transport services disrupted, and many thoroughfares (including King's Road) were put out of action by heavy flooding. All shipping and most air services were suspended.

Warangoi Land—Slow And By No Means Sure

Although the much disputed land in the Warangoi Valley of New Britain was purchased by the Papua-New Guinea Administration from the natives for non-native development, three years ago, they still have disposed of no more than seven blocks, with four more just recently put up for tender.

These 11 blocks are just a drop in the bucket of land requirements in New Britain, particularly so now that the Ex-serviceman's Rural Credit Scheme is operating.

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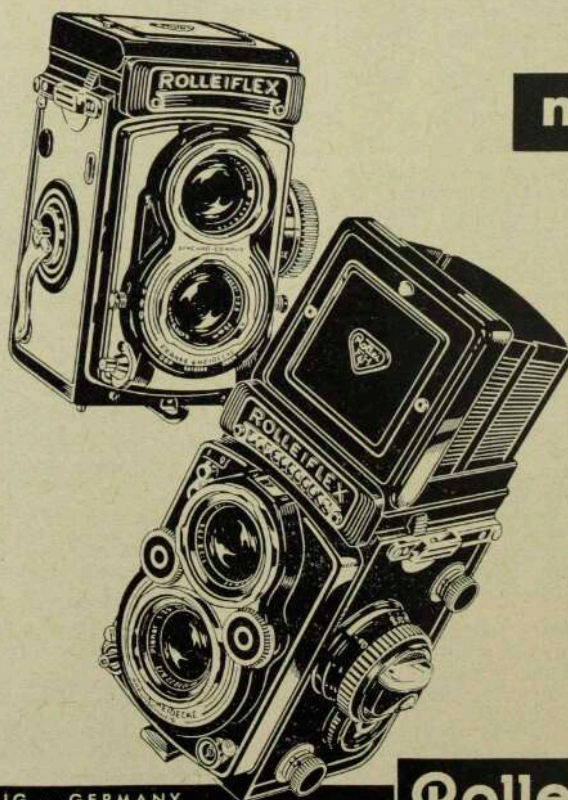
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Navuneram Report Completed

Mr. Justice Mann, Chief Justice of Papua-New Guinea, who was Commissioner of the Inquiry into the events that led up to the shooting of two natives by police at Navuneram village, New Britain, on August 4, has completed his report. It is now in the hands of the Minister for Territories in Canberra.

The Minister will, it is said, table the report in the House or Representatives "soon". But it can't be that soon. Federal Parliamentarians are still recovering from their recent electioneering and the House will not meet before February at earliest.

So the Navuneram fracas will be at least six months old before Territorians will be able to read all about it, in the official report.

backing. And thus is completed the vicious circle.

Now is the time, when the scheme is beginning to operate, to throw the whole of the Warangi land open. The Administration excuse is that it has not been completely surveyed yet.

Local residents have also had some rude remarks to make about the fact that, in the recent blocks put up for tender, natives were asked to tender for no less than three of them. Why buy the land from the natives only to give it back to them, ask the critics? It just goes to show, they say, how frightened the Administration is of UNO.

Depends What You Mean By Free

Thirty-seven stowaways from Indonesia who were given last-minute asylum in Netherlands New Guinea in November brought with them some problems.

The stowaways had originally been found in Holland, where they had gone because they had decided Holland would be a better place to live in than the South Moluccas under the rule of the present Indonesian Government. The South Moluccas have for years been straining to set up their own republic, free of Djakarta rule.

In Holland the stowaways received plenty of sympathy when they pointed out that they would lose their freedom if sent back home.

The men, nevertheless, were put aboard the *Johan van Oldenbarnevelt*, which headed for Djakarta via Australian ports. But thanks to last-minute moves in Amsterdam they were taken off the ship

in the Arafura Sea and transferred to the Dutch New Guinea survey ship, *Luymes*, and then landed at Merauke.

At Merauke they were given a warm welcome by the authorities, put in their own camp and told they were free citizens now.

But the free citizens are not happy. Not all of them are willing to work, because they feel if they accept a job in Dutch New Guinea they won't be able to go to Holland. And Holland is really where they want to go. It's the bright lights for them.

If that wasn't enough to upset the livers of the Dutch officials, there soon followed (a) a protest from

Papuans at Merauke that the new free citizens oughtn't anyhow to be given jobs that should be kept for Papuans, and (b) in Hollandia, Papuan leader Nicolaas Jouwe protested that West New Guinea should not be used as a dumping-off ground.

Learning About The French

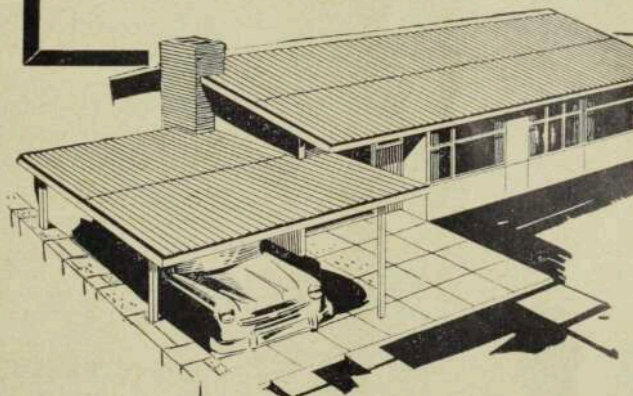
Only 17 Australian school children will make the exchange trip to Noumea this year; last year there were 30.

The students are due to arrive in Noumea by Qantas on December 10

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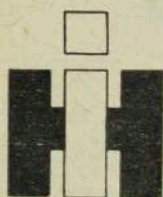
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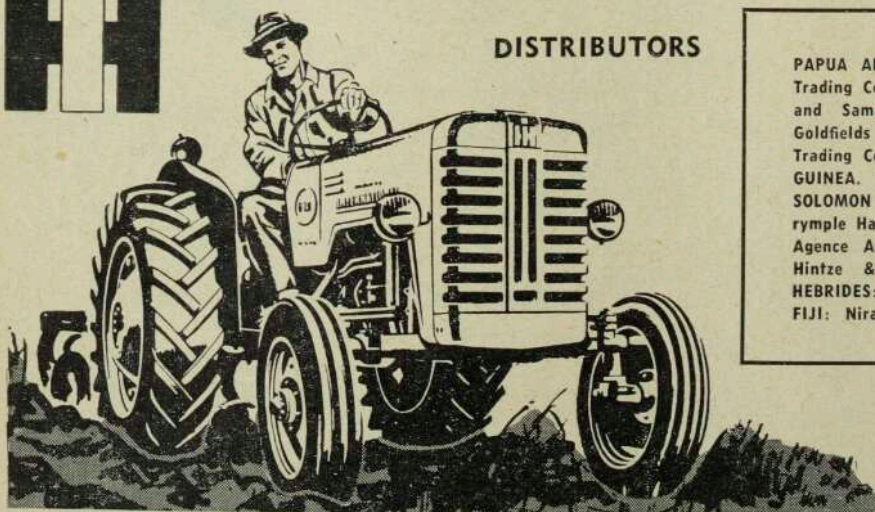
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PIM 134.3E

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Mr. D. Elphinstone, well-known ex-Territorian is now disposed of his New Guinea interests and has started in business in Sydney. He will buy them back again at the end of their visit. He went to New Guinea in 1938 as a Guinea Airways pilot; after the war he was first Chief Pilot for Mandated Airlines and later manager of the company—until he started planting up his Eastern Highlands coffee plantation, "Elenbarlie" in 1952. He sold "Elenbarlie" to a private Sydney company about two months ago.

and will be in charge of a teacher, Miss Marjorie Rose. They will return to Sydney on January 8. Later, 25 students from New Zealand will spend three weeks in New Caledonia. Special programmes have been arranged for the youngsters of both parties. They will be billeted with private families in New Caledonia.

Men Put Off In Nickel Slump

The Nickel Company at Noumea has had to lay off 244 workers from its smelters. Included in this number are Tahitians, Wallisians, Indonesians, Indo-Chinese, Italians and a few natives. The company has warned that if conditions on the nickel market do not improve by next April, probably some 400 workers in all will have to be dismissed.

This would be a catastrophe for New Caledonia and the new Territoriale Assembly to be elected soon will have as its major problem, the threat of widespread unemployment. It will not be easy to solve.

New Caledonia's economy is based almost entirely on nickel mining and smelting. That country has

always preferred importing food to growing it, which leaves it particularly vulnerable in a time of crisis in the nickel industry.

There is no sign of any upward trend in the nickel market, despite earlier hopes. The International Nickel Co. has stated that for the period up to September this year, revenue had fallen from the 66 million dollars for the corresponding period in 1957, to 30 million dollars.

It is considered that the nickel industry takes longer than any other to recover from a recession.

Enercal, the company consisting of the New Caledonian and French governments and the Nickel Company combined, which is the operating authority of the new £10 million Yate River Dam, has announced that there will be a huge quantity of material for sale in the near future.

Prefabricated buildings, pipes, trucks, diesel generators and many other items are included.

The retaining wall is complete but it is expected to be some time before the dam is completely filled.

Meanwhile everything points to another season of drought in the country.

Gale force south-easterlies are drying up the country-side and in Noumea and environs the fire fighters answer calls daily to fight grass fires.

New Guinea Women Give Two Parties

The New Guinea Women's Club of Sydney is entertaining again this Christmas. Twice—once for the adults (cocktail party at 77 King Street, Sydney, on December 12); and again on the afternoon of the 15th, for the youngsters.

Most of the 150 children who will attend the party this year will be children of the children who were entertained when the club was first formed in 1941.

Providing for 150 children in these days of skyrocketing prices is no light task for a small club; but members and the executive have pitched in as usual, dressing dolls and making toys; others were donated and a great many bought—two members volunteering for this arduous task. Old friends have helped by making cash donations.

Another Union Co. Ship Laid Up

Although a Union Co. spokesman said when the company's trans-Pacific freighter *Wairuna* was recently laid up at Auckland, that it was not anticipated that any of the other vessels on this service would be laid up, the announcement on November 27 that the *Waikawa*

is also being laid up came as no surprise.

Both are oil burning steamers built in Canada in 1944 and, quite apart from the higher costs involved in operating New Zealand ships as compared with some other flag ships, these vessels could not compete with more modern motor vessels in fuel costs.

Waikawa, formerly the Canadian Government ship *Parkdale Park*—*Wairuna* was formerly *Salt Lake Park*—is on Canadian Articles with Canadian crew, so naturally will be laid up at Vancouver to avoid repatriation of the crew from New Zealand.

The lay-up was to take place on completion of the December north-bound voyage. The terms of purchase from the Canadian government, under pressure of Canadian maritime unions, were that this and some of the other vessels on the Union Co. trans-Pacific run were to be retained on Canadian Articles.

The cause of the lay-up of these ships is the uneconomic freight rates at present offered by tramp shipping due to the world lack of cargoes and the sharp competition for cargoes offering.

Union Co. freighters on the Pacific run depend on lumber cargoes for the south-bound run, and these are currently going to foreign tramp companies, and the

One That Didn't Get Away

Dropping bottles overboard with messages corked up inside them, is a favourite sport of seafarers. But not many messages ever seem to get anywhere. However, we have had reports of two this month. One is mentioned in the shipping section, this issue; the other is reported by our Noumea correspondent.

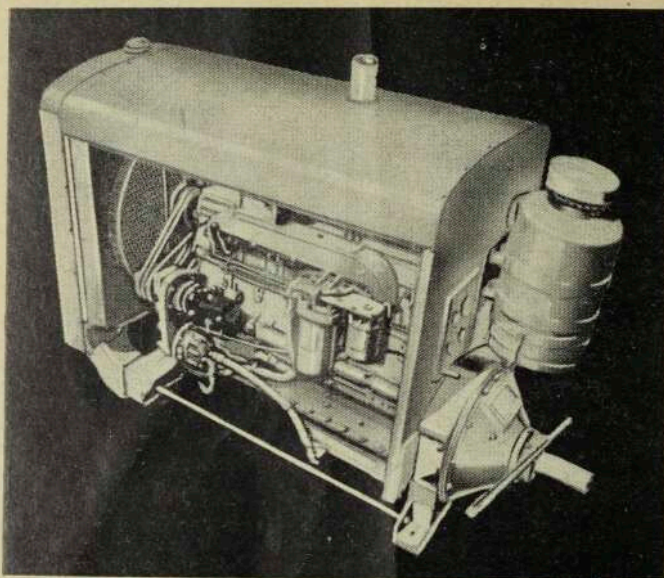
He says that a young New Caledonian, M. Yvon Begauda, was fishing at Bai N'Go, about 25 miles from Noumea, on November 25, when he found a bottle with a note inside. The note was somewhat the worse for wear—water had leaked into the bottle—but was decipherable. It said:

"This bottle was thrown from the yacht 'Kochab' en route to Brisbane from Auckland. Long. 166. Lat. 30. Crew David Beard, Phil Davies. Owner John Evans. Dated 6/5/58."

The bottle apparently went over-side when the yacht was somewhere west of Norfolk Island. It possibly had been on that New Caledonia beach some time—it was high up on sand. It was, of course, just a thousand-to-one chance that it would ever be found.

The 54-ft. UK yawl "Kochab" is owned by Dr. John Franklen-Evans and is well known along the usual Pacific cruising route and to PIM readers. We have not heard of the yacht since July, when it finished second in the Sydney-Noumea race.

Anyhow, wherever "Kochab" is, this is telling her that her message got there. If the crew want the note back as a souvenir, we have it here in Sydney.



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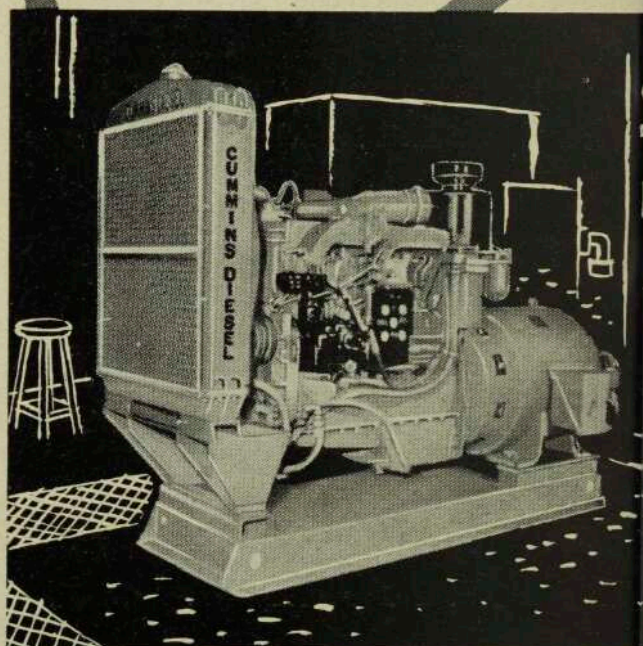
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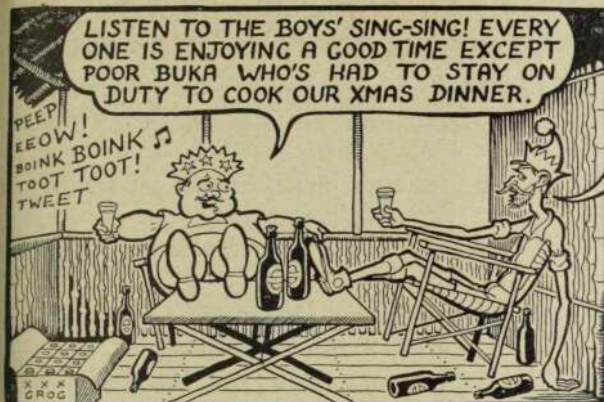
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quantities have in any case been reduced by the present stringent dollar import restrictions in force in New Zealand.

Some More Fiji Sea Drama

Fiji, hardly over the alarms and excursions caused by the ill-fated *Annette* (see elsewhere) had another sea drama when a Public Works Department tug, No. 8, founded off a reef at Gau Island, east of Levuka, on November 16.

The tug reported heavy seas on the passage from Vanua Vatu in the Lau group, but then failed to maintain radio contact with Suva. The RNZAF began an air search.

Fears for the safety of the nine people aboard mounted as the searching aircraft failed to report anything. The Fiji Broadcasting Commission called the tug at intervals around the clock. People on Batiki Island, near Gau, reported having seen the tug heading towards the dreaded Reef on November 15.

Relief came on November 18 when the auxiliary ketch *Tui Vunilagi*, owned by veteran Suva fisherman George Houng Lee, arrived at Suva with five of the nine people aboard. The others were safe at Nukuloa village, in eastern Gau, and the tug was submerged nearby.

An attempt will be made to salvage it.

Fatal Helicopter Crash

Pilot of a helicopter operated for the Netherlands New Guinea Petroleum Co. by World Wide Helicopters was killed in late October when the aircraft crashed near a seismic camp at Lorentz, north of the Administration post at Agats, NNG. The pilot, a Dutchman named Hulsman, was the only occupant.

Fiji Yells

(Continued from page 17)

There will be fiery talk, which inevitably will swing around to forthright criticism of the administrative policies of the Government, in their relation to development and production.

That line of criticism, of course, is justified by the facts—but the convenors of the meeting are just as blameworthy as the Government for the present situation. Their protests and criticism are ten years late.

As leading business administrators they must have seen this situation developing at least a decade ago when increasing population began to get gravely out of adjustment with productive capacity.

Instead of joining with all Fiji's communities to demand revision of Fiji's Constitution and administration, to take care of rapidly changing conditions, they remained silent and complacent, and enjoyed the good times of the post-war years.

It is a little late for yelling—but yelling is still most necessary. Anything to awaken the British Colonial Office to the seriousness of the situation!

This loss of productive wealth, this (so far) mild recession, this increase in taxation and "postponement of public works" (for the Governor has announced substantial cuts in capital expenditure) are due primarily to internal maladjustments as between population growth and land usage; but they have been hastened and accentuated by drought and hurricane damage.

For example, Fiji has not nearly

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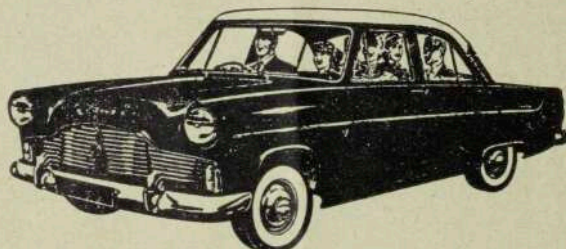
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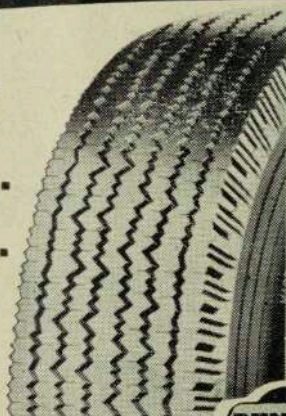
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filled the quota of banana exports permitted by New Zealand; and copra production is down so far that a few coasters, customarily carrying copra from Fiji's ports to Fiji's crushers are lying idle.

Defenders of the Government insist that all these fiscal troubles are due to droughts and hurricanes, rather than failure in administrative long-distance planning.

No one could really separate the causes. What does seem fairly certain is that Fiji is in for a long term of belt-tightening, with social and political troubles developing.

Cost of Public Service

Naturally, the beach commentators are after the "cost of the public service", with teeth bared.

Every man has a set of figures ready, to ask why these public servants should enjoy these emoluments and privileges, while the non-official classes are taking it in the neck.

The true figures are hard to come by. But it does seem that, taking all governmental instrumentalities into account, there are about 5,000 public servants; and there is no doubt that their triennial leave and travelling allowances, despite recent cuts, still are extremely generous, compared with what are given non-official workers.

I have a full set of Government accounts beside me—but it is impossible actually to separate out the costs referred to.

Every public servant—whether Britisher, Australian, New Zealander or local-born—is entitled to three months' leave and travelling time to Britain every three years, and the cost of this in provision of relief, passages for the official and his wife and family, is enormous. There is an annual item in the Budget of between £80,000 and £100,000 for the payment of these fares, alone. Other costs can only be guessed at.

Then there are pensions. Every public servant retires soon after 50, on a generous pension; and some of the pension, representing the proportion of his service years given to Fiji, is a charge on Fiji. Someone told me that this is an annual cost of about £300,000.

However Fiji is governed, there must be annual leave, pensions, etc., for a trained public service; but the beach commentators—very much on the job as this is written—insist that the provision for these things could be a little nearer the realities established in similar services here by the big corporations.

After all, this is a pleasant, malaria-free, healthy country, where Europeans live a very long time. The climate and conditions are quite comparable with Northern NSW or Queensland; and there are no special privileges there for civil servants.

Why then (say the critics) treat Fiji as if it were in the swamps of the Ganges, or in Darkest Africa?

DEATHS OF ISLANDS PEOPLE

MR. J. S. NEILL, CMG

The death occurred in England on October 3 of Mr. J. S. Neill, CMG, who was British Consul and Agent in Tonga from 1927 to 1937. He was educated at Trinity College, Dublin; entered the British Colonial Service in Fiji as a cadet in 1914; spent 13 years there in the Law section and acted as Attorney General. After leaving Tonga, he filled important administrative posts in the West Indies and in Newfoundland. He wrote a useful and interesting book, *Ten Years in Tonga*.

MR. HENRY W. KINNEY

Mr. Henry W. Kinney, a former noted American newspaper correspondent in the Far East, and more recently a long-time resident of Mataiea, Tahiti, died at Honolulu recently, at the age of 79 years.

Kinney married a Japanese woman while stationed in the Far East. The couple settled in Tahiti in the 1930's and built a beautiful home there. Several years ago they disposed of the property and shifted to Honolulu.

At the time of his death Kinney was suffering from a serious illness and had been discharged from hospital uncured. A gun was found beside his body.

WILLIAM ALFRED SMITH

Mr. William Alfred Smith, a former resident of Tonga—perhaps best remembered by many as proprietor of a Nukualofa boarding house—died at Auckland on November 17, aged 83 years. He is survived by three sons, living in Auckland.

JAMES YARNTON

Mr. James Yarnton, for many years a trader in Tonga, and an Australian by birth, died at Auckland on November 1, aged 84. He is retired to New Zealand just before the last war. He is survived by his wife and five children.

MR. VERNON RULE

A large crowd attended the funeral of Mr. Vernon Rule, Papua-New Guinea Regional Director of Civil Aviation, who died in Port Moresby on November 12 after a brief illness.

Mr. Rule, aged 44, left a wife and three children.

He had been Civil Aviation Director in New Guinea for about three years, after joining the Commonwealth Department of Civil

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Aviation in 1947. Mr. Rule had a fine war record with the RAAF, during which he flew Liberators in the Pacific.

MR. WILLIAM JOHNSON

Mr. William Johnson, 34, of Rabaul, an inspector with the Commonwealth Department of Works, died in November when his truck overturned on a New Ireland road, 40 miles from Kavieng. He was buried at Kavieng.

Mr. Johnson was a well-known and extremely popular New Guinea sportsman, and held in high regard for his many civic and charitable activities.

Tax Comparison

(Continued from page 18)

£A1,868,014 from import duties in 1957 and £586,950 from export duty.)

Fiji has no export duty. But it has, of course, income taxation of up to 6/3 in the £. Rates of import duty in Fiji are generally slightly higher in P-NG for British goods, and for foreign goods very much higher.

P-NG has a general import duty of 15 per cent. (with no preference

for British goods) with tariffs 25 per cent. and 33½ per cent. "luxury" goods, no duty at all foods, and very low duties clothing, household goods etc.

Taxes in Samoa, Solomons

Western Samoa has income ranging from 1/- to 8/- in the import duties with a general rate of 25 per cent. for British and per cent. for foreign goods; food and clothing are dutiable.

There are export taxes on all ports—10 per cent. on copra, 1/- case on bananas, 10 per cent. cocoa increased by .01 per cent. every £1 per ton in excess of £2 per ton.

The Solomon Islands (even without the proposed new Bermuda tax) has a considerably higher import duty than P-NG, particularly for non-British goods. Export duties cover all commodities—including copra, with a duty of 15 per cent.

Income tax begins at £201 per annum with a tax of 1/3 in the rising by 12 one-thousandths of for every £1 increase in taxable come. After an annual taxable come of £1,500, there is a surtax from 1/3 to 10/- in the £.

There are numerous deductions a statutory one of £200, others wife, children, education, superannuation payments etc. A single man on £1,050 per annum pays £89.50 income tax. A married man £1,170 per year, £64/6/4; a married man with a wife and two children on £1,536 per year pays £102/6.

All these are facts P-NG residents should bear in mind before assuming that the introduction of a new tax will necessarily mean the abandoning of another.

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IT'S ALL SMILES HERE. And with good reason, for the Port Moresby Golf Association had a successful year, and a very good dinner and Trophy Presentation rounded it off in November. At the microphone is Associates' president Mrs. Cecily Perichon, watching secretary Mrs. Ann Adler hand cups to one of the season's winners, Mrs. L. Katten.

—Papuan Prints.

Sports Review

Radrodro Should Have Retired

Says Norman Baxter, in Suva

FIJI heavyweight boxer, Isimeli Radrodro, was with the 1st Battalion in Malaya as regimental sergeant-major, and in the boxing ring when he took time off from hunting Communist terrorists, he won the imposing title of "Champion of the Orient".

He should have retired with that title when he returned to Fiji two and a half years ago, for honours were then thick and heavy on him. But no—he continued professional boxing and has steadily gone down hill.

He left the Fiji Military Forces only a few weeks ago, and in his first professional fight since then was knocked out by the up-and-coming Sakiusa Cawa at Nausori.

Radrodro is a grand sportsman and earlier this year captained the Fiji rugby team in Tonga. He toured New Zealand with Fijian rugby teams in 1951 and 1957.

He will admit to no particular age, but must be well beyond the 40-mark, which is just a little bit too old for professional boxing. He plans to continue his rugby career until he has played as long as Apakuki Tuitavua, captain of the

1952 and 1954 teams in Australia and a member of the 1939 team in New Zealand. Apakuki gave up rugby at 41.

Editor's Note: Radrodro, in December, is scheduled for a series of fights in Tonga and Fiji and to defend his Orient title in Singapore. So we'll soon see if he has, in fact, "gone down hill".

They've Revived the Five Events

From a Honiara Correspondent

THEY called it The Five Events before the war, because that is what it was.

Competitive teams—Commerce v Government—clashed annually at Tulagi in cricket, tennis, golf, snooker and swimming; winner of the majority of events to take the cup.

But the war put an end to it, and only last year, for the first time, was The Five Events revived at Honiara.

Swimming has been dropped from the new series because there are no facilities, and athletics substituted.

Each team comprises 14 players, from which a cricket team and six men for the other events have to be selected, which isn't easy.

The 1958 competition, just completed, was won by Commerce—3-2 (successful at tennis, cricket and golf).

And to prove it, they now, have a cup donated for old times' sake by five original players—A. E. Palmer, R. J. Lotze, Tom Elkington, "Johnno" Johnson and Bob Firth.

A Concerted Effort Might do it

From Norman Baxter, in Suva

MORE and more people are taking an active part in sport in Suva, but they are finding that their main playing area, Albert Park, is becoming more than a little congested.

The population is growing rapidly, which means there is going to be a bigger demand for playing space, but no one seems to be doing much about it. A few years ago an area capable of taking eight football fields was set aside at Buckhurst Park, Laucala Bay.

Although Buckhurst Park has a fine playing field, it has one only—what could be the other seven is virgin countryside. Sports bodies say it is the responsibility of the Government or Suva City Council to lay out the grounds, and those bodies say they have no money.

If the various sports organisations made a concerted effort and showed they were prepared to help themselves it is more than probable that they would receive official assistance.

In the meantime Albert Park becomes more and more congested.

King of the Canvas Kissers

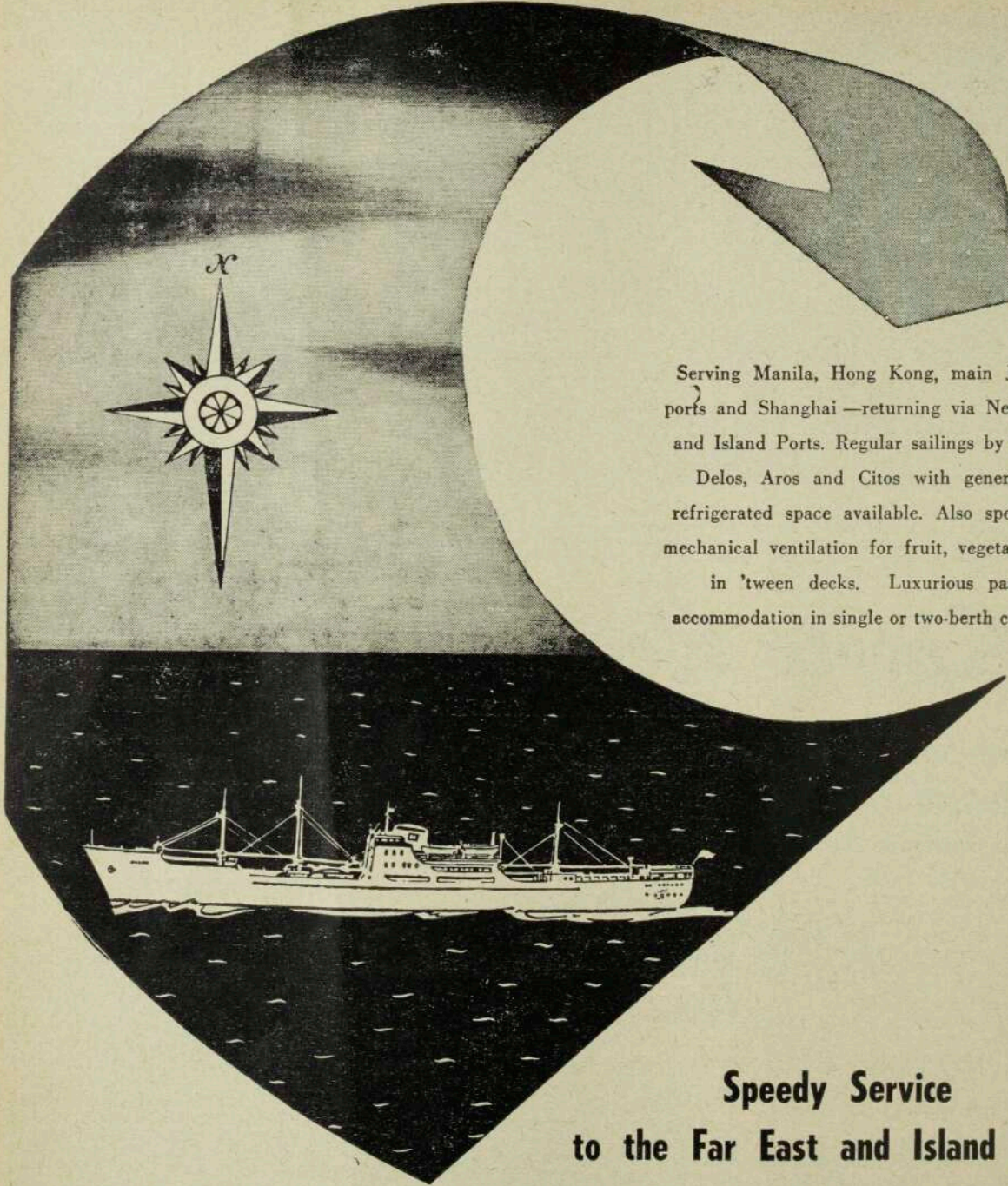
From Fred Dunn, in Noumea

NOUMEA'S many boxing fans still haven't got over their wrath following a deplorable exhibition by yet another of Australia's champions, Bob Murdoch, publicised here as Number One Australian Middleweight. This gentleman proved to be the king of canvas kissers.

He was billed to fight Mahoni, the Bombardier of Tonga. Local fans, wary of Australian champs, rolled up only in hundreds, and saw Murdoch hop into the ring and Mahoni hop into Murdoch to such good effect that the Australian became groggy and so incapable of defending himself that the referee stopped the fight... before the end of the first round!

It was about the most unremarkable exhibition of the noble art ever seen here.

The second match was about as good. A Fijian matched with a New Caledonian was floored in the sixth, and just reclined on his elbow while the referee counted him out.



Serving Manila, Hong Kong, main Japanese ports and Shanghai—returning via New Guinea and Island Ports. Regular sailings by Milos, Delos, Aros and Citos with general and refrigerated space available. Also special mechanical ventilation for fruit, vegetables, etc in 'tween decks. Luxurious passenger accommodation in single or two-berth cabins.

Speedy Service
to the Far East and Island Ports

BY

AUSTRALIA-WEST PACIFIC LINE

General agents,
WILH. WILHELMSSEN AGENCY PTY. LTD.
66 Pitt Street, Sydney, BU 6301 — 51 William Street, Melbourne, MA 3031

154

DECEMBER, 1958 — PACIFIC ISLANDS MONTHLY

SHIPPING TIME-TABLES

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

Sydney-Papua-N. Guinea

MV Montoro sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Madang, Lae, Port Moresby (optional). Last Sydney sailing Dec. 5. Next sailing (calling Lorengau, Lombrum additional) end Jan.

MV Malekula sails from Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Wewak, Alexishafen, Madang, Lae, Sydney. Next Sydney sailing Jan. 21.

MV Malaita sails from Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Kavieng, Lombrum, Lorengau, Madang, Lae, Samarai, Sydney. Next Sydney sailing about Dec. 24.

MV Bulolo, modern liner, sails about every six weeks: Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lombrum, Rabaul. Next Sydney sailing approx. Jan. 13.

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

MV Pak Hoi: Leaves Melbourne for Sydney, Brisbane, Port Moresby, Rabaul, Madang, Lae. Next Sydney sailing Dec. 12.

MV Soochow: Leaves Sydney for Brisbane, Port Moresby, Samarai. Next Sydney sailing Jan. 6.

MV Sinkiang: Leaves Sydney for Brisbane, Honiara (BSIP), Rabaul, Kavieng, Madang and Lae. Next Sydney sailing Jan. 6.

MV Shansi: Leaves Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Rabaul, Port Moresby. Next Sydney sailing Jan. 3.

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

Sydney-Dutch N.G.

Three weeks service by MV's Sigli, Silin-geng, Sibigo and Sinabang carrying passengers and cargo from E. Australian ports to Hollandia and Sorong, DNG (with Bak and/or Manokwari if inducement), thence Borneo, Bangkok, Singapore, thence Australia direct. Next Sydney sailings: Silindoeng Dec. 19, Sibigo Jan. 6, Sigli Jan. 31, Sinabang Feb. 24.

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

Far East-S.W. Pacific-Fiji-Australia

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

Chengtu: Departed Japan Nov. 15, Hongkong Nov. 21, Sandakan Nov. 28, Santo (NH) Dec. 6, thence Suva, Lautoka, Noumea, Sydney and Australian ports.

Chungking: Dep. Japan Nov. 30, Hongkong Dec. 7, thence Sandakan, Tarakan, New Guinea ports, Suva, Lautoka, Noumea, Australian ports.

Chefu: Dep. Japan Dec. 22, Hongkong Dec. 29, thence Sandakan, Tarakan, New Guinea ports, Vila, Suva, thence Australian ports.

The three vessels call at all four Australian ports, Brisbane, Sydney, Melbourne and Adelaide, and load there cargo for Far East including Shanghai

Australia - New Zealand - Canada - USA

Sailings of Orient and P. & O. Line Passenger Ships 1958-59

ORCADES HIMALAYA ORCADES ORSOVA

SYDNEY	depart	Jan. 24	Mar. 18	Apl. 28	May 22
AUCKLAND	arr/dep	Jan. 27	Mar. 21	May 1	May 25
SUVA	arr/dep	Jan. 30	Mar. 24	May 4	May 28
HONOLULU	arr/dep	Feb. 4	Mar. 29	May 9	June 2
VANCOUVER	arr/dep	Feb. 10-11	April 4	May 15	June 8
SAN FRANCISCO	arr/dep	Feb. 13-14	April 6-10	May 17-18	June 10-11
LOS ANGELES	arr/dep	—	April 11	May 19	June 12
HONOLULU	arr/dep	Feb. 18	—	May 24	June 17
SUVA	arr/dep	Feb. 25	Return	May 31	June 24
AUCKLAND	arr/dep	Feb. 28	Different	June 3	June 27
SYDNEY	arrive	Mar. 3	Route	June 6	June 30

Linking the
Pacific
Islands with

EUROPE
WEST INDIES
NEW ZEALAND
AUSTRALIA AND
SOUTH AFRICA

The 20,000 tons all Tourist Class liner
s.s. Southern Cross emphasises the modern trend in travel
with the latest in amenities:

- Every cabin air-conditioned
- Two swimming pools
- Unencumbered sports decks
- Children's play rooms and deck
- Spacious lounges
- Air-conditioned Dining Room
- Orchestra
- Cinema Theatre • Stabilisers



Travel Shaw Savill

For full particulars apply

FIJI—Any branch or agency of Burns Philp (South Sea Co. Ltd.). Cable Address: Burphil. TAHITI—Etablissements Donald Tahiti, Papeete. Cable Address: Donald, Papeete.

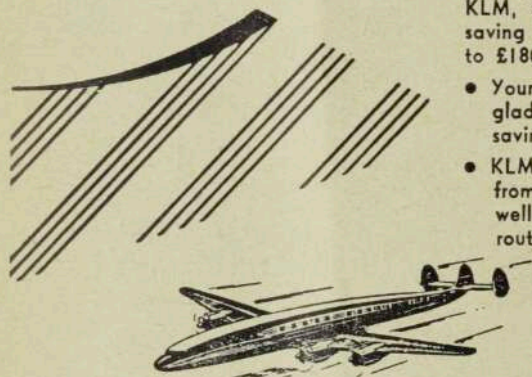
SHAW SAVILL LINE—1858-1958—A CENTURY OF SERVICE

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58 MARGARET STREET, SYDNEY

When in
SUVA stay at



the **GRAND PACIFIC**
Hotel

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

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

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

where a call is made (if inducement) on the southbound voyage between Japan and Hongkong.

Details from New Guinea Australia Line (Swire and Yull Pty. Ltd., agents), 6 Bridge St., Sydney.

The Australia-West Pacific Line motor vessels Aros, Citos, Delos and Milos maintain regular services between Australian ports and Japan. Northbound vessels call at Manila, Hongkong and Japan; southbound vessels call at any or all of the following: Hongkong, Manila, Sandakan, Rabaul, Lae, Brisbane, Sydney, Melbourne and Adelaide, with quarterly calls at Gizo (opt.), Honiara and Vanikoro, in BSIP; and at Santo and Vila, New Hebrides.

Citos: Northbound from Sydney, Dec. 20.

Aros: Northbound from Sydney, Dec. 17.

Milos: Due Lae Dec. 14, Brisbane Dec. 17, Sydney Dec. 24, thence Australian ports; dep. Sydney northbound about Jan. 20.

Delos: Dep. Japan Dec. 2, Hongkong Dec. 10, Sandakan Dec. 13, Rabaul Dec. 16, Honiara Dec. 28, Lae Jan. 2, Brisbane Jan. 8, Sydney Jan. 12. Dep. Sydney northbound, Feb. 4.

Details from Wilh. Wilhelmsen Agency Pty. Ltd., 30 Pitt St., Sydney, or Islands Agents (R. Tebb, Lae; Town Transport, Rabaul; A. Strachan, Madang. BSIP Trading Corp., Honiara; Messrs. D. J. Gubbay & Co., Santo; Wm. Breckwoldt & Co., Lae.)

N. Zealand-Fiji-Tonga-Samoa

MV Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Papeete, Pago Pago, Apia, Suva and return to Auckland. Next sailings from Auckland: Dec. 30, Jan. 27.

MV Matua maintains a service from Auckland to Lautoka, Suva, Apia, Suva, Papeete, Wellington, and return to Auckland. Next sailings from Auckland: Dec. 18, Jan. 15.

Details from all offices of Union Steam Ship Co. of N.Z.

Sydney-New Hebrides-BSI-Bougainville, Etc.

MV Tulagi, 10 passengers, makes a round trip Norfolk Is., Vila, Santo, Honiara and BSI ports, Bougainville ports, leaving Sydney about once every six weeks. Next Sydney sailing, Dec. 8, Jan. 15.

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

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Line, coming from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. Present on this run are the motorships, Tahiti and Caledonien and a chartered vessel, Melanesien. Next Sydney sailing: Caledonien Jan. 4, 1959, Tahiti Feb. 17, Melanesien April 1.

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea and the New Hebrides. Next Sydney sailings: Dec. 12, 29, Jan. 26.

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

LONDON-SUVA

FIJI DIRECT SERVICE

VIA
PANAMA

For Sailings and Further Particulars Apply To:—

BETHELL, GWYN & CO. LTD., BURNS PHILP (SOUTH SEA)
138 LEADENHALL ST., CO. LTD.,
LONDON, E.C.3. SUVA, FIJI

BURNS PHILP (New Hebrides) LTD.

Registered Office: VILA, NEW HEBRIDES
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Representatives for BURNS PHILP TRUST CO. LTD., QUEENSLAND INSURANCE CO. LTD., and LLOYD'S OF LONDON, Agents for SOCIETE DES PETROLES SHELL DES ILES FRANCAISES DU PACIFIQUE, and numerous overseas manufacturers of all classes of merchandise.

Sydney Agents: BURNS PHILP & CO., LTD., 7 Bridge St.
San Francisco Agents: BURNS-PHILP CO. OF SAN FRANCISCO INC.,
215 Market St.

London Agents: BURNS, PHILP & CO., LTD., 35 Crutched Friars, E.C.3.

PACIFIC ISLANDS TRANSPORT LINE

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

Motor Vessels "THORSISLE" and "THORSHALL"

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

and

TAHITI — SAMOA — FIJI — NEW CALEDONIA —
NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti. APIA—Morris Hedstrom Ltd.
SUVA—Morris Hedstrom Ltd. NOUMEA—Etablissements Ballande.
PORT VILA—Comptoirs Francais des LAE—Burns Philp (New Guinea) Ltd.
Nouvelles Hebrides. SYDNEY—Birt & Co. (Pty.) Ltd.

B.O.A.C. COMET 4 JETLINER

Supreme in the Skies!

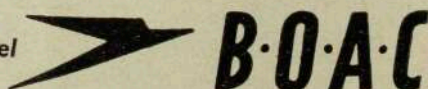


First and finest across the Atlantic with a "pure jet" service, the BOAC Comet 4 Jetliner is the most tested airliner the world has ever known. And BOAC has more years of experience with jets than any other airline. *Consider the record . . .* one hundred and twenty BOAC pilots have logged a total of 15 million *Comet* flying miles. In 1958 alone, BOAC Comets logged 3,700 flying hours and made some 50 more trans-Atlantic jet crossings than any other commercial jet airliner.

Now BOAC invites you to fly *Comet 4*—on the incomparable "Monarch" service between New York and London. Soon the *Comet* will operate on other BOAC world routes. And remember—on the *Comet* or the magnificent jet-prop *Britannia*—it costs no more to fly by BOAC.

Information and bookings from all leading Travel Agents, Qantas Empire Airways (BOAC General Agents for Australia).

World Leader in Jet Travel



BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS, TEAL, S.A.A. AND C.A.A.

A3/AU

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

Shaw Savill's one-class all-passenger liner *Southern Cross* makes four round-world voyages per year, two west-bound then two east-bound, calling at 8 and Papeete every trip. Current voyage Leaves Southampton Dec. 9, via Panama for Sydney calling at Papeete (Jan. 1), Suva (Jan. 8), Sydney (Jan. 17). Sydney bound Southampton via S. Africa Jan. 19.

Details from agents: Shaw Savill Albion Co., Ltd., 8a Castlereagh St. Sydney; Burns Philp (SS) Co., Ltd., 88 Fiji; Etablissements Donald Tahiti, Papeete, Tahiti.

N. Zealand-Cook Is.

The passenger vessel *Maui* Port maintains a regular service between Auckland and the Cook Islands.

Details on application to NZ Government Department of Island Territories, Wellington, or to any office of the U.S.S. Co. of NZ Ltd.

N. America-Fiji-Hebrides, e

Pacific Islands Transport Line's vessel *Thorsisle* and *Thorshall* maintain regular service from Pacific Coast to American ports, with sailings over 3 days. Some ports depend on cargo offering.

Thorshall: Dep. Seattle Dec. 2, Francisco Dec. 29, Papeete Jan. 12, Rongotonga Jan. 15, Pago Pago Jan. 20, Jan. 22, Suva Jan. 26, Lautoka Jan. 28, Noumea Feb. 3, Lae Feb. 9, Pago Pago Feb. 18, Los Angeles Mar. 4, Francisco Mar. 6.

Thorsisle: Dep. Seattle Feb. 10, Francisco Feb. 19, Papeete Mar. 5, Pago Pago Mar. 10, Apia Mar. 12, Suva Mar. 16, Noumea Mar. 21, Pago Pago Mar. 28, Los Angeles April 11, San Francisco April 13.

Details from General Steamships Corporation Ltd., 432 California St., Francisco, USA, and Island Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger cargo service from Los Angeles with *Ventura*, *Alameda*, *Sierra* and *Sonoma*. Southern terminal ports vary with cargo offering. Vessels call at Papeete, Pago and Suva, depending on cargo. Next sailings approx. *Sonoma*, Brisbane, Dec. 1, *Ventura* arr. Sydney, Dec. 1, departing northbound, Australian ports, end Dec. *Alameda*, Sydney, Dec. 14; dep. Australian ports northbound end Dec. *Sierra* arr. Sydney, Dec. 28, dep. Australian port end of Dec.

American Pioneer Line has eight ships (*Pioneer*, *Gem*, *Isle*, *Glen*, *Reef*, *Cove*, *Tide*, *Gulf*) on Australia-Panama-Pacific Atlantic Coast service with calls at Papeete on southbound voyage. Sailings approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter & Co.) operates a service three times yearly with a 10,000 ton, 98-passenger vessel *Laked* along the above route. Accommodations

is entirely First Class, two-berth cabins, with calls at Suva, Lautoka and Honolulu. Next sailing from Sydney about Jan. 15. Details from American Trading & Shipping Co. Pty., Ltd., 19 Bridge St., Sydney.

Sydney-(or NZ)-North America

The cargo vessels, Waihemu and Waitomo, owned and operated by the Union Steam Ship Co. of NZ, Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa, and Apia, as cargoes offer. Occasional calls are made at Fanning island. They have limited passenger accommodation. Waihemu, currently northbound. Next Sydney sailing Waitomo approx. Dec. 31.

The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver (via Rarotonga and Papeete).

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.

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

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

Monterey: Dep. Sydney Dec. 13, Auckland Dec. 16-17, Suva Dec. 20, Pago Pago Dec. 21, Honolulu Dec. 26-27, San Francisco Jan. 1-11, Los Angeles Jan. 12, Papeete Jan. 20-22, Auckland Jan. 28-29, Sydney Feb. 1-4, Auckland Feb. 7, Suva Feb. 10, Pago Pago Feb. 11, Honolulu Feb. 16-17, San Francisco Feb. 22.

Mariposa: Dep. San Francisco Dec. 13, Los Angeles Dec. 14, Papeete Dec. 22-24, Auckland Dec. 30-31, Sydney Jan. 3-7, Auckland Jan. 10, Suva Jan. 13, Pago Pago Jan. 14, Honolulu Jan. 19-20, San Francisco Jan. 25-Feb. 4, Los Angeles Feb. 5, Papeete Feb. 13-15, Auckland Feb. 21, Sydney Feb. 24.

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

United Kingdom-Australia-Port Moresby

The Federal Steam Navigation Co., Ltd., has extended its regular quarterly UK-Australia service to Port Moresby.

The vessels sail from Liverpool via Suez to Sydney, Brisbane, Townsville, Cairns, Port Moresby.

Westmeath: Left Liverpool Oct. 1; due in Port Moresby Dec. 17.

Kildare: Dep. Liverpool Dec. 23, arr. Port Moresby Mar. 6.

Sydney agents: Birt and Co. Pty., Ltd., 4 Bridge St. Port Moresby agents: Burns Philp (New Guinea), Ltd.

AIRWAYS TIME-TABLES

TRANS-PACIFIC SERVICES

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

(First and Tourist Class available all Services)

BY PAN-AMERICAN AIRWAYS

(With Super 7 Clippers, using Sleeperettes and Berths*)

Sun., Tue., Thurs., Fri.: Dep. Melbourne for Sydney, Nadi, Honolulu, San Francisco or Los Angeles.

Sun., Tue.: Dep. San Francisco for Honolulu, Nadi, Sydney and Melbourne.

Wed., Fri.: Dep. Los Angeles for Melbourne (same route).

* PAA Skymasters are used on a connecting service between Auckland and Nadi (see table 18); and also twice monthly between Nadi and Tafuna, American Samoa (see table 20).

BY QANTAS EMPIRE AIRWAYS (Super Constellation Service)

NORTHWARDS

Tues. and Sat.: Melbourne, Sydney, Nadi (Fiji), Honolulu, San Francisco, New York, London.

Wed.: Melbourne, Sydney, Nadi, Honolulu, San Francisco.

Fri.: Sydney, Nadi, Honolulu, San Francisco, Vancouver.

Sun.: Sydney, Nadi, Honolulu, San Francisco.

SOUTHWARDS

Tues. and Fri.: London, New York, San Francisco, Honolulu, Nadi, Sydney, Melbourne (Tues. service only).

Thurs.: San Francisco, Honolulu, Nadi, Sydney.

Sat.: Vancouver, San Francisco, Honolulu, Nadi, Sydney, Melbourne.

Mon.: San Francisco, Honolulu, Nadi, Sydney.

(Note: International Dateline crossed between Nadi and Honolulu).

From December 7, Qantas Super-Constellation aircraft, under charter to TEAL, from Melbourne and Auckland connect at Nadi on Sundays with Qantas northbound flights, and on Monday with southbound flights (see table 17).

TEAL Super DC6 aircraft from Auckland, NZ, connect with the Qantas northbound flights at Nadi on Tues. and Fri.; and on Sat., Mon. and Wed. at Nadi for the southbound 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.) for Honolulu, Fiji and Auckland. (Note: Crosses Dateline en route).

ITCHING —

due to sunburn,
insect bites, napkin
and cosmetic rashes,
prickly heat, or other
minor irritations.

QUICKLY RELIEVED

WITH

CALADRYL

Relieve Itching—

Get Caladryl from Your Chemist



***An airline
—and the islands
of pleasure***



New Zealand is the holiday Paradise of the South Pacific. For here is a genially temperate and unspoilt land fashioned by a lavish hand for the leisurely pursuit of every sporting and scenic pleasure. And here, too, is the domain of New Zealand National Airways Corporation, whose fleet links 20 key cities, towns and tourist resorts, and connects with other airlines servicing many more centres.

NAC 

NEW ZEALAND NATIONAL  AIRWAYS CORPORATION

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways
(Skymasters)

NORTHBOUND

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

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

Tues., Fri., Sat.
Depart: Sydney, 8 p.m.
Arrive: Brisbane, 10.40 p.m.
Brisbane, 11.45 p.m.

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

Thurs.
Depart: Sydney, 8 p.m.
Arrive: Brisbane, 10.40 p.m.
Brisbane, 11.59 p.m.

Fri.
Depart: Cairns, 6 a.m.
Arrive: Pt. Moresby, 8.50 a.m.
Pt. Moresby, 9.50 a.m.
Arrive: Lae, 11.15 a.m.

Sun. (Thrill Class Service)
Depart: Sydney, 8 p.m.
Arrive: Brisbane, 10.40 p.m.
Brisbane, 11.45 p.m.

Mon.
Depart: Pt. Moresby, 7.35 a.m.
Arrive: Lae, 9 a.m.

SOUTHBOUND

Mon. (Thrill Class Service)
Depart: Lae, 10.30 a.m.
Arrive: Pt. Moresby, 11.45 a.m.
Pt. Moresby, 12.30 p.m.
Arrive: Brisbane, 7.5 p.m.
Brisbane, 8.15 p.m.
Sydney, 10.55 p.m.

Tues.
Depart: Lae, 10.30 a.m.
Arrive: Pt. Moresby, 11.45 a.m.
Pt. Moresby, 12.30 p.m.
Arrive: Townsville, 4.15 p.m.
Townsville, 5 p.m.
Brisbane, 8.40 p.m.

Wed.
Depart: Sydney, 12.30 a.m.

Wed., Sun.
Depart: Lae, 10.30 a.m.
Arrive: Pt. Moresby, 11.45 a.m.
Pt. Moresby, 12.30 p.m.
Arrive: Brisbane, 7.5 p.m.
Brisbane, 8.15 p.m.
Sydney, 10.55 p.m.

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

Sat.
Depart: Lae, 10.30 a.m.
Arrive: Pt. Moresby, 11.45 a.m.
Pt. Moresby, 12.30 p.m.
Arrive: Cairns, 3.20 p.m.
Cairns, 4.05 p.m.
Brisbane, 8.40 p.m.

Sun.
Depart: Sydney, 12.30 a.m.

3. P-NG Internal Services

Operated by Qantas
LAE-HOLLANDIA (Dutch New Guinea)
(DC3)

Alt. Wed. (Dec. 10, 24, Jan. 7, 21, etc.).
Departs Lae 11.00 a.m., calls at Madang
and Wewak, and arrives at Hollandia
3.30 p.m. Every alternative Thurs.
(Dec. 11, 25, Jan. 8, 22, etc.) departs
Hollandia at 10 a.m., and with calls
at Wewak and Madang, arrives Lae at
3.50 p.m.

PORT MORESBY-KIKORI-BAIMURU (DH Otter)

Via Yule Island, Kerema, Baimuru, Kikori,
alt. Mon., returning same day via
Baimuru, Kerema, Yule Is. (Dec. 15,
29, etc.).

PORT MORESBY-KIKORI (DH Otter)

Via Yule Is., Baimuru: Alt. Mon., return-
ing same day (Dec. 8, 22, etc.).
Via Kerema, Baimuru: Alt. Thurs., return-
ing same day (Dec. 18, 25, etc.).

PORT MORESBY-DARU (DC3)

Via Baimuru: Alt. Thurs., returning same
day via Balimo (Dec. 18, 25, Jan. 8,
etc.).
Via Kerema, Baimuru: Alt. Weds. (Dec.
10, 24, Jan. 9, etc.) returning alt.
Fri. (Nov. 28, Dec. 12, 26, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Port Moresby, Abau, Samarai each Tues.
and Sat., departing Port Moresby 7.45
a.m. On alt. Sats. extends to Esa'ala.
Alt. Sat.: Esa'ala, Samarai, Abau, Pt.
Moresby, dep. Esa'ala 12.30 p.m., arr.
Moresby 4.40 p.m. (Dec. 13, 27, etc.).
Tues. and alt Sat.: Dep. Samarai 11 a.m.
arr. Pt. Moresby 2.40 p.m. (alt. Sat.
Dec. 20, Jan. 3, etc.).

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, Lae, arr.
3.55 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)

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

LOWER HIGHLANDS

(DH Otter)

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

LAE-BULOLO-WAU

(DH Otter)

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.
Wed., Sat.: Dep. Lae 9 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- MADANG (DC3)

Fri.: Dep. Madang 7.45 a.m., arr. Goroka
8.20 a.m., dep. Goroka 8.50 a.m., arr.
Madang 9.25 a.m.

GOROKA-LAE (DC3)

Sat.: Dep. Goroka 8 a.m., arr. Lae 9.10
a.m.

PT. MORESBY-MT. HAGEN-MADANG

(DC3)

Mon.: Dep. Pt. Moresby 7.30 a.m., via
Goroka, Minj, arr. Mt. Hagen 11.10
a.m.; dep. Mt. Hagen for Madang
(either direct or via airfields as re-
quired) 11.40 a.m.
Fri.: Dep. Pt. Moresby 9.30 a.m., via
Goroka, Minj, arr. Mt. Hagen 1.10

p.m.; dep. Mt. Hagen for Madang
(direct or via airfields as required)
1.40 p.m.

MADANG-PT. MORESBY (DC3)

Mon.: Dep. Madang 7 a.m., via Mt. Hagen,
Minj and Goroka, arr. Port Moresby
11.40 a.m.
Fri.: Dep. Madang 8 a.m., via Mt. Hagen,
Minj and Goroka, arr. Pt. Moresby 1.10
p.m.

NEW GUINEA-NEW BRITAIN (DC3)

Fri.: Depart Lae 1.30 p.m., Finschhafen
2.20 p.m., arrive Rabaul 4.30 p.m.
Mon., Sun.: Dep. Rabaul 6.45 a.m., direct
to Lae, arr. 9.25 a.m.
Mon., Sun.: Dep. Lae 11 a.m., Finsch-
hafen noon, Rabaul 2.10 p.m.
Wed.: Dep. Rabaul 6.45 a.m., Finsch-
hafen 9.10 a.m., arrive Lae 9.45 a.m.
Wed.: Dep. Lae 12 noon, Finschhafen
1 p.m., Rabaul arr. 3.15 p.m.
Fri.: Dep. Rabaul 6.45 a.m., Madang, Lae,
arr. 11.20 a.m.

RABAUL-BUKA-RABAUL (DC3)

Alt. Thurs.: Dep. Rabaul 9 a.m., arr. Buka
10.20 a.m.; dep. Buka 1.40 p.m., arr.
Rabaul 3 p.m. (Dec. 23, Jan. 6, 20).

RABAUL-HOSKINS-RABAUL (DC3)

Alt. Thurs.: Dep. Rabaul 9 a.m., via
Jacquinot Bay, arr. Hoskins 10.50 a.m.,
dep. Hoskins 11.15 a.m., arr. Rabaul
12.20 p.m. (Dec. 16, 30, Jan. 13, etc.).

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—re-
maining overnight. Depart Lae 7.30
a.m. for Goroka, Wau, Port Moresby,
Wau, Goroka, Lae.
Sat.: Depart Rabaul at 7 a.m. for
Kavieng, Momote, Wewak, Madang,
Goroka, Lae.

4. Aust-Dutch N. Guinea

By KLM Royal Dutch Airlines
(Super Constellation Service)

A weekly service between Sydney and
Amsterdam with a call at Biak (DNG)
and Manila (Philippines).
DC3 aircraft link Biak with Hollandia,
Sorong, Merauke, Tenah Merah, Manok-
wari, Niemofoer, Ransiki, Genjem, and
Kokonao.

5. N. Guinea-Solomons

By Qantas with DC3 Aircraft

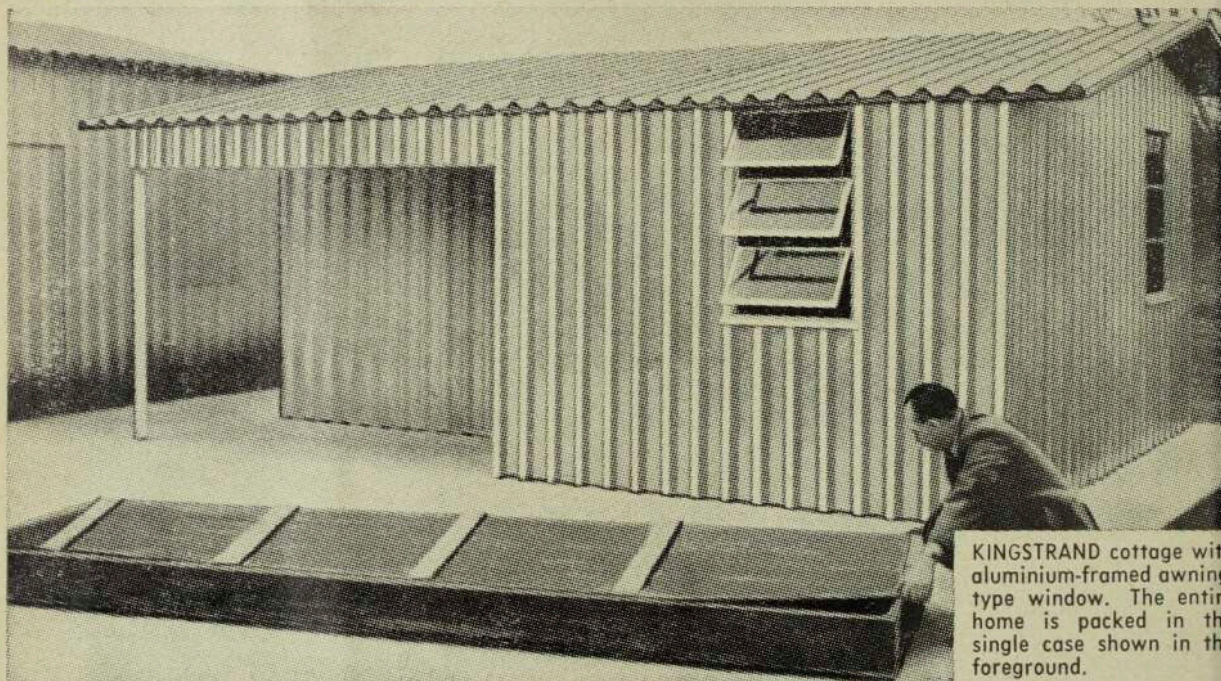
Every Monday depart Lae 6 a.m.: Rabaul,
Buka, Munda, Yandina, Honiara (BSI),
arriving 5 p.m.
Every Tuesday depart Honiara 7 a.m.:
Yandina, Munda, Buka, Rabaul, Lae,
arriving 3.45 p.m.

6. Paris-Saigon-Noumea- Auckland

By Transports Aeriens Intercontinentaux
DC6B aircraft depart Paris every Thurs.
for Cairo, Karachi, Saigon, Djakarta,
Darwin, Noumea, Auckland. Leaves
Auckland every Mon. on return.

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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. (Dec. 19, Jan. 2, 16, 30, etc.):
Dep. Sydney midnight, arr. NI 6.45
a.m. Sat.; dep. NI 5.30 p.m. same day
for Sydney, arr. 9.30 p.m. (Flight ex-
tends NI-Auckland-NI. See table 12
below).

9. Sydney-Noumea

By Qantas, with Skymasters
Dep. Sydney 7 a.m., arr. Noumea 2.15
p.m. Dep. Noumea 3.45 p.m., arr.
Sydney 9.15 p.m. Service will operate
on Dec. 9, 18, 23, Jan. 8, 22.

10. New Caledonia-New Hebrides

TAI with DC3 Aircraft
Tue. and Sat.: Dep. Tontouta (N. Cal.)
at 8 a.m., arr. Vila 10.15 a.m., dep.
Vila 10.45 a.m., arr. Santo 12 noon,
dep. 1.30 p.m., arr. Vila 2.15 p.m.,
dep. 3.15 p.m., arr. Tontouta 5 p.m.

11. New Caledonia-Fiji- Wallis Is.

TAI with DC3 Aircraft
Dep. Noumea 6 a.m. second Wed. each
month (Dec. 10, Jan. 14, etc.), arr.
Wallis Is. (via Nadi, Fiji) at 3.15 p.m.
dep. Wallis 7 a.m. second Fri. each
month (Dec. 12, Jan. 16, etc.), arr.
Noumea 2.45 same day

12. Norfolk Is.-Auckland

FEAL by Qantas (charter)
Alt. Sat. (Dec. 20, Jan. 3, 17, 31, etc.):
Return flight Norfolk (dep. 8 a.m.)
Auckland (arr. 11.45 a.m., dep. 1.15
p.m.) Norfolk (arr. 4.15 p.m.). (See
Table 8 above).

13. Auckland-Sydney

Tasman Empire Airways, with
DC6 aircraft
Daily Service: Dep. Auckland 9.30 a.m.,
arr. Sydney 1.15 p.m.
Wed. Fri., Sun.: Dep. Auckland 6 p.m.,
arr. Sydney 9.45 p.m.
Daily Service: Dep. Sydney 3 p.m., arr.
Auckland 9.50 p.m.
Wed. Fri., Sun.: Dep. Sydney 11.30 p.m.,
arr. Auckland 6.20 a.m. following day.
Flight on Dec. 21 will not operate.

14. Christchurch-Sydney

Tasman Empire Airways, with
DC6 aircraft
es, Thurs., Fri.: Dep. Christchurch 5
p.m., arr. Sydney 8.55 p.m.
es, Thurs.: Dep. Sydney 8 a.m., arr.
Christchurch 2.50 p.m.
t.: Dep. Sydney 3 p.m., arr. Christ-
church 9.50 p.m.

15. Christchurch-Melbourne

Tasman Empire Airways, with
DC6 aircraft
n.: Dep. Christchurch 11.30 a.m., arr.
Melbourne 4.25 p.m.
t.: Dep. Melbourne 7.30 a.m., arr.
Christchurch 3.05 p.m.

16. Auckland-Melbourne

Tasman Empire Airways, with
DC6 aircraft
Thurs.: Dep. Auckland 8 a.m., arr. Mel-
bourne 12.45 p.m.
Thur.: Dep. Melbourne 2.30 p.m., arr.
Auckland 10.15 p.m.

17. Melbourne-Auckland- Nadi (Fiji)

By Tasman Empire Airways, with
Super Constellation aircraft
chartered from Qantas
Sun.: Dep. Melbourne 7.30 a.m., arr.
Auckland 3 p.m., dep. Auckland 4
p.m., arr. Nadi 9 p.m. Return, same
route, following day.
Note: This service connects with Qantas
Super Constellation service from Sydney
to US.

18. New Zealand-Fiji

Tasman Empire Airways, with Super DC6
aircraft and Qantas Super Constellations
Tues., Fri., Sun.: Dep. Auckland 4 p.m.,
arr. Nadi 9 p.m.
Mon., Wed., Sat.: Dep. Nadi 10.30 a.m.,
arr. Auckland 3.30 p.m.
Sunday flights ex-Auckland, and Monday
flights ex-Nadi are operated by Qantas
under charter to TEAL (see above).

Pan-American Airways, with Skymasters
Sun., Tues., Thurs.: Dep. Auckland 10.50
p.m., arr. Nadi 5.50 a.m.
Sun., Tues., Thurs.: Dep. Nadi, 5.30 a.m.,
arr. Auckland 12.50 p.m.

19. Fiji-W. Samoa

Tasman Empire Airways, with
Solent Flying-boats
(Service Fortnightly)
Dep. Suva alt. Thurs., 9 a.m., crosses
Dateline, arrives Satapuala (Western
Samoa) Wed. 1.55 p.m.
Dep. Satapuala alt. Mon. at 8 a.m.,
crosses Dateline, arr. Suva Tues 10.55
a.m.
(Dep. Suva Dec. 11, 25, Jan. 8, 22, etc.
Additional services will also leave Suva
on Dec. 18, Feb. 2.)

20. Fiji-American Samoa

Pan American Airways with
DC4 aircraft
Alt. Sat.: Dep. Nadi 7 a.m., arr. Tafuna
12.30 p.m. (Fri.).
Alt. Fri.: Dep. Tafuna 2.30 p.m., arr.
Nadi 8.5 p.m. (Sat.).
(Note: This service crosses International
Dateline—the two-way flight is actually
made on the one day.)

21. Fiji-Tahiti

Tasman Empire Airways, with
Solent Flying-boats
Dep. Suva 9 a.m. alternate Thurs., crosses
International Dateline, arr. Satapuala
(W. Samoa) 1.55 p.m. alternate Wed.;
dep. Satapuala 2 a.m. alternate Thurs.,
arr. Aitutaki (Cook Is.) 7.30 a.m.;
dep. Aitutaki 9.30 a.m. arr. Papeete
(Tahiti) 2 p.m.
Services dep. Suva Dec. 11, 25, Jan. 8,
25, etc.
Dep. Papeete 7.30 a.m. alt. Sun., arr.
Aitutaki 11 a.m.; dep. Aitutaki 12.30
p.m. arr. Satapuala 5 p.m.; dep. Sata-
puala 8 a.m. alt. Mon., crosses Inter-
national Dateline, arr. Suva 10.55 a.m.
alt. Tues. Services dep. Papeete Dec.
14, 28, Jan. 11, 25, etc.

22. New Caledonia-Tahiti

TAI with DC6B aircraft and flying-boat
Sun.: Dep. Paris for Athens, Karachi,
Saigon, Djakarta, Darwin, Brisbane,
Noumea. Immediate connecting flights
by DC6B for Nadi, Bora Bora. Trans-
fer to flying-boat for flight to Papeete.
Dep. from Papeete on return flight every
Wed.

23. Fiji Internal Airways

Fiji Airways, Ltd., Drover aircraft
Suva-Nadi-Suva: Two flights—Mon., Tues.,
Wed., Thurs., Fri. Three flights—
Sat., One flight—Sun.
Suva-Nadi: One flight—Wed., Fri., Sun.,
afternoon.
Nadi-Suva: One flight—Mon., Thurs., Sat.,
morning.
(The three Suva-Nadi and Nadi-Suva
flights are additional to the above return
flights.)
Suva-Labasa-Suva: Two flights—Tues.,
Thurs., Fri. One flight—Mon., Wed.,
Sat., Sun.
Suva-Savu Savu-Suva: One flight—Mon.,
Tues., Sat., Sun.
Suva-Taveuni-Suva: One flight—Mon.,
Fri., Sun.
Labasa-Taveuni-Labasa: One flight—Mon.,
Fri., Sun.
Labasa-Savu Savu-Labasa: One flight—
Tue., Thurs., Sat., Sun.
Labasa-Taveuni-Labasa: One flight—Mon.,
Fri.
Suva-Tavenui-Savu Savu-Suva: One flight
—Wed.
Suva-Savu Savu-Taveuni-Suva: One flight
—Thurs.

24. N. Caledonia-Loyalty Is. Internal Service

Societe Caledonienne de Transports
Aeriens (TRANSPAC), with Heron
and Rapide aircraft.
Noumea-Mare: Tues. (dep. Noumea 2
p.m., Mare 4 p.m.) and Fri. (dep.
Noumea 8 a.m., dep. Mare 10 a.m.).
Noumea-Ouvea: Wed., Fri. and Sat. (dep.
Noumea 8 a.m., dep. Ouvea 10.30 a.m.).
Noumea-Lifou: Mon., Tues., Sat. (dep.
Noumea 8 a.m., dep. Lifou 10 a.m.);
Wed. (dep. Noumea 2 p.m., dep. Lifou
4 p.m.); Thurs. (dep. Noumea 11 a.m.,
dep. Lifou 1.15 p.m.).
Noumea-Kounie (Isle of Pines): Mon.,
Sat. (dep. Noumea 10.30 a.m., dep.
Kounie, noon).
Noumea-Koumac: Mon., Sat. (dep. Noumea
1 p.m., dep. Koumac 4 p.m.); Wed.
(dep. Noumea 2 p.m., dep. Koumac 5
p.m.). Note: On this flight a call will
be made at Plaine des Gaïacs if re-
quired.

25. French Polynesia Inter- Island Service

Regie Aerienne Interinsulaire (RAI)
with flying-boats
Twice weekly service to the Leeward
Group.
Wed.: Papeete, Huahine, Raiatea, Bora
Bora, Raiatea, Papeete.
Fri.: Papeete, Huahine, Raiatea, Bora
Bora, Raiatea, Papeete.
Booking agents in Papeete: Messageries
Maritimes.

26. Micronesia

Trans Ocean Airlines
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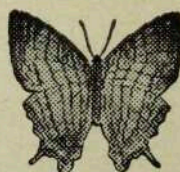
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Pacific Commerce and Produce

A Fiji Tragedy: Repayment of M. Hedstrom Prefs.

The decision of the board of Morris Hedstrom Ltd., of Fiji (now a full member of the Carpenter group) to repay to preference shareholders the whole of their investment (nominally, 219,206 £1 shares) is a measure of the financial tragedy that is Fiji's.

THE directors propose to soften the blow to the preference shareholders—they got only 6 per cent. per annum, but it was gilt-edged—by offering a premium of 5/- per share (25/- altogether)—on condition, of course, that the plan is approved at an extraordinary general meeting on January 8. Repayment of 219,206 preferences therefore will call for £274,007, Fijian.

The Company's chairman, Mr. H. E. Snell, in a circular, makes the points that the money is not needed in the business; and that the preference shareholder, having back his investment plus a 25 per cent. premium, probably can find a much better investment.

Fiji's tragedy lies in the fact that it badly needs the investment of more capital in private enterprise within the Colony; and that Morris Hedstrom Ltd., for at least 25 years, has carried in its accounts an actual cash surplus of anything from £500,000 to £1,000,000, either in Government and Municipal stocks, or in cash in the banks. The pref. shareholders were getting 6 per cent., while two or three times the total of the pref. shares was either lying idle as unwanted capital, or earning a bare 4 to 6 per cent. in bonds, stocks and fixed deposits. The Company was quite prepared to put it into gainful employment in the Colony; but the Colony, under the cramped set-up created by the British Colonial Office and other factors, did not provide channels for worthwhile investment in new enterprises.

All this was immediately clear to the Carpenter directors, when they purchased all the Morris Hedstrom ordinaries (520,407 £1 shares) at the end of 1955; and it is to be assumed that they since have looked Fiji over, in an attempt to use those long-accumulated surplus funds profitably.

As the funds presumably now will

go back to the shareholders, it may be assumed that no suitable avenues for large-scale investment are in sight in Fiji.

The sooner that Colony gets a dusting over, so that new opportunities for the use of private funds may be presented, the better for all concerned.

Calm on the Oil Search Front

ALTHOUGH, presumably most people got what they wanted, when the two big partners in Australasian Petroleum Company announced their intention of staying in oil search in Papua, there has been no wild cavorting on the Oil Search market in the month since. Price of shares on December 5 was around 9/9—about a third of what they were for a brief, wild moment on November 4, but over 1/- more than the price when the boom burst, about November 12.

On November 11, the APC Co. made this announcement.

Puri: The series of flowing tests, the results of which have already been reported, have now been completed without significant change in conditions. A further testing programme is now being undertaken with a view to evaluating the depth of oil column penetrated by the well.

Kuru No. 3: The hole has been deepened 133 feet to 8,843 feet. Progress is being held up by a high pressure gas and water show encountered on present bottom.

The decision of the two major partners to stay in Papua has required some reorganisation of company affairs in the Territory. Recently APC released some of its native apprentices, who were placed elsewhere by the Administration. The helicopters operated by World Wide Air Services for APC were thought to be no longer required and WW had already begun to send them overseas. Many European employees of APC—field, technical and clerical—had been told that their services would shortly be terminated. Most had arranged to leave the Territory. Many houses, owned by APC and occupied by staff, were expected to go on the market.

The Company has now had to go into reverse on all these measures.

It is expected that, as soon as possible, more wells will be sunk in the Puri area. In the meantime there has been no indication of how, or when, BP and Vacuum will provide, as promised, opportunity through Oil Search Ltd. for greater participation by the Australian public.

£500,000 For P-NG Entertainment

A newly-formed New Guinea company—Pacific Entertainments, Ltd., registered in Port Moresby—was asking the public for support in December.

Pacific Entertainments was making an issue of secured fixed deposit notes, offering 15 per cent. interest, and allowed to compound. Capital was £500,000.

Objects of the issue were "to undertake and expand all types of entertainment and associated industries throughout P-NG on already procured and additional sites".

Directors of Pacific Entertainments include well-known Territorians—Messrs. W. E. Wyatt, A. L. Hood, C. Sefton and D. J. Levy. Auditors are E. A. James and Co., and solicitors, Norman White.

Enterprise Presses Oil Search Claim

Since the Puri oil strike and renewal of interest in oil prospecting in New Guinea, Enterprise of New Guinea Gold and Petroleum Development has been pressing hard for a renewal of right to prospect in a 1,650 square mile area in the Upper Sepik River.

The company was incorporated in 1936 but always failed to get permission to prospect for oil until 1954 when this area—known as Permit 21—was granted to them. For some reason that has never been explained, when the permit came

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up for renewal earlier this year, it was refused.

On the gold mining front the company reported in October that the new plant was satisfactorily installed on the company's Morobe property. Five heads of stamps are now running satisfactorily. In October, 18 oz of bullion were recovered from 20 tons of ore; seven ounces were recovered from alluvial workings. In November, 63 tons of development ore was treated for 27 oz retorted gold. Eleven ounces were recorded from alluvial workings.

Papuan Apinaipi to Prospect Near Puri

Papuan Apinaipi will now direct its activities to the north-western portion of its Permit 22 area. This area is in the Mena Basin area, and only about nine miles from APC Puri well.

Mines Administration Pty., Ltd., operating company for Papuan Apinaipi Petroleum Co. Pty., Ltd., Associated Australian Oil Fields NL and Associated Freney Oil Fields NL will be directing the operations.

No Dividend for NI & Byron Bay Whaling

Although full quotas of whales were taken, and the price of whale oil has been moderately good, Norfolk Island and Byron Bay Whaling Company, Ltd., will not pay a dividend for the year ending October 13.

Last year the company paid 6-2/3 per cent.

Consolidated net profit—after £5,700 for income tax and £29,733 for depreciation—was £17,876. This was £13,717 down on last year.

Permit Sought for Papuan Off-Shore Drilling

An American oil company which specialises in off-shore drilling, applied in November for a permit to search for oil in the Gulf of Papua.

The company is Camelot Nominees Pty., Ltd., which is backed by the big Murphy Corporation of Arkansas.

The area applied for, is 9,500 square miles, and extends from Daru in the

west to Oroai on the eastern end of the Gulf. Apart from a few islands, there is no solid land in the whole permit area sought.

Timor Oil's Big Budget

Total expenditure of Timor Oil, Ltd., on prospecting and development, was £306,924 for the year ended June 30, 1958.

Administration expenses at £35,776 were more than twice the figure for the previous year.

The company's issued capital is £1 million; they value their assets at £1,011,932.

BGD Reports To Shareholders

At the present rate of progress of Bulolo Gold Dredging's No. 5 dredge (the only one left in the field) there should be sufficient work for it for about three years. The annual report of the directors, presented at the annual general meeting in Vancouver, B.C. on November 17, revealed that there were 23,623,000 cubic yards of gravel in reserve, but that over 10,000,000 yards of this will be hydraulically mined.

The shareholders were also told of the failure of an effort to enter building construction in Port Moresby; and the success of the timber venture in Lae which has resulted in expanded sawmilling and veneer peeling, and has resulted in increased profit contribution to BGD.

The Moresby venture was entered into to utilise lumber that would not otherwise have a ready market, but it was beset by difficulties and the excessive cost structure in the Port Moresby area caused its abandonment.

Commonwealth New Guinea Timbers, Ltd., in which BGD has a 49 per cent. interest earned \$97,200 for BGD in the year under review.

During the year, in partnership with Placer Development, Ltd., and Clutha Development, Ltd., nickel exploration in Papua and New Guinea was undertaken. Presence of nickel was revealed, but not in deposits of economic importance.

An interim dividend of 25 Canadian cents per fully paid share was declared and became payable on November 15.

NG Resources Co. Registered in Melbourne

Registered in Melbourne on November 11, as a foreign company from Papua was the New Guinea Resources Prospecting Co., Ltd. Nominal capital is £300,000.

This company was formed some years ago with a 51 per cent. holding by Commonwealth Government, and 49 per cent. by the British Aluminium Co., Ltd. The idea was to investigate and develop hydro-electricity in Papua for the smelting of alumina from northern Australian bauxite deposits.

There has been some doubt lately whether Papuan hydro-electricity will be used for this purpose—there are several alternatives, including use of the Queensland Blair Athol coalfield.

Recently, the Commonwealth Government agreed to sell its share of Resources Prospecting Co. to Consolidated Zinc, Ltd. The transfer has not yet been made; registration of the company in Melbourne may be a step in that direction.

The Stock Market

The stock exchange index for ordinary shares (at 220.66) on December 3 was about 4 points on the index for one month earlier.

Most of the rise had been in the week in November, and, said the experts, reflected the results of the Federal election on November 22, which returned the Menzies government with a big majority in the House of Representatives, and, for the first time, a majority in the Senate.

The prospect of stable government; the next three years encourages our overseas friends to look favourably on Australian investments. In the last week of November, there was increased buying of top shares from the East and from London. The reduction in the UK rate of 4 per cent. is theoretically expected to interest UK long-term investors in Australian stocks.

On the home front, the wool market creaked along with low prices; but this is promise of bumper sugar and wheat crops.

Since the panic of early November things have quietened in the oil market, but oil shares are still mostly up at rates quoted before November.

SYDNEY SALES PRICES

	Nov. 5	Dec. 4
Burns Philp	58/6	60/68
Burns Philp (SS)	47/-	45/68
C.S.R.	£42/7/6	£43/6
Dylop Plantations	14/3	15/-
Hackshalls	47/-	48/68
Kauri Timbers	20/-	21/11
Kerema Rubber	10/6	10/98
Koitaki	11/3	13/-
Lolorua	6/6	6/11
Mariboi	6/-	8/-
Norfolk Is. Whaling	3/1	2/68
Queensland Insurance	65/-	65/-
Rubberlands	5/-	5/68
Sthn. Pac. Insurance	18/- (s)	16/-
Steamships Trading	46/9	51/98
W. R. Carpenter Hold.	15/3	16/68
Timor Oil	7/2	6/78

OIL AND MINING SHARES FIJI

	July 9, '58	Nov. 5, '58	Dec. 4, '58
Emperor	b5/9	NQ	b9/6
Loloma		b30/-	b36/6

PAPUA-NEW GUINEA

	b35/-	b30/-	b32/6
Bulolo	b35/-	b30/-	b32/6
N.G.G. Ltd.	b1/9½	s2/6	b2/68
Oil Search	b2/6	b15/1	b9/68
Ent. of N.G.	b7d	s1/2	s11/1
Papuan Apin	b9d	b4/11	b4/68
do. opt.	b6½d	b2/11	b2/68
Placer Dev.	b86/6	b91/6	b91/68
Sandy Creek	b4d	b3d	b6d8

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COPRA

The British Ministry of Food 9-years Contract, which governed Copra prices in Papua and New Guinea, Fiji, Western Samoa, Solomon Islands, and Gilbert and Ellice Colony (and, to some extent, in Tonga and Cook Islands) expired on December 31, 1957; since when each Territory has made its own arrangements for collection and marketing of copra.

PAPUA-NEW GUINEA:—All production is delivered to Copra Marketing Board, controlled by Government; and the Board directs distribution and sales, and makes payments to the producers. Production goes mainly to (a) Unilever (under contract covering 1958), (b) Australia (for local consumption) and (c) crushing-mill in Rabaul. Prices generally arranged in accordance with ruling rate in Philippines market, with premiums for hot-air dried.

"Tentative" Price For New Guinea

From Jan. 1, 1959, P-NG Copra Board announces new "Tentative Prices", for copra delivered main ports: Hot-Air Dried, £A55 per ton; FMS, £A54 per ton; Smoke-Dried £A53/7/6. These prices will apply to whole period, from January 1, 1958, and thereafter. The necessary back payments will be made in December, 1958.

FIJI:—No Government control—producers sell where they wish. Bulk of copra goes to crushing-mill in Suva, whose price on wharf, Suva, is announced each week. On December 1, prices were, HAD, £F76/2/6; FMI, £F74/15/-; FM2, £F73/7/6.

WESTERN SAMOA:—Official Copra Board receives all production, and sells same and makes payments to producers. Large proportion goes to Unilever, at Philippines FM grade rates, plus premiums up to £Stg.3 per ton for hot-air dried. Prices as from July 18, 1958—Hot-air dried: £Stg.51/7/-; sun dried No. 1: £Stg.48/17/-; No. 2: £Stg.45/7/-.

TONGA:—Sales are under Government control. Part of production goes to Europe, under arrangement with Unilever controlled by Philippines prices, and part on to open market.

SOLOMONS:—All production marketed through official Copra Board, at prices based on Philippines market. Price declared December: 1st grade, £A68; 2nd grade, £A66; 3rd grade, £A62 per ton, f.o.b., BSIP ports.

GILBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines rates, less "stabilisation fund" charges, etc.

E. SAMOA:—Producers receive 4 cents lb. (\$US89.6 or £A40 approx. per long ton). Periodic bonus, if average proceeds exceed Govt. buying price and expenses.

NEW HEBRIDES:—On November 28, price was 10,300 Pac. francs (£A60/4/8) per ton, delivered Vila/Santo. (On November 28, price was 102,000 Metrop. francs per metric ton, c.i.f. Marseilles).

COOK ISLANDS:—Local price is based on £NZ50 per ton, f.o.b., Rarotonga, with premium of 50/- (NZ) for top grade kiln dried. Shipping, handling, shrinkage and storage charges reduce the outer islands price to about £NZ30 per ton, basic rate. (Negotiations for price second half of 1958 continuing—but expected to be higher).

OTHER PRODUCE

COCOA:—Islands prices are based on the rate for Ghana cocoa which, on Dec. 5, was £Stg.312/10/- per ton, c.i.f., London. A large W. African crop is expected this season.

W. SAMOA:—Price quoted December 1, £S315, f.o.b., Apia.

P.-N.G.: December 5: £A360, ex-wharf, Sydney, market rising.

COFFEE:—P.-N.G.: Dec. 5, 3/9 to 4/3 per lb c.i.f. Sydney, was generally quoted. Supplies continue plentiful.

Last quotes for Kenya Arabica were in late November when they were, A grade, f.a.q., £Stg.475; B grade, f.a.q., £Stg.410; C grade, f.a.q., £Stg.375; undergradings as low as £Stg.320; all per ton, and c.i.f. Australian ports.

PEANUTS:—P.-N.G.: Dec. 5: Kernels 1/8 to 1/9 into store; Virginia bunch, in shell, 1/1 nominal; hard to move. Large crops still coming from Queensland and Northern NSW. NG. in types other than Virginia bunch, hard to sell.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Dec. 4, was: No. 1 RSS, spot, 82.125 Straits cents (28.51d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tuik & Co., Sydney, reported on Dec. 5: New crop, c.i.f., Sydney, Tahiti White and Yellow label, processed standard packs 72/-, Green 70/-.

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:—November quotation by independent pearl-ers for: Sound, £A750; D, £A550; E, £A225; EE, £A150 (in store Sydney). Manihiki, £Stg.500 f.o.b. Rarotonga, nominal.

TROCHUS:—Supplies now plentiful but no demand; nominal £A325, ex-wharf, Sydney.

GREEN SNAIL:—Nominal price £A350 ex-wharf, Sydney.

London and US Quotations

Copra: London December 4, Philippines in bulk \$265 c.i.f. per ton, nominal. Straits/Borneo, FMS, del. weights, c.i.f., UK/North European ports, £Stg.93 (nominal). New York: Dec. 4, Philippines \$247.5, per ton c.i.f., US Pacific Coast ports.

(£1 Australian is about equal to 2.25 US Dollars.)

Coconut Oil: London, Dec. 4, Ceylon in bulk, UK/North European ports, £Stg.135/10/- per ton c.i.f. Straits/Borneo, £Stg.135 per ton.

Rubber: London, Dec. 4, RSS No. 1, spot, 23½d Stg. per lb; Jan.-Mar., 24½d Stg. per lb; Oct. 1959, 24d Stg. per lb.

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.

NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia - Norfolk Island: 5/- per £A100.

PAPUA-NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Majang, 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.

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. 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.

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Index to Advertiser

Akta-Vite	40	Kennedy, Capt.	
A.M.L. & F.	78	Kerr Bros.	
Angliss, W. & Co.	3	Kiwi Polish	
Arnott, Wm.	136	K.L.M.	
Aspro	56	Kopsen & Co.	
Aust. Cotton	68	Lawrence, A.	
Aust. Guarantee	28	Lysaght, J.	
A.W.A.	70	MacRobertson P/L	
Ballina Slipway	100	McIlraith's	
BALM Paints	68	MacMillan & Co.	
Bank of NSW 32,	112	Marine Spares	
Berger Paints	138	Mendaco	
Bethell, Gwyn	157	Millers Ltd.	
Blackwood Hodge	148	Morton P. G.	
Blaxland-Rae	113	M. H. Ltd.	24
Booth, N. G.	28	Mullaly & Byrne	
B.O.A.C.	158	Mungo Scott	
Bradford Mills	80	Nathan & Wyeth	
Braybon Bros.	35	Nestles	
Bristol Myers	133	N. & R.	96
British United		N.G. Aust. Line	
Dairies	64	Nile Products	
Broadway Motors	2	N.Z.N.A.C.	
Brown, D. (A/sia.)	150	Nixoderm	
P/L	14	Northern Hotels	
Brunton & Co.	97	Overseas Indents	
Bunting, A. H.	64	Pac. Shipbuilding	
Bush, W. J.	114	Co.	
Butterfly Supply	164	Parker Pen Co.	
B.P. 89, 120, 137,	157	Parke Davis	11
Cadbury	12	P. I. Line	
Caine's Studios	151	Piccaninny Wax	
Carlton Breweries	130	Qld. Insurance	
Carpenter Ltd.	134	Ransomes Co.	
Carr Shipping &		Rohu, Sil	
Trading	44	Scott & Bowne	
Cecil, The Hotel	92	Seppelt, B. & Son	
Cheoy, Lee	109	Ltd.	
Colgate	34, 66	Seward Ltd.	
Colonial Meat	94	Shaw Savill	
Colyer Watson	56	Shell Co.	
C'wealth Bank	6	Sparklets Ltd.	
Crammond Co.	110	S.T.C. Co.	
C.S.R. Co.	152	Stapleton, J.	
Cystex	157	Stewarts Lloyds	
Dangar, G. & M.	132	S. P. Brewery	
Donald Ltd.	135	Sthn. Pac. Ins	
Douglass, W. Co.	39	Sullivan Ltd. 72,	
Dowsett Engineer-		Taikoo Dockyard	
ing	48	Tait, W. S.	
Dunlop Rubber	150	Tallerman & Co.	
Dunsford, Capt. G.	113	Tatham, S. E.	
Econo Steel	162	Taubmans Ltd.	
Eveready Co.	13	Thornburgh	
Elphinstone, D.	36	College	
Everyday Products	79	Thornycroft Co.	
Fay-Gardner	41	Tongala Milk	
Foster Clark	131	Tooth & Co.	
Franke & Hiedecke	144	Trinity Grammar	
Frigate Rum	125	School	
Gardner Eng.	104	Tulloch Ltd.	
Gilbey, W. & A.	8	Turners &	
Gillespie Bros.	76	Growers	
Gillespie, R.	128	Tyneside Eng.	
Glazebrooks Paints	168	United Insurance	
Glaxo Lab.	47	U.R.D.	
Gordon's Gin	90	Ventura	
Goroka Hotel	49	Vi-Mow	
G.P.H. (Suva)	156	Vi-Stim	
Grove Ltd.	76, 122	Walkers Ltd.	
Halvorsen, B.	102	Warnock	
Hari, G. B.	124	Webster, D.	
Harvey Trinder	10	Western Accept.	
Hastings Diesels	98	Westfield Meats	
Hellaby Ltd.	126	Weymark Pty. Ltd.	
Hemingway Robert-		White Rose Flour	
son Institute	50	Wilhelmsen, W.	
Hong Kong Dock		Wills Ltd.	
Co.	106	Wright & Co.	
I.C.I.	30	Wrigley's	
International		Wunderlich Ltd.	
Harvester	146	Yorkshire Ins.	
Jenber Lodge	5	Zevenboom, J.	
Johnson, S. C.	44		
Kanimbla Hall	107		

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PACIFIC ISLANDS MONTHLY—DECEMBER, 1958