

**Vol. XXVI, No.7 ( Feb. 1, 1956)**

Date : 7/17/26, 7:48 AM

<https://nla.gov.au:443/tarkine/nla.obj-319058762>

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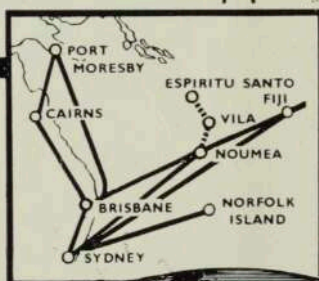
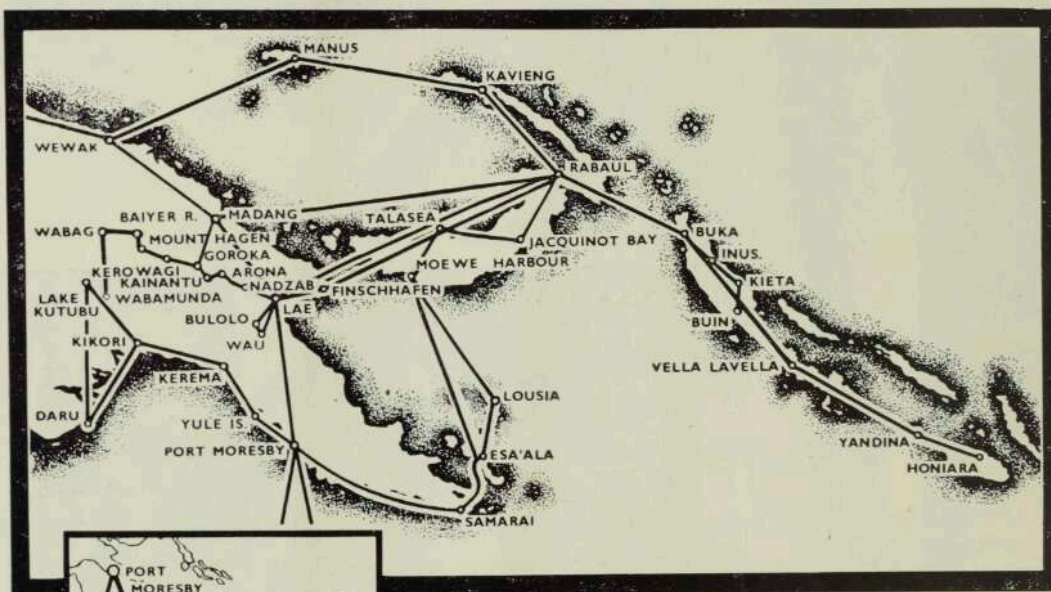
P20c

From Local Routes to World-Wide Travel



# Linking the Pacific

With AUSTRALIA AND THE WORLD



Over 50 ports of call in the South-West Pacific and now linked with Australia and the world by QANTAS—Australia's Overseas Airline. From Australia fast, frequent services radiate to Europe, U.S.A. and Canada, the Orient and South Africa. Both First-Class and Tourist Travel are available to most ports of call on the Qantas overseas network of air services.

## QANTAS

*Qantas Empire Airways Limited  
in association with B.O.A.C. and TEAL*

# AUSTRALIA'S OVERSEAS AIRLINE

PACIFIC ISLANDS MONTHLY—FEBRUARY, 1956

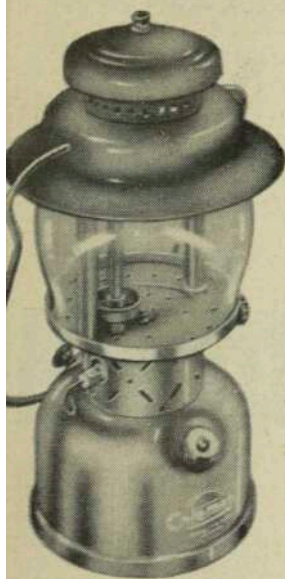


# Coleman

# Coleman

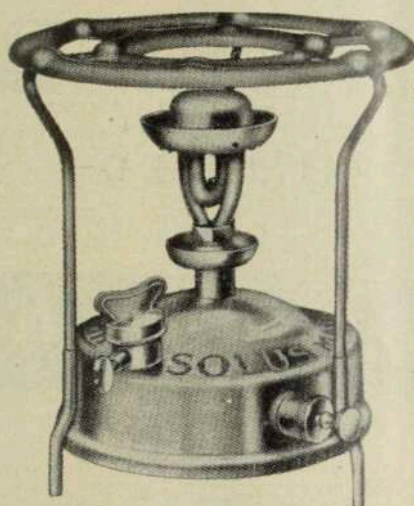
# Coleman

*Your Guarantee of Satisfaction Backed by Established Service  
Depots Throughout the Islands*



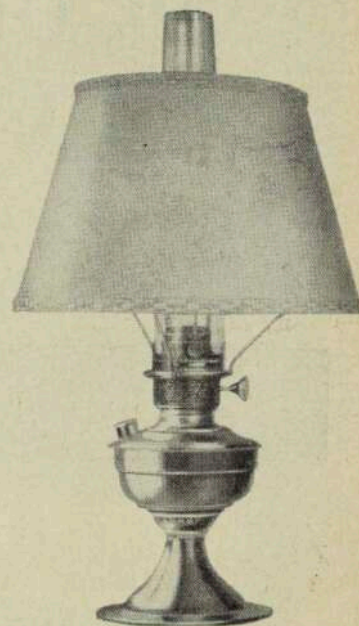
## LANTERNS

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



## SOLUS STOVES

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



## KEROMAN LAMPS

Table lamps of lasting quality finished in polished brass. Burns kerosene and gives a brilliant yet pleasant incandescent white light. Has centre draught feature with heat resisting glass chimney. No pumping or preheating is necessary. Height 24 in. Diameter of base 7 1/4 ins. Weight 3 lbs.

# Gillespies' for Service

54a PITT STREET  
SYDNEY

**ROBERT GILLESPIE PTY LTD**

PEARCE & CO. LTD.  
SUVA  
FOR FIJI ISLANDS





# BANK OF NEW SOUTH WALES SAVINGS BANK LIMITED

*Now open for business*

The Bank of New South Wales, Australia's oldest and largest trading bank, is pleased to announce the opening of the BANK OF NEW SOUTH WALES SAVINGS BANK LIMITED at the ten branches and agencies of the Bank of New South Wales in Papua and New Guinea.

This *new* Savings Bank aims to provide quicker and more efficient handling of saving bank business.

Customers of the Bank of New South Wales Savings Bank Limited will appreciate the friendly and courteous service which is a feature of banking with the "Wales".

ALWAYS BANK WITH THE "WALES"



**YOUR SAVINGS**  
in the  
**BANK OF NEW SOUTH WALES**  
**SAVINGS BANK**  
LIMITED

are secured  
by the resources of the  
**BANK OF NEW SOUTH WALES**

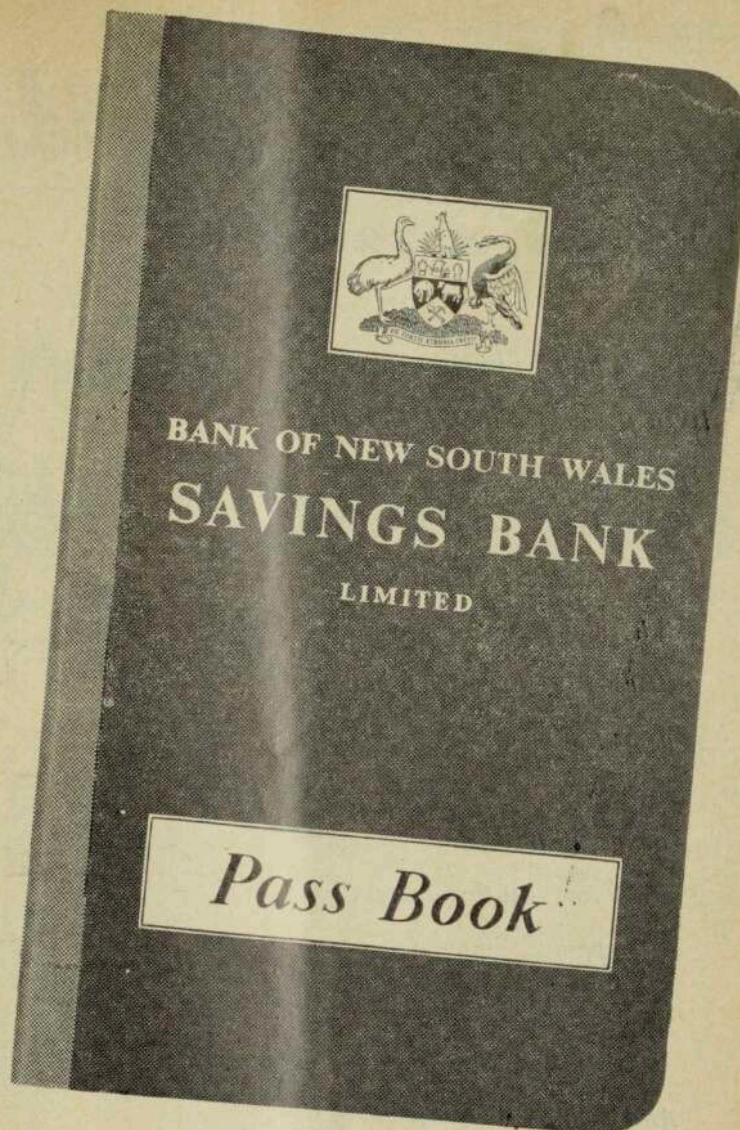
ESTABLISHED 1817

FIRST BANK IN AUSTRALIA

which makes available to you the whole of  
vast modern services, including:—

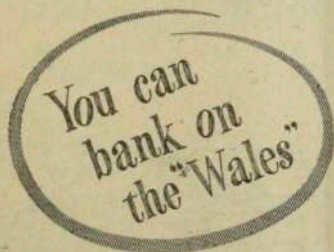
Cheque Accounts & Interest Bearing Deposits.  
Advances against approved securities.  
Issue of Gift Cheques & Travellers' Cheques.  
Issue of Letters of Credit and Drafts.  
Safe custody of Documents, Bonds, etc.  
Transfers of money by mail or telegraph.  
Foreign Exchange arrangements.  
Economic and Trade Information.  
Service to Travellers.  
Many other useful services.

*This new style pocket-size  
pass book has been designed for  
the greater convenience of customers.*



(actual size)

*Your enquiries are invited*



**BANK OF NEW SOUTH WALES**  
**SAVINGS BANK**  
LIMITED

(INCORPORATED IN NEW SOUTH WALES)

SB5601-P1 2

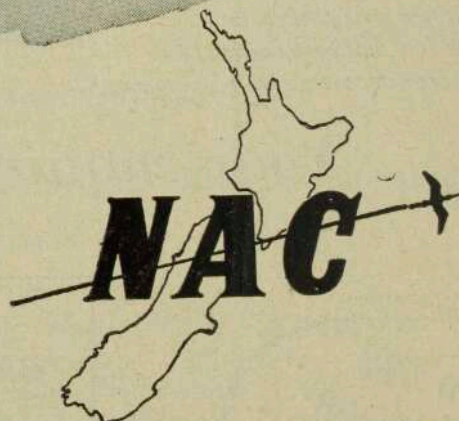
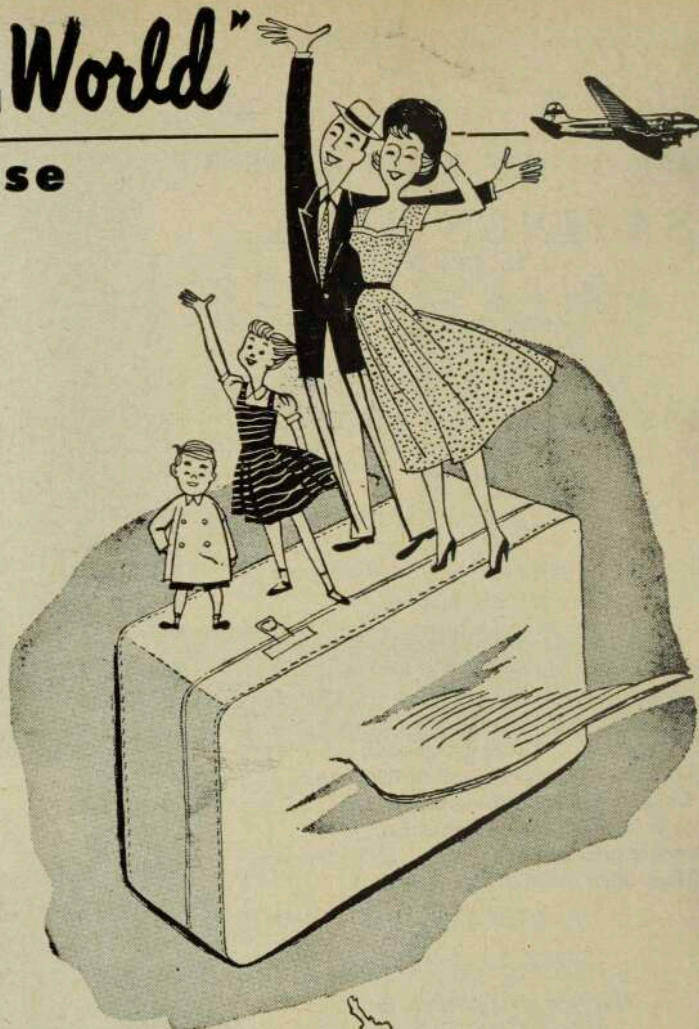


# New Zealand . . . a "World" tour in a suitcase

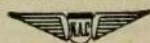
*A holiday in New Zealand  
is an adventure in superlatives,  
with all the scenic wonders  
of the world encompassed  
in two small islands.  
Thermal regions . . . towering  
alps . . . snow sports . . . big  
game fishing . . . fighting trout  
in stream and lake . . .  
beauty of forest and fiordland  
. . . all this in a genial,  
temperate climate, fever-free  
and without noxious  
insect pests.  
And each scenic splendour just  
a few hours away . . .*

**when you fly with**

N.A.C. links all principal  
New Zealand cities and tourist resorts,  
and has offices and agents  
throughout New Zealand, Australia  
and the South-West Pacific.



NEW ZEALAND NATIONAL



AIRWAYS CORPORATION



# Kwit

CONCENTRATED FOAMING DETERGENT

## MAKES HARD WATER SOFT

*and cuts washing-up time in half!*



No need to install expensive water-softening equipment—just a few drops of Kwit Concentrated Foaming Detergent makes the hardest water soft. When washing-up add a few drops of Liquid Kwit to the water then just wash the dishes and put them in a rack to dry—there's no need to use a teatowel. Powder Kwit will wash your clothes cleaner than they've ever been washed before. Kwit is safe to use with septic tanks and if used always will keep your drains clean.

Get  
**Kwit**

from your grocer or store to-day.

*Keep a BOTTLE in the kitchen  
and a PACKET in the laundry.*

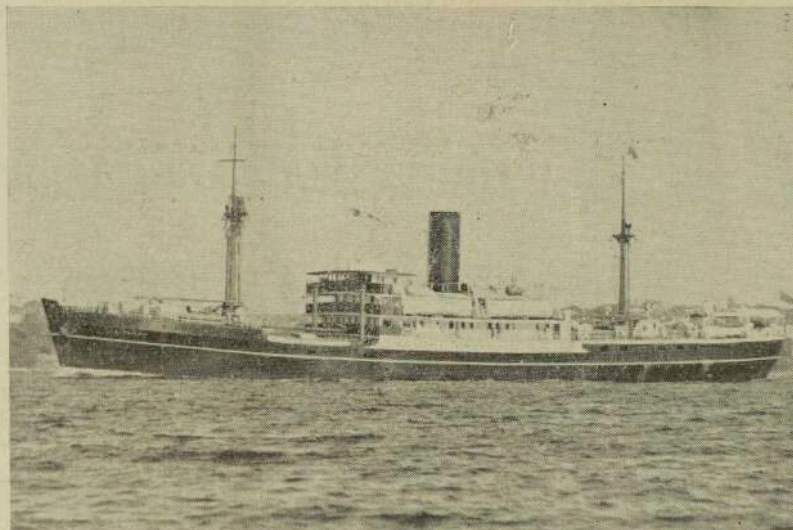
Sole Export Agents for the Pacific Islands

**DEMKA AGENCIES PTY. LIMITED**  
*Manufacturers' Representatives*  
2-12 CARRINGTON STREET, SYDNEY, N.S.W.



# THE CHINA NAVIGATION CO. LTD.

(A British Company incorporated within the United Kingdom)



## NEW GUINEA AUSTRALIA LINE

*Passenger and Cargo Liners*

**Regular Services between AUSTRALIA and NEW GUINEA**

M.S. SOOCHOW . . . Sydney — Brisbane — Port Moresby — Samarai — and return.

M.S. SHANSI . . . Sydney — Brisbane — Rabaul — Kavieng — Madang — Lae — and return.

M.S. SINKIANG . . . Melbourne — Sydney — Port Moresby — Samarai — Lae — Madang — Kavieng — Rabaul — and return.

## HONGKONG NEW GUINEA LINE

**New Monthly Service between JAPAN, HONGKONG and NEW GUINEA**

S.S. FUNING } Japan — Hongkong — Madang — Kavieng — Rabaul — Lae —  
S.S. FENGNING } Samarai — Port Moresby — and return.

Calls at Kavieng are on alternate months, or subject to inducement.

Calls at Samarai subject to inducement.

Through bills to and from U.K., Continent, U.S.A. & Japan.

For further details please apply to agents, or refer to the weekly advertisement in the South Pacific Post

### AGENTS

**PAPUA:** Steamships Trading Co. Ltd., Port Moresby, Samarai. Cables: Steamships.  
**NEW GUINEA:** Colyer Watson (N.G.) Ltd., Lae, Madang, Kavieng, Rabaul. Cable: Colyeram.  
**BRISBANE:** Wills, Gilchrist & Sanderson Pty. Ltd., 400 Queen Street. Cables: Wigginsand.  
**MELBOURNE:** John Sanderson (Shipping) Pty. Ltd., 111 William Street. Cable: Syndicate.  
**JAPAN:** Tokyo, Yokohama, Osaka, Kobe: Butterfield & Swire (Japan) Ltd. Cable: Swire.  
**GENERAL AGENTS AUSTRALASIA:** Swire & Yuill Pty. Ltd., 6 Bridge St., Sydney. Cable: "Swireship". BU 1712.  
**EASTERN MANAGERS:** Butterfield & Swire, Hongkong. Cable: Swire.



# Airways Time-Tables

## TRANS-PACIFIC SERVICES

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

(First and Tourist Class available all Services.)

#### BY PAN-AMERICAN AIRWAYS

with Strato Clippers, using Sleeperettes and Berths\*

Thurs., Fri., Sun.: Sydney - Nadi - Canton Is. - Honolulu - San Francisco - Seattle - Portland.

Tues., Thur., Sat.: Return same route.

DC4 from Auckland connects, arriving Tues., Thur., Sun., departing Nadi Sat., Mon. DC4 shuttle service once weekly connects Nadi and Tafuna, American Samoa.

#### BY QANTAS EMPIRE AIRWAYS (Super Constellation Service)

##### NORTHWARDS

\*. Thur.\* and Sat.\* Sydney - Nadi (Fiji) - Canton Is. - Honolulu - San Francisco—with Sat. service extending to Vancouver.

##### SOUTHWARDS

\*. Fri.\*. Sun.\* — San Francisco - Honolulu-Nadi (Fiji)-Sydney. Sundays service begins at Vancouver. (Note: crosses date-line enroute).

EAL DC3 services between Auckland Nadi connect at Nadi Tues. and Sat. southwards; Wed. and Sun. southwards.

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

Every Wednesday—Sydney-Auckland-Nadi (Fiji)-Honolulu-Vancouver-Amsterdam. Every Sunday leave Vancouver by same route. (Note: Crosses date-line enroute).

## SECTIONAL SERVICES IN PACIFIC

### 2. Sydney-New Guinea

Service by Qantas Empire Airways (Skymasters)

#### NORTHWARDS

Mon., Tues., Sat., Sun.

Depart: Sydney, 8.00 pm Brisbane, 11.45 pm Moresby, 7.35 am  
Arrive: Brisbane, 10.45 pm Moresby, 6.35 am (Tues., Wed., Sun., Mon.) Lae, 9.00 am

#### Thurs.

Depart: Sydney, 8 pm Brisbane, 11.45 pm  
Arrive: Brisbane, 10.45 pm Townsville, 3.30 am (Friday) Cairns, 5.30 am Port Moresby, 9.20 am Lae, 11.45 am

#### SOUTHWARDS

Tues., Wed., Sun., Mon.

Depart: Lae, 10.30 am Moresby, 1.00 pm Brisbane, 9.00 pm  
Arrive: Moresby, 12.00 m'day. Brisbane, 7.35 pm Sydney, 11.45 pm

#### Sat.

Depart: Lae, 7.00 am Moresby, 9.30 am Cairns, 2.35 pm Townsville, 4.30 pm Brisbane, 9.00 pm  
Arrive: Moresby, 8.30 am Cairns, 12.20 pm Townsville, 3.45 pm Brisbane, 8.15 pm Sydney, 11.45 pm

Owing to uncertainty of ships' schedules, due to the Australian water-front strike, Shipping Services have been omitted for this issue.

### 3. P-NG Internal Services

Operated by Qantas

#### LAKE—HOLLANDIA (Dutch New Guinea) (DC3)

Alternate Wed. (Feb. 22, Mar. 7, 21, Apr. 4, 18, etc.).

Departs Lae 10.30 am, calls at Madang and Wewak, and arrives at Hollandia 3.0 pm. Every alternate Thursday (Feb. 23, Mar. 8, 22, Apr. 5, 12, etc.), dep. Hollandia at 9.30 am, and, with calls at Wewak and Madang, arrives Lae at 3.40 pm.

#### LAKE—MANUS (DC3)

Every Wednesday.

Dep. Lae, 8.00 am; Finschhafen, Rabaul, Kavieng, arr. Manus 3.00 pm.

Returns Saturdays (dep. 8 am), via Kavieng, Rabaul and Finschhafen arr. Lae, 2.55 pm.

#### MORESBY—DARU (Catalina)

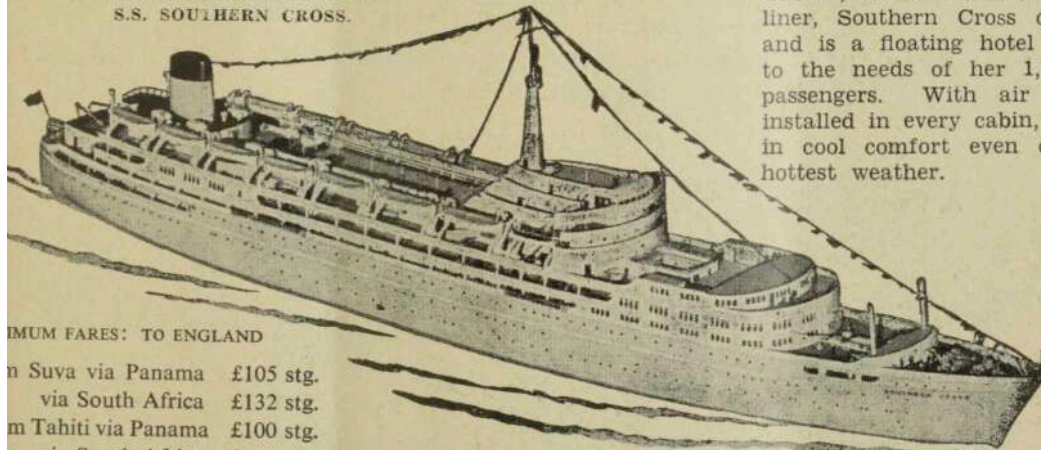
Via Yule Is., Kerema, Kikori, L. Kutubu.—Alt. Fri. returning same day (Feb. 17, Mar. 2, 16, Apr. 1, 13, etc.).

#### PORT MORESBY—RABAU (Catalina)

Alt. Tues. (Feb. 21, Mar. 6, 20, Apr. 3, 17, etc.) Pt. Moresby - Samarai - Esa'ala - Losuia-Moewe Harbour-Talasea-Jacquinot Bay-Rabaul. Returning via same ports (except Losuia and Esa'ala optional) alt. Thu. (Feb. 23, Mar. 8, 22, Apr. 5, 12, etc.).

## Linking the Pacific Islands with { Europe, West Indies, New Zealand Australia and South Africa

The Shaw Savill Tourist Class Liner  
S.S. SOUTHERN CROSS.



The 20,000 ton round the world tourist liner, Southern Cross carries no cargo and is a floating hotel devoted entirely to the needs of her 1,160 tourist class passengers. With air conditioning installed in every cabin, passengers rest in cool comfort even during the hottest weather.

#### MINIMUM FARES: TO ENGLAND

from Suva via Panama £105 stg.  
via South Africa £132 stg.  
from Tahiti via Panama £100 stg.  
via South Africa £151 stg.

Tahiti Call is Subject to Weather Permitting

for full particulars apply: FIJI

Any Branch or Agency of Burns Philp (South Sea) Co. Ltd.,  
Head Office: Suva. Cable address: Burnsouth.

#### TAHITI

Etablissements Donald Tahiti, Papeete.  
Cable address: Donald, Papeete.

*Travel Shaw Savill*



**NEW BRITAIN-BOUGAINVILLE**  
(Catalina)  
Alt. Wed. — Rabaul - Buka - Kieta - Buin  
(Feb. 22, Mar. 7, 21, Apr. 4, 18, etc.).  
Returning same day.

**LAÉ-MADANG-WEWAK-MANUS-  
KAVIENG-RABAU SERVICE**  
(DC3)  
Mon., Thur. Dep. Laé 6.30 am, Madang

arr. 7.35 am Wewak, Manus Is.,  
Kavieng, Rabaul arr. 3.40 pm.  
Fri. only Dep. Rabaul 8.00 am direct  
Madang, arr. 10.50 am, Wewak,  
Madang, Laé arr. 4.35 pm.

**CENTRAL HIGHLANDS**  
(DC3)  
Fridays—Laé (8.30 am) to Wabamunda,  
calling at any of: Goroka, Nondugl,  
Banz, Minj, Mt. Hagen, Baiyer R.,

Wabag, Wabamunda. Return to  
arriving 6 pm.

**LOWER HIGHLANDS**  
(Beaver)  
Fridays—Laé (7.30 am) to Goroka, e  
ing at any of: Nadzab, Kalapit, Guu  
Kainantu, Goroka, Arona. Arrival M  
at Laé depends on stops made.

**LAÉ-BULOLO-WAU (DC3)**  
Dep. Laé.—Mon. 7.30 am, Tues. 2  
Wed. 11.30 am, Fri. 2.00 pm.  
Dep. Wau.—Mon. 9 am, Tues. 3.30  
Wed. 1 pm, Fri. 3.30 pm. Bulolo  
omitted on these flights which take  
minutes, Wau-Laé.

**MADANG-GOROKA (DC3)**  
Fridays.—Depart Madang 8.00 am, am  
Goroka 8.35 am, returning same  
depart Goroka 9.05 am, arrive Mad  
9.35 am.

**NEW GUINEA-NEW BRITAIN**  
(DC3)  
Fridays—Depart Laé 12.55 pm, Finschhu  
1.45 pm, arrive Rabaul 3.55 pm.  
Saturdays—Depart Rabaul 10 am, Mad  
1.25 pm, arrive Laé 2.30 pm.  
Sundays—Depart Laé 12 noon, Finschhu  
1 pm, Rabaul 3.10 pm.  
Tuesdays—Depart Rabaul 5.45 am, Fins  
hafen 8.10 am, arrive Laé 8.45 am

**SERVICES BY MANDATED AIRLINE**  
Scheduled Flights with DC3 Aircraft  
Mon.: Depart Laé at 7.30 am for Gor  
Madang, Wewak, Madang, Rabaul  
remaining overnight. Depart Laé  
am for Goroka, Wau, Port More  
Wau, Goroka, Laé.

Tues.: Depart Rabaul at 6.30 am  
Madang, Wewak, Madang, Goroka,

## 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, Calif., 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.

## AUSTRALIA-WEST PACIFIC LINE

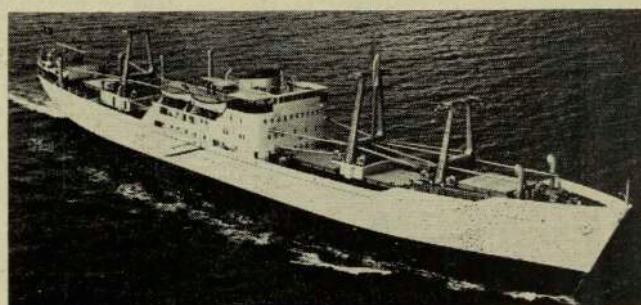
*REGULAR MONTHLY SAILINGS*

Trading Northbound from ADELAIDE, MELBOURNE, SYDNEY and BRISBANE to SANDAKAN, MANILA,  
HONG KONG and main JAPANESE PORTS.

Southbound from JAPAN, HONG KONG and MANILA to MADANG, LAÉ, RABAU, HONIARA,  
VANIKORO thence main AUSTRALIAN PORTS.

**A R O S - C I T O S - D E L O S**

★  
Cargo Service, with  
Luxurious Pas-  
senger Accommoda-  
tion, by Fast New  
Motor Vessels  
specially built for  
the Far Eastern  
Trade.  
★



M.V. DELOS—A.W.P. Line's new motorship for Australian-Far East trade.

★  
General and Re-  
frigerated Cargo  
Space; also Special  
Mechanical Venti-  
lation for Fruit,  
Vegetables, etc., in  
'tween decks.  
★

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSSEN AGENCY PTY. LTD., 63 Pitt St., Sydney. 'Phone: BU 6301. Branch Office  
at Melbourne: 51 William St. 'Phone: MU 5906.

AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.

ISLAND AGENTS: Madang, Mr. A. Strachan; Laé, Mr. R. Tebb; Rabaul, Town Transport Ltd.; Honiara, Government Trade Scheme.

FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.



1. Depart Lae 7.30 am for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.  
 2. Depart Lae at 7.00 am for Madang, Wewak, Momote, Kavieng, Rabaul — remaining overnight. Depart Lae 7.30 am for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.  
 3. Depart Rabaul at 7.00 am for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

#### 4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines.  
 weekly service with Super-Cons. between Sydney and Amsterdam with a stop at Biak, DNG, and Manila, Philippines.  
 3 aircraft link Biak with Hollandia, DNG, Merauke, Tenah Merah, and Okwari.

#### 5. N. Guinea-Solomons

By Qantas with DC3  
 (Three flights every four weeks)  
 (Feb. 13, 27, Mar. 5, 12, 26, etc.) Lae dep. 6 am — Finschhafen-Rabaul-Buka-Vella-Lavella — Yandina — Honiara, BSI, arriving 5.25 pm.  
 (Feb. 14, 28, Mar. 6, 13, 27, etc.) Honiara dep. 7 am — Yandina — Vella-Lavella — Buka — Rabaul — Lae, arriving 5.35 pm.

#### 6. Paris-Saigon-Noumea

Transports Aériens Intercontinentaux  
 aircraft depart Paris every 2 weeks (Feb. 17, Mar. 2, 16, 30, etc.) for Cairo, Karachi, Saigon, Darwin, Noumea. Leave Noumea on return Feb. 21, Mar. 20, Apr. 3, etc.

#### 7. Sydney-Lord Howe Is.

By Ansett Airways Pty., Ltd.,  
 With Sandringham Flying-boats.  
 Return flight each Tuesday and Thursday.

#### 8. Sydney-Norfolk Is.

By Qantas, with Skymasters  
 Every Sat. returning next day after return-flight Norfolk-Auckland.

#### 9. Sydney-New Hebrides

By Qantas with Skymasters  
 Flying-boats were replaced by Sky-

masters in 1955. Service now terminates at Tontouta (N. Caledonia) until Vila-Santo airfields ready. (See table 20.).

#### 10. Sydney-Noumea

By Qantas Skymaster (Fortnightly)

| Depart:                                | Arrive:                     |
|----------------------------------------|-----------------------------|
| Sydney, alt. Wed., 11.30 pm.           | Tontouta, alt. Thu., 7 am.  |
| Tontouta, alt. Thu., 9.30 am.          | Sydney, alt. Thu., 3.20 pm. |
| Dep. Sydney, Feb. 22, Mar. 7, 21, etc. |                             |
| Dep. Noumea, Feb. 23, Mar. 8, 22, etc. |                             |

## LONDON-SUVA

# FIJI DIRECT SERVICE

VIA  
PANAMA

For Sailings and Further Particulars Apply To:—

**BETHELL, GWYN & CO. LTD.,**  
 138 LEADENHALL ST.,  
 LONDON, E.C.3.

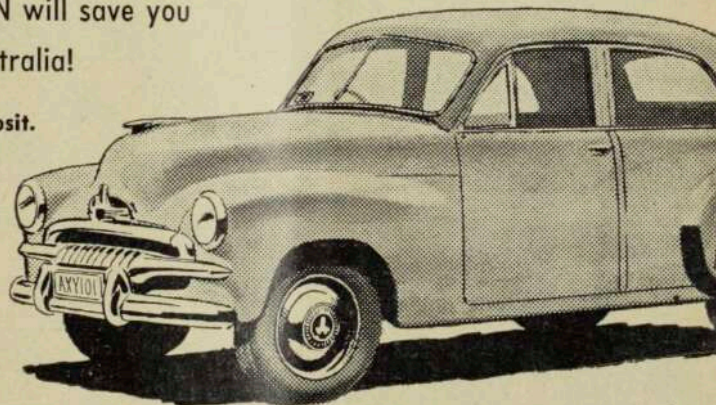
**BURNS PHILP (SOUTH SEA)  
 CO. LTD.,**  
 SUVA, FIJI

## Own a Car on Your Holidays **AND SAVE!**

Broadway Motors' SPECIAL ISLANDS' PLAN will save you money on your holiday transport in Australia!

1. Buy a guaranteed used car on Low Deposit.
2. Drive it ALL your holidays.
3. Broadway Motors will buy it back when you leave.

Start from over 100 guaranteed cars. See more and do more . . . pack more fun into your holiday with a good used car from Sydney's famous Broadway Motors. So simple! You select your car . . . cash or, if you wish, make a small down payment. If you buy on terms the monthly payments can be reduced to the absolute minimum to leave you the maximum holiday money. When your holiday is finished Broadway Motors buy it and finalise all outstanding money. This gives you the use of a good car at WAY UNDER ordinary hiring rates. What's more, each car is backed by a written 30-day new-car guarantee for your protection.



**BROADWAY MOTORS (N.S.W.) PTY. LTD.**  
 Australia's Largest Used-car Organisation  
 200 BROADWAY, SYDNEY, N.S.W., AUSTRALIA

The Sales Manager,  
 Broadway Motors (N.S.W.) Pty. Ltd.

Please send me free particulars of your  
 Special Islands' Plan without obligation.

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P.I.M.



### 11. Auckland-Norfolk Is.

TEAL, by Qantas (charter)  
Each Sun. return flight Norfolk-Auckland-Norfolk (see 8 above).

### 12. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft.

Mon., Fri., Sat.: Dep. Auckland 9.30 am, arr. Sydney 1.00 pm.  
Sun., Wed.: Dep. Auckland 11.30 am, arr. Sydney 3.00 pm.  
Tues., Thurs.: Dep. Auckland 4.15 pm, arr. Sydney 7.45 pm.  
Tue., Sat.: Dep. Sydney 10.00 am, arr. Auckland 5.00 pm.  
Mon., Fri. Sat.: Dep. Sydney 3.00 pm, arr. Auckland 10.00 pm.  
Tues., Thurs., Fri.: Dep. Sydney 11.30 pm, arr. Auckland Wed., Fri., Sat., 6.30 am.

### 13. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft.

Mon., Tues., Fri.: Dep. Christchurch 5.00 pm, arr. Sydney 8.40 pm.  
Mon., Tues., Thurs.: Dep. Sydney 8.00 am, arr. Christchurch 3.10 pm.

### 14. Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft.

Thurs.: Dep. Christchurch 5.00 pm, arr. Melbourne 9.30 pm.  
Fri.: Dep. Melbourne 7.30 am, arr. Christchurch 3.00 pm.

### 15. New Zealand-Fiji

Tasman Empire Airways, with DC6 aircraft.

Tue., Sat.: Dep. Auckland 1.15 am, arr. Nandi 6.30 pm.

Wed., Sun.: Dep. Nandi 10.30 am, arr. Auckland 3.45 pm.

### 16. Fiji-Tahiti

Tasman Empire Airways, with Solent aircraft.

Service normally fortnightly, with extra flights as required.  
Departs Suva Friday 9 am, crosses date-

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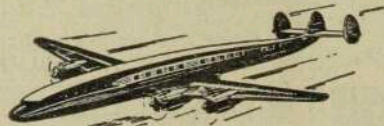
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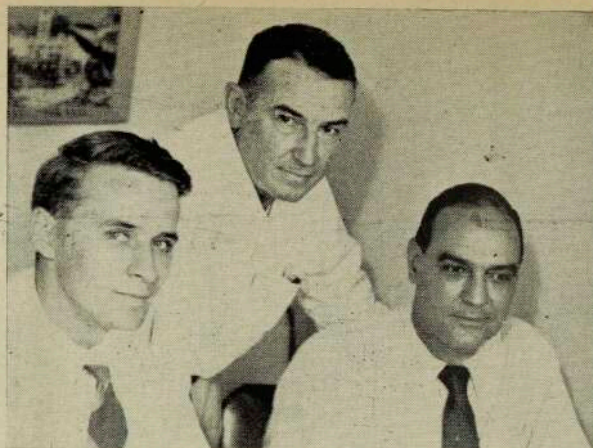
**TWO COMPANIES  
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## Air Cruises to Pacific Islands

**B**OTH Ansett Airways Pty., Ltd. and Sir Gordon Taylor have arranged imposing schedules of air cruises of the south-Pacific during the coming tourist season.

Using his *Frigate Bird III* Bermuda flying boat, which has comfortable accommodation and a roomy lounge-bar, Sir Gordon will commence his programme with two cruises along the route he used for cruises in 1955. Each cruise will last 15 days, departing from Sydney on March 17 and April 10. Only about 35 hours will be spent in the air, although during that time approximately 5,000 miles are travelled. The itinerary, including stops at Nouvata Lodges, Anse Vata beach, Noumea, Beachcomber Hotel, Deumba, or Korolevu, Fiji, and at Vanua M'balavu (Exploring Isles), Lau Group, Fiji. Local tours will be arranged as part of the "Cruise-bird" service. All inclusive fare for the trip is £A295.

Other cruises which will be conducted by Sir Gordon Taylor are: A 22-day trip to New Caledonia, Fiji, Samoa, Aitutaki, Tahiti, leaving Sydney May 12 and September 1, all inclusive fare £A476; a 15-day trip to New Caledonia, Fiji, Exploring Isles, leaving Sydney June 16 and August 14, all inclusive fare, £A295; and a 9-day trip to Sydney-New Caledonia



Keen interest is shown in the possibilities of Caledonia. Revisitors to Noumea. Mr. D. Ragg, of V Tourist Agencies of tralasia, and Matheson, Asa Traffic Controller TEAL. After conf with Mr. Jean local agent and of the new Pacific Tours, these gentlemen return New Zealand by TEAL DC6 which has 55 New Caled tourists back from 15 days' tour of

Photo shows, left, right, Messrs. Matt Ragg and Brock.

—F. E. Dunn

on July 14 and October 13, all inclusive fare £A172.

**H**IGHLIGHT of Ansett Airways' programmes is a 12-days Papua-New Guinea "War Graves" cruise, from Sydney to Port Moresby, Rabaul and Samarai, timed to coincide with Anzac Day services in Port Moresby. This tour includes an Anzac Dawn Ceremony at Bomana War Cemetery (Moresby) on April 25, returning later to the RSL Club for "gunfire breakfast" of rum, coffee and hamburgers. Later in the day there will be a march-past of ex-servicemen, including natives, units of the Pacific Islands Regiment, Papuan and New Guinea Volunteer Reserve and the Royal Papuan-New Guinea Con-

stabulary, to the accompaniment of the army and police bands. It will also be a service at Memorial Gates, Port Moresby which will be attended by the administrator, Brigadier D. M. Cleland.

In addition to visiting or flying over historic battlegrounds of World War II, inspections of other Pacific tourist attractions are included in the itinerary.

The Australian RSS and Ansett has been advised of the cruise and the initial response has been good. The American United Press News Service is publicising the cruise in the US and a correspondent might also cover the trip.

Ansett will run two other island tours this year: A 12-days trip to Noumea, Suva, Auckland, leaving Sydney on June 11, all inclusive fare £A230; a 21-days trip to Noumea, Suva, Samoa, Aitutaki, Tahiti, leaving Sydney July 16, cost from Sydney, £A476. Local tours to tourist attractions are arranged as part of the Ansett service.

Sandringham flying-boats, providing tourist accommodation for 30, and a spacious lounge-bar, will be used.

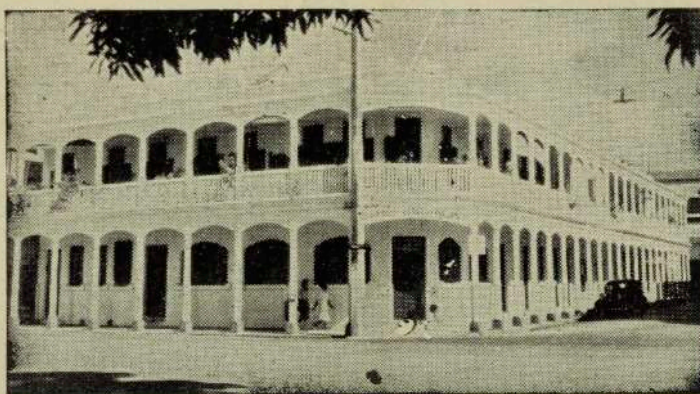
Captain Middlemiss, Flight Lieutenant of Ansett Airways flying division, told a representative of PIM that his company would like to make Pacific cruises off the beaten-track, but that the lack of good accommodation prevented it. However, he suggested that a solution to this problem could possibly be found if residents on some of the out-of-the-way islands were willing to make accommodation available and could arrange some type of entertainment for tourists.

Captain Middlemiss spent many flying hours over the South Pacific in Catalina flying-boats during World War II, and he will probably take personal charge of most of the flights.

Mr. and Mrs. R. C. Gillard are passengers to Rabaul on the *Jama Soochow*.

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## SHOULD THERE BE

**Votes for Fijians**

A STRONG light has again been thrown on the question of whether the Fijians should have the vote, by the release for publication of a letter by Mr. J. P. Bayley, Suva.

The letter is one which he sent an English Member of Parliament, asking him to take an interest in Fiji in the House of Commons. Mr Bayley has advocated votes for Fijians for some years on the grounds that they are well able to take on political responsibilities. They are 80 per cent. literate.

His main argument is that he finds it "a strange and a rough deal for the Fijian that the two immigrant races—the Europeans, and the Indians—have the vote while the Fijian in his own country has not."

He points out, very pertinently, that the Fijian has a much higher rate of literacy than some other peoples to whom Britain has recently granted the vote—the West Indian for example.

Unofficial opinion in Fiji is divided on the matter. Some are strongly opposed to the Fijian vote on the grounds that the Fijians are not ready for political responsibility. They are afraid of the breaking up of Fijian communal life, and would prefer to see reforms in

the Fijian's economic status rather than in political status.

There may be some truth in this, but it is difficult to see that the British or the Indian or any other agricultural labourer is any the worse for being given a say in the government of his country. The surest way to make a man responsible is to give him responsibility.

A vulnerable point in the case of those who advocate votes for Fijians is the fact that the Council of Chiefs recommended that there should be no change in the present arrangements for the nomination of the Fijian Members of the Legislative Council.—Contributed.

**Thursday Island Trochus**

THOUGH there was a shortage of labour in some trochus fleets operating out of Thursday Island during the season just ended, the season was reported as reasonably prosperous, due to the high prices paid for trochus.

Some lugger owners said that the answer to the labour problem lay in providing better conditions for the lugger-men. Those firms which have provided good conditions are having few labour troubles.

Mr. H. A. Adair, MP, who visited the island in December, said in reply to questions regarding the introduction of indentured Japanese or other skilled labour for the industry, that the Queensland State Government was totally opposed to the introduction of such labour. If necessary, help should be given in the training of local men, but on no account should there be a return to the use of in-

dentured labour as was done before the war. The industry should be reserved entirely for the Torres Strait Islanders.

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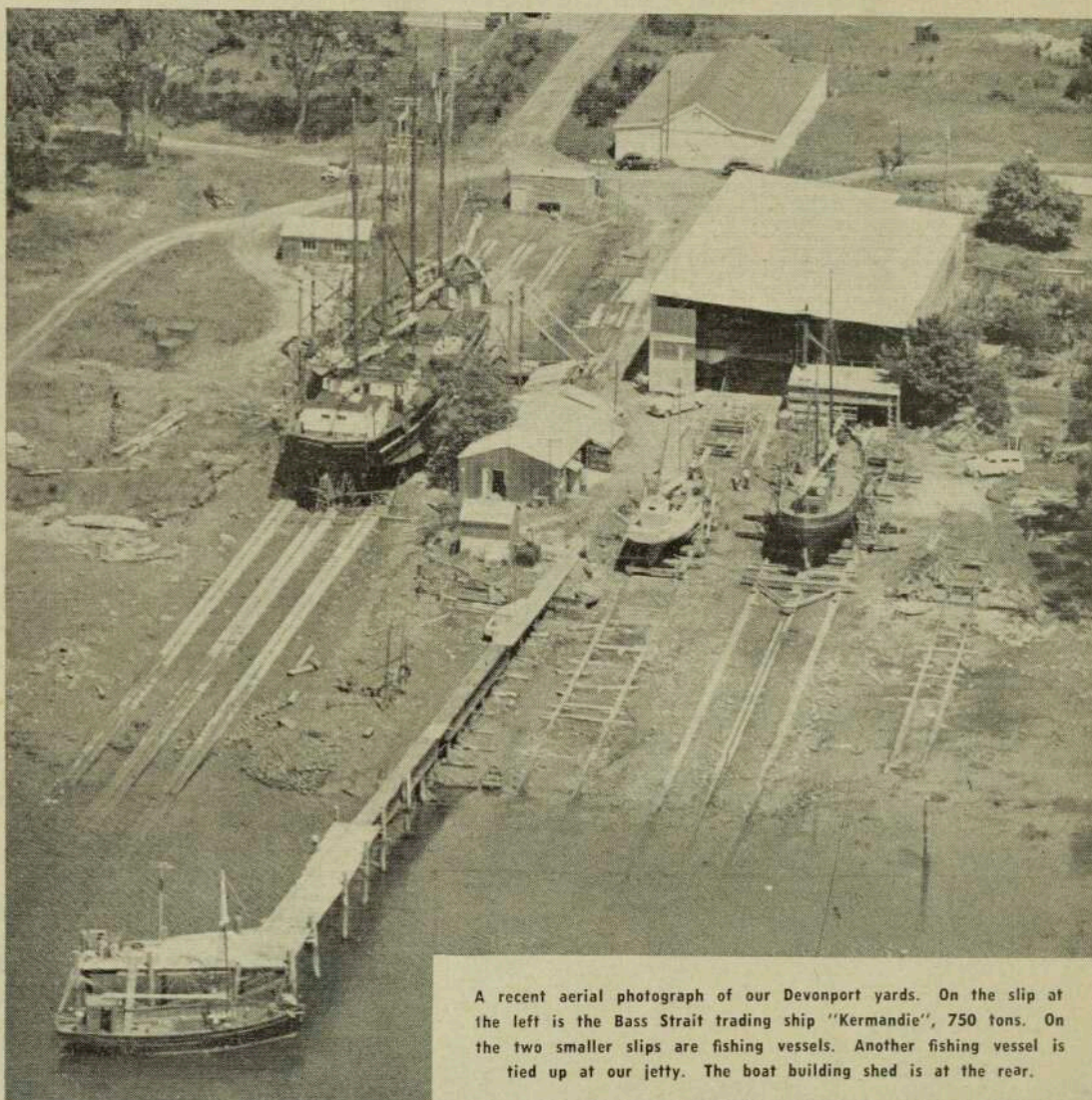
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Editor and Publisher.  
R. W. ROBSON.

Assistant Editor:  
JUDY TUDOR.

Business Manager:  
SELWYN HUGHES.

TELEPHONES: General Business.  
Editorial, Advertising, Subscriptions:  
MA 9197, MA 9198.

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#### REPRESENTATIVE IN LONDON, U.K.:

T. Wallis, 13 Rood Lane, London,  
E.C.3., England.

GOULBURN OFFICE: Newspaper  
House, 247 Collins St.—Tel.:  
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AGENTS: All main trading firms  
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# Pacific Islands Monthly

No. 7 Vol. XXVI

February, 1956

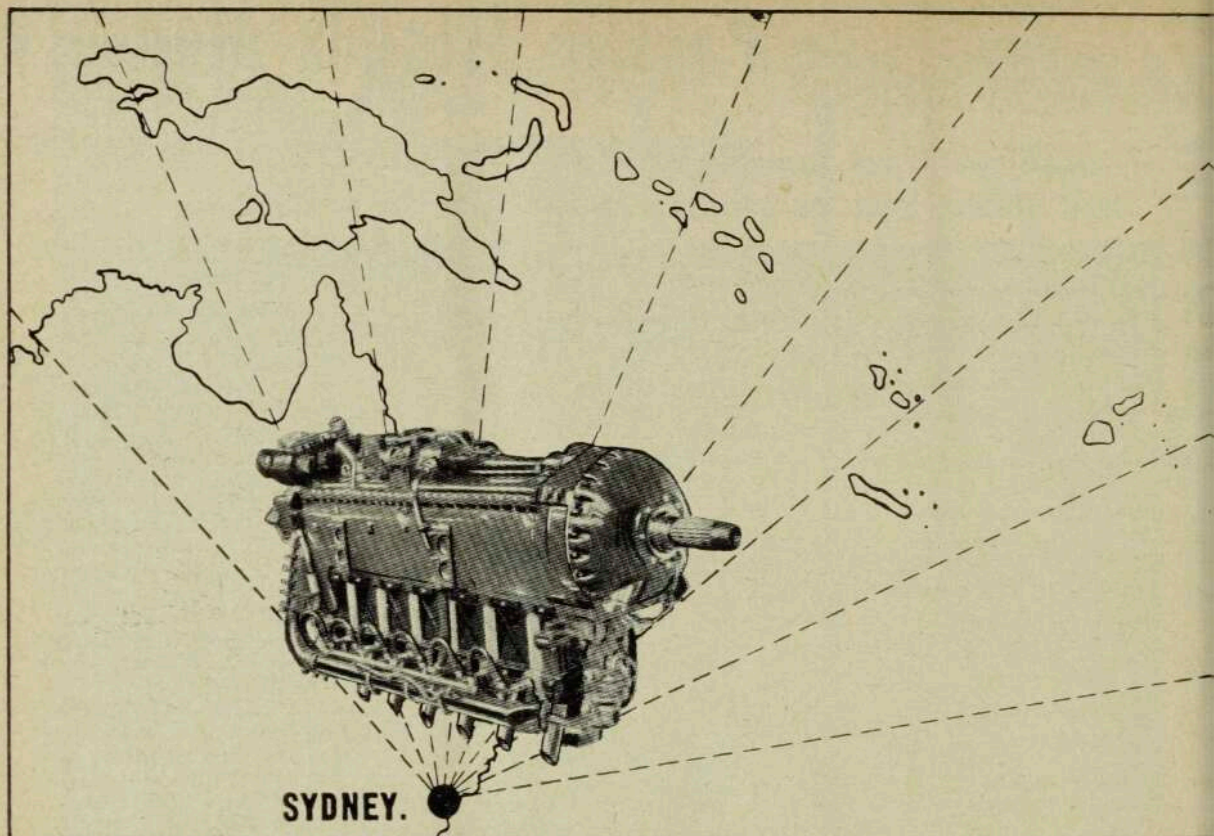
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# Editorial...

## THE TAX-GATHERER'S EYE ON NEW GUINEA?

HERE is no perceptible ground for it—but the feeling is growing stronger that the Australian Commonwealth Government is giving serious thought to the possibility of imposing taxation on Papuan and New Guinea incomes as from 1, 1956.

There are some powerful reasons why the present system should not be disturbed. Probably, the most serious is the position of the Public Service. It scarcely would be possible to tax the incomes of the non-official classes, while letting the public servants run free; yet any attempt to impose taxation upon public servants by the tax-gatherer would make even more serious the now very thorny problems connected with Public Service salaries.

Maybe, the Australian overlords will go after the "tall poppies" only the incomes of some individual earners who have done very well indeed since the war, and who are accused of not putting back into the country a fair proportion of what they have taken out, and the profits of the companies—and leave untouched the incomes of the smaller class and the salaries of the public servants.

It would not be easy to draw a line of demarcation, however. All sorts of other practical difficulties which come to mind, probably will result in the cruel decision being postponed. But, in this time of peace and prosperity, the people of New Guinea Territory always are in danger.

It is often said that, human nature being what it is, the human being generally will act in a certain way, in given circumstances. That is even more true of politicians.

Recently, in Australia, eight professional economists issued a statement, urging higher and higher taxation as one means of curing the stationary ills from which Australia is suffering. The simple souls seemed apparently that the huge national funds thus created would be saved up—used for the reduction of the national debt, presumably. A band of jeering critics immediately challenged the eight professors: Did you really think that any gang of politicians would have the strength and to hold on to surplus funds, not spend them on vote-catching enterprises!

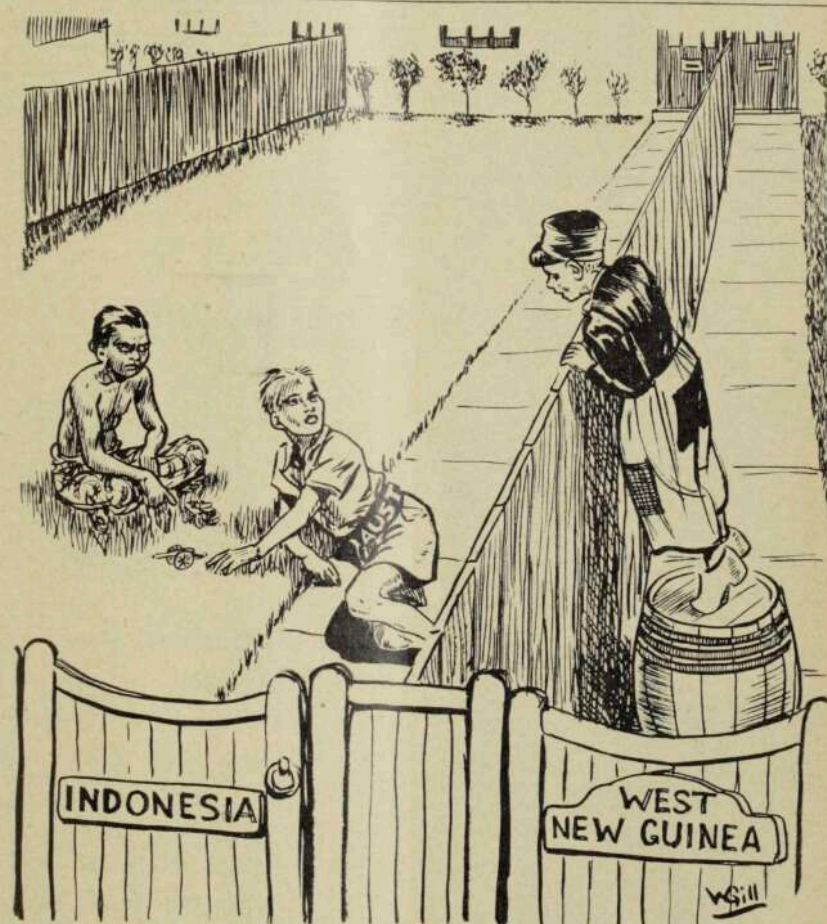
The huge sums circulating in New Guinea and New Guinea—from Australia's £9,000,000 grant, from the mining companies' expenditures,

and from the sale of the Territories' own rich products—are being watched with liveliest interest by the politicians, and by the Governmental bureaucrats.

The politicians always are happy to see a new field of taxation opening up; and the judgment of most bureaucrats often is coloured by their instinctive dislike of the private enterprise man who is making a lot more money than the bureaucrat.

NON-official Territorians, since the war, have divided themselves into two classes—those who are making good profits, and are staying close beside their enterprises, and ploughing back a substantial part of their profits into the country; and those who have simply thanked the high gods for fortune's favours, and taken up their residence in a softer clime, and carefully removed all their surplus income from the Territories.

Canberra takes a dim view of the latter class. Canberra, for example, points somewhat viciously at times at the wealth-producing coconut plantations which have undergone little or no new planting for a couple of decades, while the funds which should have gone into new



THE DUTCH BOY: Look, Aussie, if you really want to play in his backyard, please say so. But I've been holding on here all this time because we thought you wanted someone dependable at your back door. Why don't you make up your mind!

(Consternation has been expressed in Dutch newspapers—while Communists and Indonesians chortled openly—because Australian Minister Casey has been exchanging messages of goodwill, friendship, mutual confidence, etc., with the same Indonesian Government that is howling constantly for possession of Western New Guinea . . . However, The Netherlands lately has been showing an eagerness to hold West New Guinea as much for its own sake as for Australia's. It is reported that "new and promising supplies of oil, nickel and uranium have been discovered in Dutch New Guinea".)



trees are accumulating comfortably Down South.

The stay-on-the-job class probably outnumber the absentee class, but that may not divert the tax-gatherer's lightning, if Canberra decides to strike. The hard-working ploughers-back, who for obvious reasons should be left tax-free, will be penalised along with the lad who is taking every spare shilling out of the Territories, and deserves to be taxed.

**T**HERE is in most of the South Pacific Territories—even the Cinderella Solomons—a large and healthy field for investment; but the average capitalist to-day approaches all such opportunities very warily—not because the desired potential is missing, but because he cannot guess what the administrative authority is likely to do about taxation.

If, as a measure of protection against Asia, these Territories are to be developed by their European backers and their own people, the first essential is a clear-cut indication of taxation policy by the Governments concerned. That applies directly to big countries like Papua-New Guinea and Fiji; and some such declaration would be of much assistance to the people of underdeveloped countries like New Hebrides and Solomons.

## N. Caledonia Fears Franc Devaluation

From Our Noumea Correspondent

**A**LARM is felt in New Caledonia at the rising cost of living and the possibility that the Metropolitan franc will be devalued.

The cost of living index rose by 20 points in December-January—due, it is thought, to the sharp increase in price of certain commodities imported from Australia. Potatoes are the equivalent of 1/6 per pound, and eggs 15/- per dozen.

French newspapers received in Noumea up to the end of January all indicate that the position of the French franc is precarious and that prospect of devaluation is strong. If the Pacific franc followed the Metropolitan franc, it would be disastrous for New Caledonia.

## LATE NEWS

**BSIP GOLD:** Clutha Development, Ltd., one of the Placer group of companies, has applied for several thousand acres surrounding Gold Ridge, Guadalcanal, BSIP. Mr. J. A. Johnstone, a member of the syndicate that has the Gold Ridge prospecting licence, has arrived in Sydney.

**POOLE APPEAL:** Barrister Dudley Jones said in Rabaul, NG, on February 16, that Reginald Poole would appeal to Court of Appeals Suva, against death sentence passed in Honiara, February 3. (See page 20).

# THE EDITORS' MAILBAG

## Wanted—Cargo-Cult Photographs

Dr. Peter Worsley, who is Lecturer in Sociology at the University of Hull, United Kingdom, is making a study of Melanesian Cargo-Cults. He has written a book on the subject and would like some photographs to go with it.

PIM published, in May, 1950, a

Because of disruption to shipping schedules through the Australian waterfront strike, Shipping Time-tables do not appear in this issue. News items will therefore be found on pages 12 and 13 this issue.

photograph of a cargo house made in the shape of an aeroplane and situated in a village in the Madang district of New Guinea. These particular natives believed that the cargo would be sent by their ancestors in a plane—and the house made in that shape (in which the cargo was to be stored) was, presumably, a subtle compliment to said ancestors.

Other villages, it was stated, had built store houses in the shape of jeeps.

PIM no longer has the original of this illustration and at this date, 5½ years after publication, cannot remember who sent the story and the photograph. But if any readers have photographs of cargo houses, aeroplane or jeep shaped, or just plain, or of any other aspect of Cargo Cult and its adherents, Dr. Worsley would like very much to borrow them. He can be addressed direct, C/- of the Department of Social Studies, the University of Hull, UK.

## French 'Authorities' Don't Like PIM Article

From our friend, Oscar Nordman, of Tahiti:

"My son-in-law, Jean Breaud, just arrived from Paris, has had words with me about that article in the September PIM. He says the authorities do not like it, and they accuse the PIM of being anti-French."

If that September article shows that the PIM is anti-French, it suggests equally that the PIM is anti-British. Which is absurd.

The September article discussed the present condition and probable future of the principal South Pacific Territories. It was pointed out that the forces which threaten our security in the South Pacific—namely, the increasing strength of world Communism and the growing aggressiveness of overcrowded Asia

—are a threat also to Western Europe.

Therefore, the large Territories owned and administered by Britain and France in the South Pacific—namely, Fiji, New Caledonia, New Hebrides, Solomon Islands, Gilbert and Ellice Islands and French Oceania—cannot look with confidence now to Britain and France for protection against an attack from Asia.

The Pacific War of 1942-45 shows that, without the protection of the United States, we should have been completely submerged by Asians.

Britain has surrendered India, Burma and Ceylon to the Asians and is moving out of Singapore and Malaya, and she assisted in the surrender of Indonesia to the Javanese. France has virtually withdrawn from Indo-China; and, like Britain in Middle East and Cyprus, is somewhat embarrassed in hanging on in North Africa.

Indo-China, Burma, India, Ceylon and especially Indonesia, while they were held by Western nations, were natural barriers between overcrowded Asia and the great, empty lands which the Asians covet in the South Pacific.

We recited these facts in the September article, and we argued them in view of what they mean, there was need for a re-appraisal of territorial, political and strategic positions of the British and French Territories in the South Pacific.

If that is anti-French propaganda then we are anti-French—and are British, too.

We are more concerned in presenting a realistic view of the fencelessness of the South Pacific countries, than in keeping off the toes of high French officials.

Incidentally, there is a curious difference between the British and French bureaucracies, in their action to criticism. Whether criticism is good, bad or indifferent the French always resent it, and the British always ignore it. Either way it is tough on a conscientious journalist.

## The Title is AMP—Not Dr.

We have been scolded by a resident of Fiji because, in November issue of PIM, we referred to two well known Fijian AMs who were visiting Sydney, as "Dr."

"These are worthy gentlemen," says our correspondent, "but they have only a smattering of medical knowledge. They never have gained a medical degree—I doubt if they even have passed a University Entrance examination for a Medical

(Continued on Page 140)



ICE STILL  
ENTATIVE"

## OF Copra Rates Above World Quote

SINCE January 1, copra is being paid for in the British South Pacific Territories at the "tentative" prices announced in the January PIM—namely £62/10/- per ton at chief ports for top-grade copra in Australian-controlled territories, and £57 Fijian (equal to Aust.) at chief ports in Fiji. These prices were made on the assumption that the full reduction of 10 per cent. would be made for 1956 under the MOF 9-years contract. The Fiji price is slightly higher than the Australian price, because Fiji copra authorities have some accumulated funds for distribution planters.

We were informed, on inquiry in Noumea on February 7, that the final Australian contract with the British Ministry of Food for 1956 has yet been completed. Negotiations were in progress, and the Australian officials still had hopes that they could induce the MOF people to agree that the full 10 per cent. reduction on the 1955 MOF contract is not warranted.

Meanwhile, the world market rates for copra still are under the MOF contract rates. The latest available quotation for first-grade copra, c.i.f. West European port, was £Stg.65 February 2; coconut oil, Ceylon, £86.10; Straits, £Stg.89.5.

## WHAT MEANS THE GAS PRESSURE AT KURU BORE?

SINCE Australasian Petroleum Ltd. reported substantial gas at 998 feet in the bore at Kuru, in the Gulf of Papua region, oil share quotations have been jumpy on the Australian exchanges.

The speculators were still asking for such a gas manifestation when it was reported that Myron Kinley was actually in Papua, looking the situation over. Kinley has a world-reputation as an oilfields engineer, and is held upon from the highest levels of deal with unusual situations.

London report said that Mr. Kinley is in Papua because the Kuru well has blown out, and he has been asked to bring it under control.

One in authority has given the slightest hint of the value of the gas manifestation. But the sentence of Mr. Kinley is intriguing.

It was announced on February 9, that the Kuru well — which

continues to flow gas in large quantities—could not be controlled and would be sealed off. Two more holes will be put down—one directed towards the bottom of the sealed-off well and another, at same distance, to evaluate the Kuru structure generally.

Meanwhile, Oil Search shares (Oil Search has a ten per cent. share in the AP Co.) have been fluctuating between 10/9 and 17/-.

## P-NG Legco Meeting in May

IT has been announced, following the visit of Brigadier D. M. Cleland to Canberra, in February, that the meeting of the P-NG Legislative Council meeting has been postponed from March to May 28. It is expected to last 14 days.

The Administrator visited Canberra at the end of January, for consultations with the Minister for Territories and the Department. He spent a few days in Sydney, and returned to Port Moresby on February 9.

CARPENTER-M. HEDSTROM

## Implementation of New Alliance

A REARRANGEMENT of the Board of Directors which controls Messrs. Morris Hedstrom Ltd., leading traders of Fiji, Samoa and Tonga, is expected to follow the visit to Suva this month of Mr. R. B. Carpenter, chairman of Messrs. W. R. Carpenter & Co. Ltd., of Sydney. Mr. Carpenter left for Suva on February 11.

As reported in January, holders of over 90 per cent. of the Ordinary Shares of Morris Hedstrom Ltd. agreed, early in January, to sell their shares to Carpenter & Co. Ltd. for £A1/10/- cash and 3½ paid up 5/- shares in W. R. Carpenter & Co. Ltd., in return for each Morris Hedstrom £1 Ordinary share. The purchase—which represents the biggest single transaction in South Pacific Islands trading and finance—is being completed, and the Board of Morris Hedstrom is being rearranged accordingly.

It has been understood, from the beginning of negotiations, that Mr. H. E. Snell, Chairman of the Morris Hedstrom Board, since the death of Sir Maynard Hedstrom, will remain in that position for a further term; and that Mr. W. G. Johnson, Managing Director of W. R. Carpenter & Co. (Fiji) Ltd., and a member of the Board of the Carpenter parent Company, will join the Morris Hedstrom Board. There may be some minor changes.

## Another Governor for N. Caledonia

NEW CALEDONIA is to have a new Governor, and the French Pacific colonies a new High Commissioner. He is a M. Grimald. Few details of his career are available but he is said to have had distinguished administrative service in France's African Colonies.

The retiring Governor and High Commissioner, M. Rene Hoffher, left Noumea by Qantas aircraft for Sydney en route to France on February 3.

The appointment of M. Grimald brings the number of Governors who have served in New Caledonia to 37 in 59 years.

M. Hoffher arrived in New Caledonia on September 30, 1954. He has had 16 months service there.

The record for briefness as a New Caledonian governor is held by Colonel Denis, who was appointed by Marshal Petain in 1940. Twenty days later he vacated the position by invitation of the de Gaullists.

A preceding governor, M. Barnhes, remained in power 1½ months only.



Mr. W. G. Johnson.

As already indicated, there will be little if any change in the actual trading activities of the two companies, where they meet in the different Territories; but there probably will be important rearrangements on the levels of finance, shipping, disposal of produce, oversea buying, etc.



British Justice in BSIP  
Makes Headlines

## THE FOUR-DAYS WONDER OF THE POOLE TRIAL

The indiscreet silence of the Solomon Islands Protectorate Government and the Melanesian Mission on the murder by Reginald Poole, 24, of a 12-years-old Malaita boy in mid-November, exploded in late January.

**N**EWSPAPERS first heard of the murder from London when Poole's mother left there for Honiara on what was called a "mercy flight." Newspapers thereafter were in full cry; and hysteria, both in Honiara and Sydney, has been the keynote.

The results were unfortunate for the mission and for the BSIP generally. A newspaper reporter travelled up to Honiara with Mrs. Poole, and by implication, the Mission was presented as something less than human. "Was pressure brought to bear?" Mrs. Poole is alleged to have said. "Has my son been left to rot in an island jail, friendless and deserted by the missionaries he yearned to join and help?"

The mission, had in fact, brought Mrs. Poole out from England and had briefed Mr. Dudley Jones, a Rabaul barrister, to defend him.

As a Christian mission it probably felt morally bound to do this, although legally it, no doubt, is in the same position as a company employing a clerk—the company being in no way bound to provide for the clerk's defence if the clerk should commit a murder. However, the mission knows its own conscience best in this matter; only the mission knows under what terms and conditions Poole had joined it. (Poole at first wished to plead guilty, and wanted no defence).

By implication also, the newspapers put the BSIP Judicial Commissioner in the position of *having* to find Poole guilty, and to hang him. Local natives, it was alleged, demanded no less. (A couple of Malaitamen were hanged some time ago for murder).

All this might have been avoided if the matter had become known soon after the event, on November 17. One newspaper alleged that the whole matter had been "hushed up" and this belief only whetted the appetites of the sensation-hungry Press.

(The BSIP Govt. Newsletter of January 17 which covered events in November and December, arrived in Sydney on February 8. It reported briefly the arrest of Reginald Poole and his appearance at a preliminary inquiry. It was stated that he had been examined by two psychiatrists—one retained by the Government and one by the Melanesian Mission.)

The case was tried before the

Judicial Commissioner of the BSIP, Mr. G. Horsfall, with the assistance of three Assessors, Mr. John Lotze, Mr. H. B. Dixon, and J. Tamana, a Solomon Islander. Mr. Phillip Dalton, Attorney-General, prosecuted and Mr. Dudley Jones conducted the defence.

Dr. J. McGeorge, psychiatrist to the NSW Government, flew up from Sydney to give evidence.

**E**VIDENCE showed that Reginald Poole, 24, had gone to the Solomons as a lay worker for the Melanesian Mission (Anglican) in 1954. He had first been at Pawa School but in July, 1955, was transferred to Maravovo Mission Station, on the west coast of Guadalcanal. Before he left Pawa, two Solomon Islands boys at the school told the headmaster of the school, the Rev. Derek Alan Rawcliffe, that Poole was a homosexual.

At Maravovo, Poole taught in the school. At the station were the Rev. D. Hoey, his wife, and a European nursing sister. On November 17, Poole had lunch with Mr. Hoey and "appeared quite normal." After the meal was finished, Poole went to his own house, called "One Boy" (this or "one fella boy 'e come," is the usual summons in Melanesian Pidgin when a boy is wanted) and a few minutes later rushed to Hoey to tell him that he had killed the boy.

Hoey found the 12-years-old Malaita native in Poole's house. A pick-axe was sticking out of his arm-pit and there were several other wounds on his body, including a fatal one in his skull. He died half an hour later.

Hoey sent for the police, Poole was given sleeping drugs, and Hoey mounted guard over him with a rifle. The police later arrived and took Poole to Honiara, where he remained at Rove Prison until his trial.

Dr. McGeorge said that he considered that Poole was emotionally disturbed but not insane at the time of the murder. By the time he examined him (this, apparently, was sometime in December), "early neurosis had developed into early schizophrenia (split-mindedness)." The doctor said that Poole had admitted to him that he had indulged

in unnatural practices and that he had murdered the boy to avoid temptation. He (Poole) had tried to commit suicide but that "murder would achieve the same result."

The defence was insanity. Mr. Dudley Jones pleaded—and many people will agree with him—that is not the action of a normal person to have lunch quietly "as usual" and then five minutes afterwards to go out and murder an almost unknown boy.

**O**N February 3, the Judicial Commissioner found Poole guilty. The three Assessors agreed with the verdict.

Poole was sentenced to death. The High Commissioner for Western Pacific, Mr. John Guthrie, has the power to commute sentence. And the case is open for appeal within 30 days.

If there is no appeal, or commutation, Poole will hang, Honiara.

Mrs. Poole is now on her way home. Details of the trial are being sent to Poole's cousin, who may make a personal appeal to the British Colonial Secretary.

This is the first trial of this kind that has taken place in the Solomons. There have been other murder trials—but Suva was the headquarters of the WPHC.

It is unfortunate that some place 1,000 miles from Honiara—as (according to the newspapers) seething, clamouring Malaitamen was not chosen for this trial. It had taken place in most Australasian States the sentence would, as a matter of course, have been commuted; there certainly would have been an appeal; and it is possible that the original verdict would have been different, anyhow.

A Sydney Sunday newspaper on February 5 gave a good indication of the sort of hysteria that has been current since the case was "covered" at the end of January.

Under a heading "Drums for Hanging" it stated: "Honiara Saturday—Native drums will to-night as Solomon Islanders celebrate the forthcoming hanging of a white murderer. . . . The trial held in an atmosphere of native unrest. They (the natives) made clear that nothing but the hanging of Poole would satisfy them. Acquittal would end white rule in Malaita. . . . North Malaita district headman was also present at the verdict. He had expected outbreaks of murder, burning, stealing if Poole was acquitted."

There was a great deal more in the same pattern, some of it the reporter's fantastic idea of Melanesian Pidgin.

To sum up:

● As a direct result of over-enthusiasm of newspapers' belief that the Govt.



and the Mission tried to "keep quiet," the whole unfortunate mess got the full treatment of nationalism—which will leave no spot in the minds of uninformed newspaper readers that justice in Solomons hinges more on native than in a tooth for a tooth than the unemotional processes of British law. Indeed, the conduct of the whole unsavory affair leaves a stain in all our minds: *Did Poole get justice?*

No one in their right senses—the PIM least of all—can understand why the Mission, when it found Poole to have homosexual tendencies as long ago as July, 1955, did not pack him off to England instead of waiting for a far bigger scandal to overtake them all.

Its Christian unwisdom it may have imagined that Poole could overcome his unfortunate weakness by prayer. But missionaries these days are not expected to be sheltered from the world. They are expected to understand the darker side of human weakness and cope realistically—and most of them do. The Mission's first duty, as a mission to the young natives entrusted

to them, is also, still, the remnants of the almost outmoded business of maintaining European prestige. The Mission failed in both these duties. It is difficult for normal people to understand a homosexual's urges. They have to take the medical profession's word for it that it is a disease needing treatment. But even the wisest person should know that a late Poole in a community far from people of his own age and without a place in daily contact with young native boys was the most possible treatment for his condition.

Report of the trial was received by PIM from a local Honiara correspondent on February 9. In factual details it followed the above report. However, there was an interesting and significant difference between this Honiara report and the reports published in the Australian newspapers. To

remarkable feature of the case was the number of natives attending the trial with calmness almost amounting to apathy. Non-Islanders in Honiara. Although the aroused deep feeling in the dead boy's case and the proceedings both inside and outside the court-house were characterised by an almost church-like quiet. . . . No more than 10 came into the court-house."

February 8 a Sydney newspaper published the following:

"I would gladly sacrifice myself to the death to prevent a bad outbreak of violence against Poole is not hanged," the Bishop of Western Samoa (Rt. Rev. A. T. Hill) said to-day. "Poole is not hanged, the natives will find refuge in whites and return to their villages."

Bishop believes 'reprisal killings' would be and that he would be one of the

## Commission Assembles Evidence

# INQUIRY INTO THE 'JOYITA' MYSTERY

The first week of the inquiry into what happened aboard the *Joyita* between October 3 and November 10, produced no positive evidence as to the fate of the 25 persons on board. But some feasible theories were advanced by witnesses.

**T**HE Commission of Inquiry into the fate of the 70 tons, twin-engined motorship *Joyita*, and the circumstances under which she sailed, began its sittings in Apia, Western Samoa, on February 3.

The Commission was constituted by the NZ Government, and it consists of Chief Judge C. C. Marsack, of Western Samoa; Captain A. H. Prosser, formerly master of the *Tofua*, and well known in Polynesian navigation; and Mr. C. G. R. McKay, formerly Government Secretary in Western Samoa, and now retired, and a member of the South Pacific Commission. They are assisted by Mr. B. L. Bridger (NZ Justice Department), who is secretary of the Commission, and Mr. R. K. Davison, a barrister, who will advise the Commission.

It is believed that the sittings of the Commission in Apia will extend over three or four weeks. The inquiry is open to the public. The Commission is to report to the NZ Government by March 31.

*Joyita*, 70 tons, left Apia, W. Samoa, for the Tokelaus (a 40-hrs. voyage) on October 3. When she became overdue, a sea and air-search was instituted but the vessel was not seen again until November 10, when half-submerged, drifting and abandoned, she was found 90 miles due north of Fiji. Air-search was resumed for survivors, but no trace has been found. Miss E. K. Luomala of Honolulu is understood to be the largest shareholder. *Joyita* is registered in Honolulu.

Mr. Davison outlined the evidence he proposed to bring before the Commission, and he made the following points:

The Administration officials in Western Samoa did not have the power to prevent the *Joyita* from sailing. She was an overseas ship, registered in Honolulu.

She left port with a faulty engine and radio; although she had no license to carry passengers, she did in fact carry nine passengers; and she carried no lifeboat. The captain said he would repair his engine at sea.

Experts who examined the *Joyita* in Fiji found that the engine and cooling system were defective and parts were missing; the radio was defective and its batteries were weak; water was thought to have entered the engine-room through a rusty and broken pipe.

There were 40 lifejackets and two

rafts aboard when she sailed but they were not aboard when she was picked up.

Dealing with the flood of sensational stories circulated when the *Joyita* was picked up in November, Mr. Davison said there was no evidence to show looting or murder by Japanese or anyone else; no evidence of fire, or ramming or of collision. Mr. Davison said: "This Commission may well come to the conclusion that the *Joyita's* crew jettisoned the cargo to lighten the vessel."

Among cargo missing from *Joyita's*

There was an ecclesiastical flavour about a report of the "*Joyita*" inquiry in the Sydney "*Daily Mirror*" on February 9. In reporting the evidence of a radio expert (from Nadi, Fiji) it was said: "He is Herbert Bellamore Nandi, who said a conference discounted the message because no other station had received it. Nandi was giving evidence on the fourth day of the inquiry."

Well, Bishops sign themselves "Stanley Polynesia", or "John Timbuktu" — so why shouldn't a radio operator be known as "Herbert Nadi"?

hold were 50 sacks of flour, 15 of sugar, 10 of rice and 40 tins of kerosene. This fact, and the absence of 2 rafts and 40 lifebelts known to be aboard, suggested that the crew jettisoned cargo in an attempt to keep the ship afloat, before they left in the rafts and lifebelts.

Radio specialists found the transmitter tuned to the distress or SOS frequency, which indicated that when catastrophe struck, the operator had been trying to give a distress signal.

*Joyita* took 2,640 gallons of fuel aboard, and 2,332 gallons were still there when she was found.

## CHARGE REFUTED

On January 13, the Department of Island Territories refuted a suggestion made by a Suva newspaper that the New Zealand Government was exceeding its rights in holding an inquiry concerning a foreign vessel without the permission of the owners of the vessel.

The Government had been in close consultation with the authorities in Honolulu, *Joyita's* home port, the statement said, and those authorities had been in close touch with the owner or owners. The American authorities had been

(Continued on Page 137)



**MET. MEN**  
**SAY THAT:—**

## Fiji Had a "Gale"

**A**LTHOUGH described by the Meteorological Office as a "gale", the roaring gusts that struck Lautoka and other parts of the Northern districts of Fiji at 8 p.m., January 30, were sufficiently strong to cause serious damage.

Road and telephone communication between Suva and Lautoka was cut off and all civil operations at Nadi Airport were suspended.

Planes from Sydney and Auckland were delayed at their home bases until the storm abated.

Remembering the belated notice given of the last hurricane, residents for the greater part took no risks and battened up their houses and shops.

Their fears seems to be justified when at 8.30 p.m. the wind and rain had increased to such an extent that walking in the streets became difficult.

Ba suffered badly from flooding, the waters in the Ba River being within two feet of the record flood level of 1931. Shops were flooded and had to be evacuated, and on Feb. 2 the Ba Post Office was still surrounded by water and out of operation.

Suva did not suffer so badly as the Northern districts of Viti Levu.

Principal damage in the Southern districts and up the Wainibuka river area will be to banana plantations.

Part of Nausori township was flooded to a depth of three feet in places, and patients at the Wainibuka Hospital had to be evacuated by boats to ambulances when the water reached floor level.

A four-year-old Indian boy, and a 12-year-old Indian boy, were drowned at Rewa in flood waters.

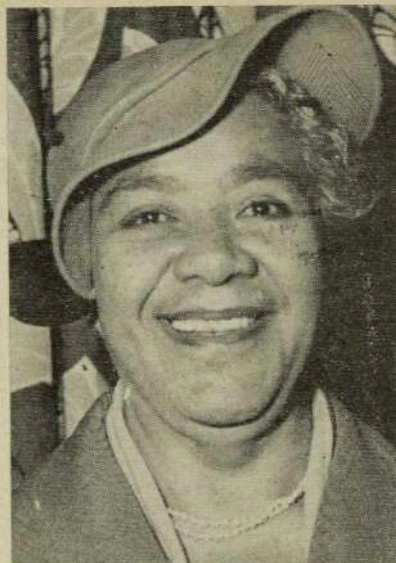
### 50 INCHES OF RAIN IN THREE DAYS

At Nadarivatu, in the hinterland of Viti Levu, at an altitude of 2,700 feet, where there is always an abundant rainfall, 50 inches of rain fell within three days. At Koro-Or, three miles above the timber mill, 34 inches fell on January 30 and 31.

It was the heavy rainfall at Nadarivatu which caused heavy flooding in the Ba and Wainidina Rivers with the consequent destruction of many banana plantations.

The storm had formed east of the New Hebrides and was the first tropical cyclone of the present season to affect the islands area, though all through January a series of storm centres had been lingering in the Coral Sea area and had brought rain and gales to P-NG, and given ship and plane passengers some rough trips.

## This Month These People Made Sydney News...

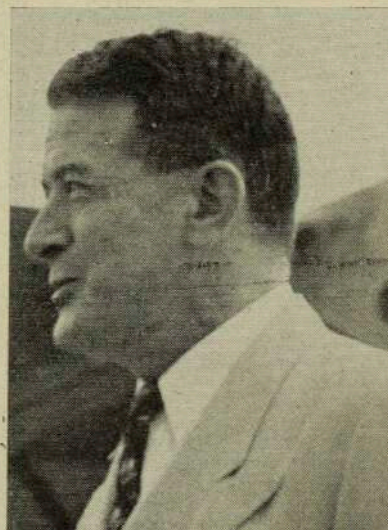


Smiling . . . Queen Salote.

(Daily Telegraph photo.)

**QUEEN SALOTE** paid a month's unofficial visit to Sydney in January-February during which she was guest of honour at the World Council of Churches' Festival of Faith, appeared in a succession of fashionable frocks and chic hats at a number of social occasions and paid a one-day flying visit to Melbourne where she and her party visited the Shell oil refinery. She was accompanied by her 7-years old grandson Prince Taufa'ahau, Private Secretary Vaea Tupou and a number of ladies-in-waiting. She left again for New Zealand on February 6. The smiling Queen was as popular as ever with her admiring public.

**MR. HAROLD GATTY**, owner of Fiji Airways, spent three days in Sydney in January during which he arranged the purchase of two Drover



Mr. Harold Gatty . . . buying planes.

planes to replace one Drover that was wrecked when it crashed in mountain country between Nausori and Nadi at the end of December.

He told PIM that:

Fiji Airways business is expanding at a phenomenal rate but the two aircraft now used by the company will be able to meet all services in conformity with existing contracts. The two Drovers that he has purchased will be shipped by sea to Fiji—the first in April, the second in June.

Since its inception, FA has carried passengers without any fatalities. In the company carried 18,000 passengers.

Mr. Gatty made newspaper headlines on his arrival in Sydney by saying that if some were not done to bring Nadi to standard, Fiji might lose its international port to American Samoa.

**CAPTAIN BRYAN MONKTON**, of South Air Lines, paid a two-weeks visit to



Captain Monkton . . . new airline

and Melbourne in January-February. He will return to Honolulu again on February 8. Before leaving he will have the engine overhaul of Solent "spares" Australian firm and sundry other items in connection with the inauguration of the Honolulu-Tahiti service. Interviewed by PIM, he stated:

First SPAL commercial flights should start in June, 1956. Survey flights will be commenced in April and May.

It is planned to make the 2,800 mile hop from Honolulu to Papeete a weekly service at first; there will be only one stop en route—14-hour flight—2 hours at Christmas.

SPAL will make Christmas Island a flying-boat base. Sea-plane runways marked for night-flying and a 1,000-watt station will be erected. There will be accommodation for company personnel based on Christmas Island. It is expected that there will be a permanent staff of four Europeans, besides a number of Gilbertese.

The main equipment for Christmas Island will leave Honolulu about mid-February, being transported by an AKL ship, while



ow a big barge carrying the necessary als. The barge will remain at the and be converted into a 100,000 gallon for refuelling the aircraft. Work at mas will be in charge of well-known lu construction engineer, Mr. Robert lls, who has established similar bases ous parts of the Pacific.

company will establish, also, an ob- on station on either Flint or Caroline in order to provide meteorological data ute forecasts.

company believes that there will be of traffic offering, but its flight schedules e limited at the outset, due to the lack equate hotel accommodation at Tahiti. t will have to arrive at and leave e on the same day, otherwise there will overlap of travellers requiring first- accommodation in Papeete. SPAL has the French Government to provide night facilities at Papeete; this would over- his difficulty.

's present schedule provides for a u departure at say 11 p.m., arriving eete at 3.30 p.m. the following after-

engined British Solent flying-boats will d. Two refitted Solents are at present and, California, while the company is g delivery of a new Solent from l. The planes have seating accom- n for 40 passengers, besides a certain of freight and mail. SPAL is a fully US flag carrier.

lanes are being used on the Honolulu- service only because there are no s for land planes in Tahiti. Plans een drawn up for a landing strip near , but it is estimated that it will take 3-5 years to complete this project.

## E. V. Parham for W. Samoa

B. E. V. PARHAM, OBE, Deputy Director of Agriculture o the Fiji Government, and er of a well-known Fiji 7, will take pre-retirement at the end of March and will accept an offer of appoint- as Director of Agriculture, rn Samoa.

Parham is well-known hroughout the Pacific for his work fields of botany and agrie- and has held several tments on an international

## of Mrs. Harry Downing

most people the Christmas is a time for joy and glad- out for that ever-popular old eritorian, Mr. Harry Down- ow of the Territories Depart- Sydney office, there was only caused by the death of his who had been suffering for months from a heart ailment. rry (and to his 12-year-old ter) go the sympathies of the ny Territorians who have had to be grateful to this generous, Old-Timer. He is still the eting link, officially, between y and P-NG, but will probably ring in a couple of years—GT.

## ANSWERS TO SAMOA'S CRITICISM

### TEAL's Coral Route Troubles

THERE has been savage criticism of TEAL in Western Samoa because the Solent flying-boat which flew from Suva to Apia on January 5, had to leave a good deal of mail behind. The cause was a combination of the facts that the mail awaiting transport far exceeded all expectations; passenger demand was heavy; and the weather was unfavourable.

The situation was further complicated by some official muddling—mailbags had not been properly closed and addressed.

However, a good deal of the surplus mail was sent on by the mv *Tofua*, sailing next day.

TEAL, by special announcements, and by sending a special officer to Apia to study the situation and devise means of avoiding delay in similar circumstances in the future, reacted promptly to the criticism. Their quite reasonable explanation of the unusual circumstances probably soothed the Samoan public.

There was a similar mail and passenger jam in Suva when the fortnightly Solent got ready to take

off again on January 19; but this time TEAL were all ready and, although there was some grim weeding-out, fewer innocents were slaughtered.

### "PROTECTING" THE ROUTE

TEAL was on more comfortable ground when answering an infuriated Samoan charge that Samoa would not have to suffer these things if the higher powers would open the Coral Route (Fiji-Samoa-Tahiti) to Pan American Airways, instead of protecting it for TEAL.

Mildly, but firmly, TEAL reminded the public that this is a most uneconomic route—a very long distance, with communities needing air-service very thin and few and far between. In other words, argue TEAL, Samoa could not get this safe and dependable air service unless TEAL's Coral Route was heavily subsidised by the NZ Government.

"The future of this Service," says TEAL, "must be affected by whether we have more traffic or less. Sharply competitive conditions may be beneficial to the user of transportation when the traffic is big enough to support more than one operator.

"In the case of Samoa, the traffic is not yet big enough to provide economical operations for even one airline."

## Do You Remember ?

From PIM of 20 Years Ago.

BY 1936, dire predictions about the Japanese menace were becoming a regular feature of PIM—and February of that year was no exception. As well, there were the usual seasonal reports of hurricanes and cyclones in Fiji, Cook Islands and other parts of the South Pacific affected by these blows.

Here are some other extracts from our issue of just 20 years ago:

There were indications that the Commonwealth Government was considering lifting the moratorium that had been in operation in respect of payments of principal and interest on Ex-pro. Board plantations in New Guinea. About 175 properties and £2,000,000 were involved. The moratorium first came into effect in the early '30's when a disastrous slump hit the copra market.

It seems old-fashioned now when malaria is regarded as an "entirely preventable disease", that in 1936 the relative merits of quinine and atabrin were still being fiercely argued. Many old timers condemned the new-fangled atabrin outright.

"How long will the New Hebrides Condominium farce last?" PIM asked editorially, and went on to state that the position of British residents in NH went from bad to worse steadily, and "is a reproach upon British colonial administration".

The discontinuance of the USS Co.'s steamship service from Sydney to San Francisco was "causing dismay" in Tahiti, where Papeete had been a regular port of call.

In the issue of February, 1936, PIM had a "Little Islanders' Corner" with photographs of Mary Boulton, of Gau Island, Fiji; and Margaret Leembruggen, of Ocean Island, and her big brother. One wonders where these "Little Islanders" are to-day.

"Europeans and natives in Western Samoa are in a twitter of excitement concerning developments likely to follow the appearance in office of the new Labour Government in New Zealand. . . . It is anticipated that a new Administrator will be appointed . . . and that the banishment of Mau leader, Mr. O. F. Nelson, might be revoked."

And in the realm's of history repeating itself—this 1936 headline caught the eye: "Justice in the Solomons—Interesting Native Case". However, this one concerned only a bit of native shenanigin.

The British Colonial Secretary had announced in the House of Commons that the question of the ownership of Jarvis, Baker and Howland Islands was being investigated—it had been reported some time previously that the USA had "annexed" them.



# FOOD ANXIETY LESSENS

## Australian Waterside Strike Collapses

AS this journal went to press, in the second week of February, the Australian wharves' strike, after 3 weeks' sparring between Watersiders Federation, Australian Council of Trade Unions, shipowners, Federal Arbitration Court and Commonwealth Government, collapsed. Work resumed in ports on February 15. Vessels trading to the Pacific Islands will have a priority for labour but it is expected that they will not sail until late February.

As Australia is an important source of foodstuffs, there was some panic buying in most of the South-west Pacific Islands in late January.

A survey in Papua and New Guinea on January 26 showed six weeks' supply of essential foodstuffs on hand; while *Malekula*, *Soochow* and *Shansi*, which got away from Sydney just before the strike, were bringing in large cargoes of food. There was sufficient meat in the freezers for 35 days, and more could be sent by air from Cairns, or killed locally.

There was some panic in P-NG about baby-food. Authorities warned that there was no immediate shortage, and supplies could come in by air if needed. But panic buying could create a shortage.

However, news of the strike's imminent collapse allayed anxiety in most Island centres.

The story behind the strike has yet to be told. It was expected that, when this aggressive, Communist led union tried to dislocate all Australian transport and industry, the Commonwealth Government would move in smartly to smash it, and restore some sort of order to the waterfront. But, to the astonishment of the public, the ACTU, usually Rightist and anti-Red, announced support of the strike; and the Government did nothing.

Quite unexpectedly, on February 8, when it looked like a long and bitter war, the ACTU reversed its policy and withdrew support of the strike. Without ACTU, the strikers knew they had no chance of success.

It is now supposed that the ACTU was manoeuvred into strike support by some underhand political moves; and that the Government, knowing this, held its hand until the Rightist majority within the ACTU could get control of the situation.

† Rangomatane Ariki, chief of Atiu Is., and Manea Tamarua, AMP, are the chosen Cook Islands delegates to the South Pacific Conference to be held in Suva in April-May, and Apenara Short and Mr. Ron Thorby will accompany them as Cook Islands advisers.

## New Puisne Judge Appointed in Fiji

TO take the place of Mr. Justice Carew, who has retired through ill-health, Mr. C. J. Hammett, senior Magistrate, has been appointed a puisne judge, Fiji.

Mr. Hammett was inducted in January by the Hon. Ragnar Hyne, Kt., in the presence of judges of the Court of Appeal and members of the Bar.

The Chief Justice said that the magistracy had lost a most excellent magistrate, but the Bench had gained a sound, conscientious and energetic judge.

'And So We Say Farewell . . .'

## FITZPATRICK FILM ON FIJI

MR. JAMES FITZPATRICK, whose travel films are known throughout the world, was due at Nadi in early February to make a travel film of Fiji, before moving on to a similar assignment in New Zealand and Australia.

He is accompanied by his wife

and two assistants, and while in Fiji, Mr. Jim Lester will act as official guide and adviser, as that Mr. Lester held on a previous visit by Mr. Fitzpatrick in 1949.

## DC6 MODIFICATIONS

### All the Way to China

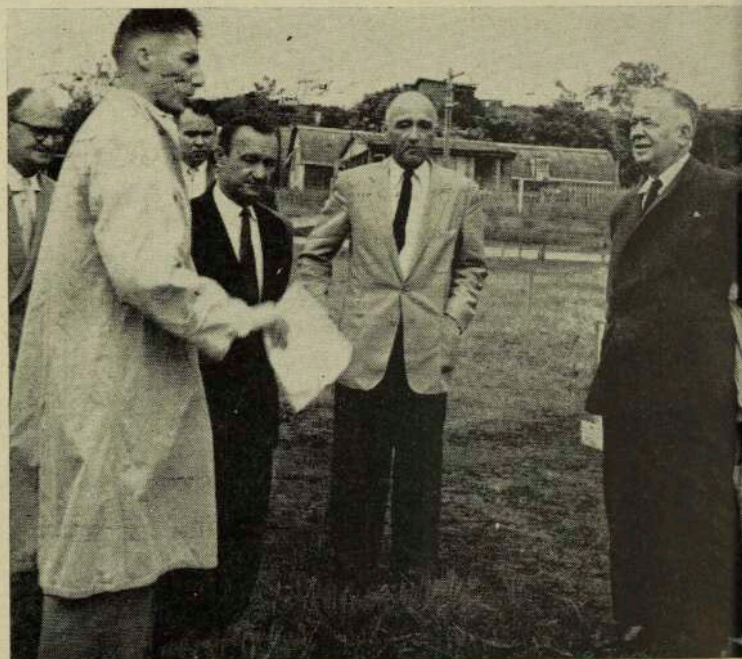
AS a sequel to an announcement made last year, Tasman Empire Airways Ltd. announces in January that the first of its new DC6s would shortly leave for Hong Kong where a firm approved by the manufacturers would carry out modifications to strengthen the wings.

Such modifications are carried out on all DC6s all over the world, when they reach a certain number of flying hours; and there is nothing unusual or surprising in the announcement.

The work could have been done in the United States but too expensive, and because a Hong Kong company can do the job quickly the aircraft are going there.

Due to shortage of technical staff in Auckland, the job would have been prolonged if done there.

## Important Noumea Men Plan New Project



Four important public men of New Caledonia are shown in this photograph: At left, M. Rene Hoffherr, retiring Governor; and on his right the Director of Public Works, M. Laroque, Mayor of Noumea; and M. Maurice Lenormand, who was recently re-elected to the Paris Chamber of Deputies. They are shown here at a division of lots at a new building near Noumea.

—Service de l'Information



ping Mysteries—in a  
of Yellow Journalism

## ore Attempts to tie Missing Ships to Submarines and Pirates

In the first week of February, the Central Pacific region of which Suva is the centre again got a blast of publicity that made the area appear almost as ridiculous as did the *Joyita*-crew-murdered-by-Japs story of last November.

Officials were assembling in Suva, Western Samoa, for the formal inquiry into the disappearance of *Joyita* (see report 21), the following occurrences excitedly reported from Suva within a few days:

A pair of ancient trousers, with a knife in them that might have been made by a knife, was found on a beach.

A raft, which might have come from the *Joyita*, had also been found on a beach.

The 40-tons ketch *Arakarimoo*, with 15 Gilbertese passengers and a crew of 12 Gilbertese, disappeared on December 28, on a voyage between Tarawa and Maiana, in the Line Islands.

It was reported from the Solo Islands, some 35 miles south of Suva, that a submarine had been sighted there; and Captain A. J. J. of the *my Komaiwai*, related later that that same night a submarine had appeared beside his boat and remained beside him at a distance of some 15 yards, for 10 minutes. (These reports were confirmed.)

Some said that Captain J. J. first saw and reported the sighting of the Solo light, and then saw it that evening).

A converted barge, or tank ship, *Pacific Star*, had sent out frantic radio messages, reporting it was "lost" somewhere in the Line Islands.

Foregoing were the ingredients of a series of yellow-press mixtures presented in a variety of ways, which made headlines of various degrees of sensationalism, in Australian newspapers.

The general purport was that there was something very strange, mysterious and fishy in the area around Suva; and the suggestion was that the disappearance of *Joyita* was only one bit of the distressing pattern.

The Sydney *Sunday Telegraph*, of January 5, for example, after a long conversation with its "correspondent" in Suva, said that "captains of small ships in the area are becoming very wary and nervous" and that "traders have been told of the unidentified submarine and the disappearance of the

*Arakarimoo*." It even quoted "a prominent Suva citizen" (one wonders whom he could be!) as saying: "The unexplained disappearance of *Arakarimoo* and *Joyita* was significant."

Having assembled all his material, in accordance with the best traditions of irresponsible journalism, under the liveliest kind of scare headings, the *Sunday Telegraph* added a leading article, entitled "What Goes On There?" It recited the Suva rubbish as facts, and demanded that Australia receive more information—it said there should be an Australian-American inquiry, and an Australian warship should proceed forthwith to the Fiji area to "cruise through the islands."

And this is what happened to the series of events which the irresponsible newshounds worked up into sensations:

- In the view of the responsible people conducting the *Joyita* inquiry, the ancient and punctured trousers were not regarded as having any significance.

- The raft does not seem to have been positively identified. It could have little significance, either way.

- The disappearance of the *Arakarimoo* has no extraordinary feature. These little ships—especially if they are without engines or their engines break down—disappear from time to time. Usually, they are found drifting, or come ashore somewhere; but sometimes they never are heard of again. This has been going on in the Pacific ever since ships put to sea there.

- There is nothing extraordinary about the appearance of a strange submarine in these waters. These craft are reported from time to time. It is well known that British, American and Russian submarines have been making long, unpublicised voyages in the Pacific. Japanese submarines used to do the same thing before World War II. What is extraordinary is the persistent attempts of irresponsible newspapers to revive the silly story that these little ships are being destroyed by mysterious agencies—murderous Jap

(Continued on Page 29)

### 4 DELEGATES

### 6 SECRETARIES

## UN Visiting Mission Is On Its Way

THE United Nations Visiting Mission for 1956 will be led by an ex-Governor of Nigeria, Sir John McPherson, who is now the UK's permanent representative on the Trusteeship Council.

The other three members of the delegation are Mr. Daniel Massonet, of Belgium; Mr. J. Rolz Bennett, of Guatemala; and Mr. M. E. Chacko, of India.

For the information of interested parties, the representative from Guatemala is called Mr. Rolz—that is Guatemalan custom.

These four delegates are accompanied by a "secretariat" of no less than six persons: Mr. J. G. Rapoport, Principal Secretary; Mr. J. Lewis, Assistant Secretary; Mr. H. T. Chu, Assistant Secretary; Mr. W. Maschler, Assistant Secretary; Mrs. H. K. Evans, Secretary; Mr. W. Hoffman, Administrative Officer.

The party will visit Trust Territories in the Pacific, including Western Samoa and New Guinea. They will arrive in Rabaul, NG, on March 15, visit every district, except Manus, spend two days in Port Moresby and depart by air from Sydney on April 18.

They will be accompanied on their N. Guinea tour by Mr. A. A. Roberts, Director of Native Affairs.

Presumably the boarding and victualling of this large party will again be the responsibility of District Commissioners in the remoter districts.

This is the third Trusteeship inspection frolic to the South Pacific in recent years; the current invasion is unlikely to produce anything more worthwhile than the former two. Meanwhile, the sober citizen is left to wonder why—if there has to be a Visiting Mission—it has to consist of 10 people. One energetic businessman could do the work of these four VIPs and their 11 secretaries per piece.

Except for a solid core of top-flight representatives, the whole United Nations set up is becoming more and more the refuge of superannuated public servants and tired bureaucrats.

LATER: Actually, there are SEVEN Secretaries altogether.

† The well-known Roman Catholic Missionary, Sister Mary Annette, returned to Papua-New Guinea on January 13, after an absence of nearly two years. Sister Annette was formerly in charge of the Maternity Hospital at Koki, Port Moresby. She will now take up duties in the Rabaul area.



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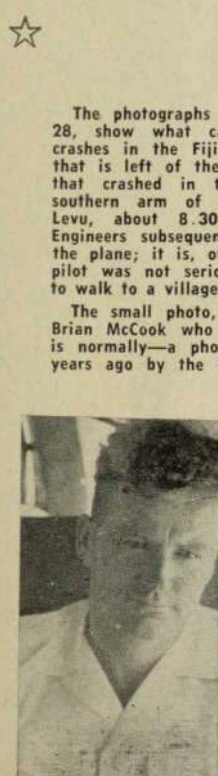
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## When a Plane Crashes in the Jungle



The photographs on this page and on page 28, show what can happen when a plane crashes in the Fiji back country. Above, all that is left of the Fiji Airways Drover plane that crashed in the upper reaches of the southern arm of the Wainimala River, Viti Levu, about 8.30 a.m. on December 30. Engineers subsequently went in and examined the plane; it is, of course, a total loss. The pilot was not seriously injured and was able to walk to a village. There were no passengers.

The small photo, lower, centre, shows Pilot Brian McCook who survived the crash, as he is normally—a photograph taken a couple of years ago by the Fiji Public Relations Office.

At lower left, is a photograph of him taken in the village of Nasava, about 10 miles from the scene of the crash. He walked to the village from the plane and stayed there cared for by Fijians until a rescue party arrived.

From that point he was carried on a stretcher for 19 miles to Leutu where he was placed in a small motor boat.

The place where the plane crashed is in some of the roughest country in Fiji; and the village where the rescue party found the pilot, one of the most isolated.

(See over)



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† Sub-Inspector R. G. Curtis, Mrs. Curtis and family were passengers on *Soochow* from Sydney to Rabaul in January.

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## RAROTONGAN SHOOTING FATALITY

A STUDENT of Rarotonga's Tereora College, Joseph Bishop, aged 14, died from a gunshot wound in the abdomen on January 17.

A .410 shotgun was found near the dying boy. The wound indicated that the gun had been discharged at close quarters, and it is believed that the death was accidental.

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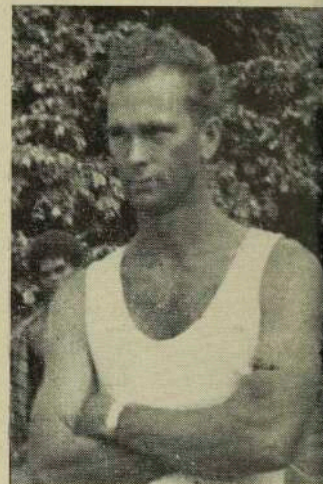
SPRUSO COMPANY, Redfern, New South Wales, Australia.

## Plane Crash in the Jung

(Continued from Page 27)

BELOW: Mr. Arthur Philips, a planter, was the first to reach McCook at Nasava. Fijian AMP's and two policemen arrived after. McCook was then carried on a stretcher for 19 miles.

LEFT: At Leutu the pilot was placed, in a stretcher, on board a small motor-boat but troubles of the rescue party were by no means over, as this photograph shows. The boat here being steadied through rapids. An ambulance met the party at Bau Levu, on Rewa River, and McCook was in Suva Hospital three days after he crashed.



## NZNAC Reports the Taxpayers

THE National Airways Corporation of New Zealand has entered the ranks of those who produce something attractive in the way of an annual report.

This glossy report, just received, covers the period for the 12 months up to March 31, 1955, and the lavish use of diagrams explains activities of the company.

The company had 33 aircraft in operation at the end of March: 10 passenger DC3's, one DC3 freight, 4 Herons, five Dominies, 1 Rap and 1 Fox Moth.

Passengers accounted for 16/6 every £ earned; freight 2/7 mail 10d.

During the year almost 6 million miles were flown in New Zealand and 383,354 passengers carried.

Though Rarotonga has no scheduled air connection with the outside world, there now appears to be an occasional connection. The TEAL Coral Route service between New Zealand Civil Aviation Bureau and Dakota, which, in the course of its routine duties along the air route, makes one or more shuttle flights from Aitutaki under charter to TEAL. The latest such flight was scheduled for about March 6.



## Shipping Mysteries in a Sea of Journalism

(Continued from Page 25)

hermen or unidentified submarines, or something.

Captain E. W. Harness, Suva's harbourmaster and a navigator who knows this area of the Pacific very well indeed, annoyed the sensation-mongers by saying that the "submarine" probably was a floating log; and that, even if it was a sub., it would have no connection with the appearance of the little ships.

A New Zealand Air Force plane, flying up from Fiji, found the *Pacific Star* somewhere north of New Caledonia and directed other ships to her assistance, so she could get back on her course.

The following notes are from the shipping-roundsman:—

**PACIFIC STAR:**—This vessel is registered in Rabaul and is owned by Peter Turnbull & Co., who have a head-office in Sydney. I believe that the skipper is Captain Fred Davis, whom I saw off in Sydney some months ago. (Sydney office of the company said that they "thought Captain Davis was on the vessel; that a Captain 'Blue' Stein was on board"). He was to join the vessel and to take over command of her new job in the Hebrides. The *Pacific Star* was probably on her way south from Rabaul when she was in her position. Captain Davis was well-known in other Islands vessels as Second Officer on the *Vila*, recently sold to Mr. Roy Robay, of Santo. He should be a competent navigator, so can only assume that his equipment was at fault; how he came to run out of fuel on the voyage is a mystery.

**ARAKARIMO:** Is one of two vessels owned by the Tangitangi Society, a Tarawa Co-operative, of which Captain W. Schutz, Senior, is skipper. (Their other vessel is *Aratoba*.) She is a 60-ft auxiliary ketch and was acquired by Tangitangi in 1952. She was carrying a crew of 12, and passengers, and sailed in company with *Aratoba* on evening of December 28, from Tarawa for Pohna, 19 miles distant. Vessels were in sight of one another till midnight, when *Arakarimoa* increased speed and went ahead. In the morning it was necessary to await high tide to enter the pass and *Aratoba* anchored at Tebikerai anchorage, entering in the afternoon and that *Arakarimoa* had not arrived.

This was reported to Tarawa and the Government vessel *Nareau* commenced a search to the westward in the afternoon of December 30, returning on the evening of December 31, reporting that she had seen nothing. *Arakarimoa* had not been seen but no calls had been received. The RNZAF confirms that no message had been received from the



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For our Comprehensive Listings see — January Issue of P.I.M.  
(T7 and L5 on that list have been sold)

## ADDITIONAL LISTINGS

**T.29.**—42 ft. x 12 ft. 6 in. x 4 ft. 6 in. Canoe Sterned Trawler. Kauri, 1½ in. Kelvin Diesel. Dry well, can carry 30 tons Cargo, Licenced for 50 passengers. Has carried 150 passengers on deck. Accommodation for 4 in foc'sle. A.I. Throughout. £5,800.

**T.30.**—48 ft. x 15 ft. x 6 ft. Trawler Cargo boat. 60 H.P. Lister diesel. Lister 10 H.P. Aux. ice cooled Hold. 3 nets and seine gear. Accom. 4 in foc'sle. £9,750.

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and will be forwarded when required.

GEIC Government or the WPHO make a search, and in fact the known about the missing vessels Suva was news brought by Cape A. B. Macadie, of the GEIC Government vessel *Tungaru*, which arrived in Suva for annual refitting. No one seems to know if no such request was made for services of the RNZAF.

In explanation it may be mentioned that though these GEIC vessels have radio, they can make contact only at the scheduled times—twice or three times a day at Tarawa, and the others, like normally for calls only at the times. If anything happens between schedules all the calling in the world is unlikely to be heard, as GEIC vessels use an "orphan" radio frequency on which no international watch is maintained continuously.

This is why PIM all along has been plugging in the shipping notices for changes in the existing radio set-up in the Islands. It is coming but slowly. These incidents will help to clinch the matter perhaps.

The natural drift from where the vessel was last seen is towards the Carolines or Northern New Guinea Shipping in that part of the Pacific has been alerted to look out for the missing *Arakarimoa*.

## FR. OCEANIA PEARLING SEASON OPENS

UNDER a French Oceania Government proclamation of December the diving areas for the 1956 season were defined as follows: January 1 to March 31, Taku sector of the Gambier lagoon; March 1 to May 31, the lagoons of Nego Nego, Ahe, Maru North, Ravahere, Raraka, Scilly, also certain sectors of Makau, Takaroa, Raroia, and Hikueru. The above areas are confined entirely to diving without suits and machines. In addition, Hao Scilly are open for suit or machine diving below the defined depths from June 1 to July 31, when the season ends for 1956.

The season opened at Mangarua on the basis of an offer to the divers of 100 Pacific francs per kilo of shells on the beach. Two days later the divers demanded a substantial increase from the merchants, and then offered 125 francs, but divers, at last advice, were asked for 130 francs.

This price is equivalent to about 8/5 Australian per lb or about £A per long ton. Obviously the price is ready for export price, FOB Papeete will be considerably above this.

Hikueru is evidently expected to provide the main yield this season. Our correspondent reports that about 4,000 persons are already assembling at that atoll, ready for the March 1 opening of the lagoon.



## TERRITORIES TALK-TALK

By Tolala

### Cargo Cult Again

Thumbing the pages of *The Listener*, (the official publication of the BBC) for October 13, 1955, I came across a broadcast talk on the cargo cult movement in Melanesia. The title was "The Trumpet Shall Sound" (to me its note was somewhat ominous) and the author Peter Worsley, described as an anthropologist from the Manchester University, who had recently returned from spending three years (as a research scholar of the Australian National University), among Aussies.

The précis of the broadcast was formative and centred round a cargoist, named Pako, who was alleged to have started the cult back in 1932. This was by no means the first indication of cargo-cult in TNG. It had appeared earlier up in Aitape and the Madang areas.

I remember the time well, for I was in Buka myself and saw its influence in an island off the west coast of Buka. It was definitely anti-European as I found to my sorrow. And yet some of these self-styled Bukas had been asking me—secretively—in 1912 (during the

German regime), "When are the English returning?" And the German trader, who took over from me there in 1913, was shot, but not fatally. So perhaps "cargo" predated the 1932 outbreak by a couple of decades!

After dealing with several "uprisings" of the "cult," Mr. Worsley refers to the Masinga Rule in the BSI which, parenthetically, resembles in many characteristics the present-day routine enforced by certain of the Native Village Councils in the islands of the P-NG.

In conclusion, he states: "The present-day movements in Melanesia, therefore, have been well described as only forerunners of Melanesian nationalism." In other words they have "had" European rule and wish to be left alone.

I have no idea from what particular political stable Mr. Worsley comes. But this is the fact which impresses me: It indicates the ability of the indigene to become united for a common purpose—a hitherto unknown attribute amongst the hundreds of tribes and clans of Melanesia. Are the so-called "sovereign powers" realising this change of front? And if so, are they

treating the situation realistically? (See Editors' Mailbag, this issue).

### Public Service Ruling

A par in "Granny's" Eighth Column (*Sydney Morning Herald*, 16/1/56) regarding P-NG public servants being called upon to pay their own legal costs after being acquitted of charges, gives one to think: I know nothing about the two police officers cited as having been asked to pay their legal costs of £600. The ADO cited on a manslaughter charge—a bit of window-dressing for UNO—is another matter. One cannot dismiss casually the remarks of Minister Hasluck himself who, before the Canberra Parliamentarians, is reported to have said (and it was nowhere denied) that "the patrol leader in a very difficult and dangerous situation had acted with coolness and a proper sense of responsibility." Thus spoke the Minister when justifying the government's action in bringing in a *nolle prosequi* against the officer over the Bainings affair.

The whole position of government officers should be clarified by the government in this respect, quite regardless of what UNO or any other hypercritical organisation might say on the matter. When a government official is laid on the UNO

(Continued on Page 129)

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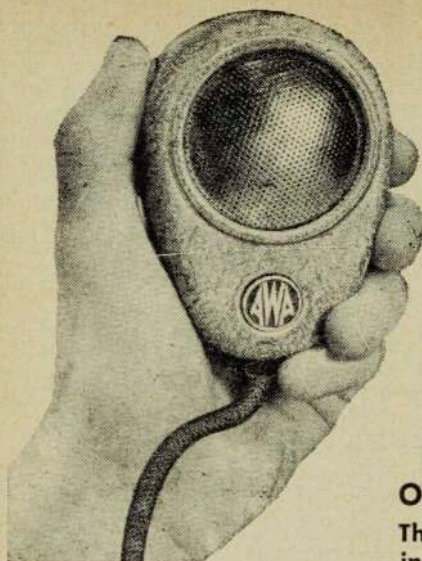
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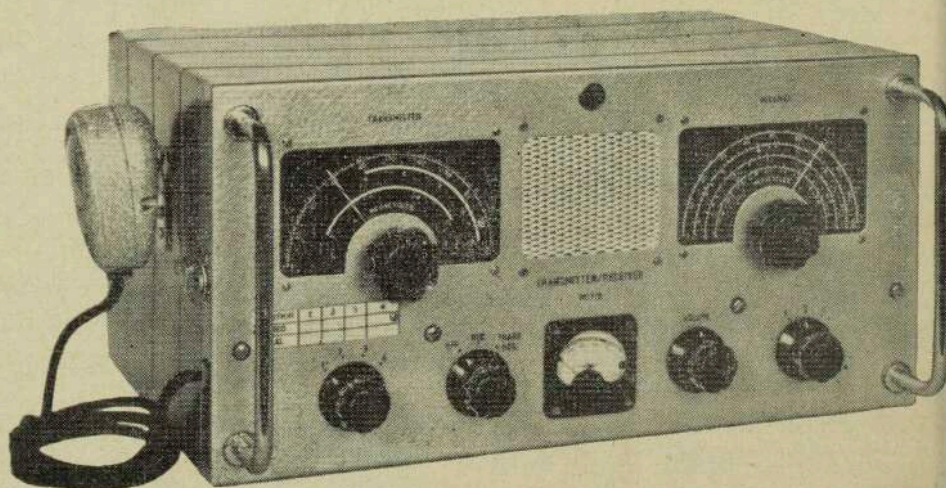
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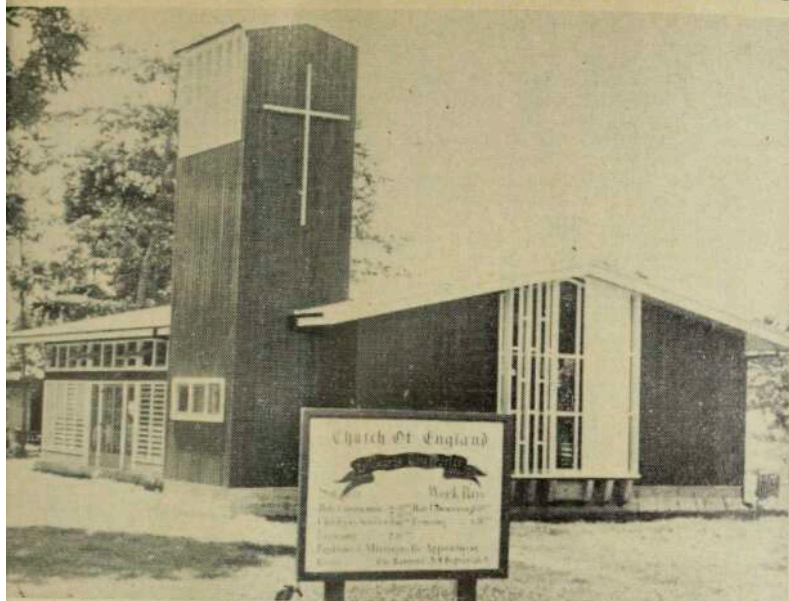
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ES1-56



## Attractive Modern Church for Rabaul



New Church of England which was recently completed in Rabaul, NG, by the United Builders Co. —Photo by C. H. Meen.

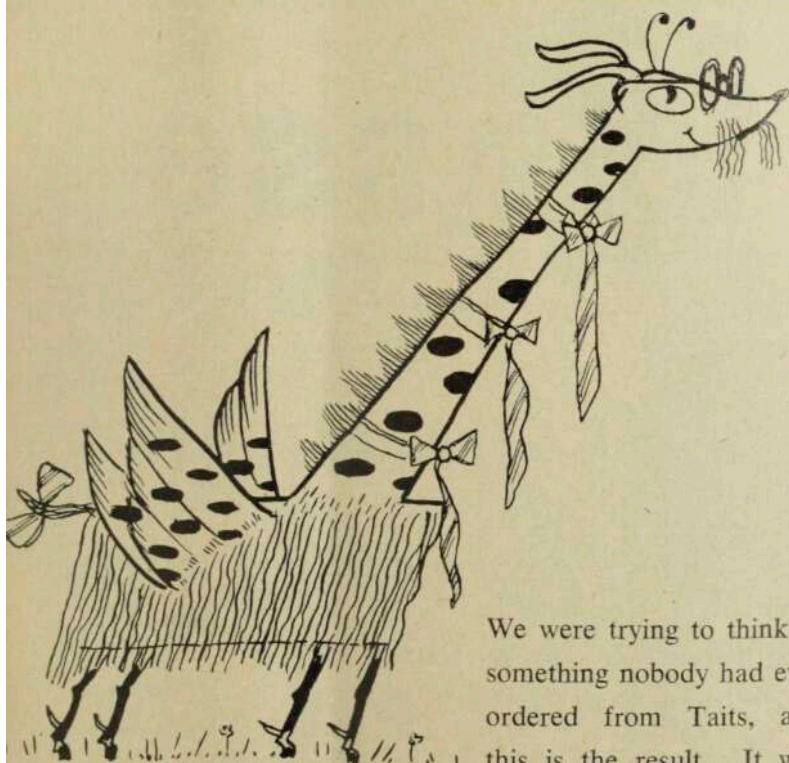
Recent Overseas Telecommunications Commission staff transfers include Mr. A. J. Black replacing Mr. J. Stubbs as manager at Suva; R. H. Payne from Fanning

Island to Australia; Mr. G. E. Thompson and Mr. A. J. Watman to Fanning Island from Australia, and Mr. K. R. Clark from Suva to Australia.

† Contesting a move by the Cook Islands citrus growers to have the price of oranges increased in line with increased production costs, including costs of cases, Messrs. Fruit Distributors Ltd. produced figures which they claimed showed that the company suffered a loss of 5/4 per case on the 1954 crop marketed in New Zealand.

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We were trying to think of something nobody had ever ordered from Tait's, and this is the result. It was

bound to be a little odd. Finding something Tait's have NOT shipped after trading with the Islands for 65 years is not an easy matter. Nor would it have been easier to think of produce FROM the Islands Tait's have never sold. They know where to sell AND where to buy. Therefore, if you think experience matters, get in touch with

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# GOVERNOR'S VISIT

## Fiji's First Successful Cocoa Estate

**A**LTHOUGH large-scale cocoa growing is new in Fiji, it appears that it is likely to be successful.

Mr. C. Philips at his Navuakece Estate at Vunidawa has in the last two years planted 2,600 cocoa seedlings in between 4,000 bananas and both crops are growing vigorously.

Interplanting with bananas is a new departure—interplanting with established coconuts being one method adopted in New Guinea and Bougainville where there has been a post-war cocoa planting boom.

Two requirements of cocoa are shade for the young trees and freedom from strong winds. As Fiji is in the hurricane zone, this no doubt is why the first full-scale cocoa growing project is taking place well inland.

A large area of this land was originally set aside by the Government for the settlement of Fiji returned servicemen and for the development of Fijian agriculture generally.

After the visit of a Cadbury Bros. cocoa expert to Fiji over two years ago, Mr. Philips asked for two blocks of Crown land in the district. The blocks were granted—

evidently in the belief that if a European shows the way the Fijians will be encouraged to follow suit.

During January, in the course of an official visit to the inland villages of the Naitasiri District, the Governor, Sir Ronald Garvey, inspected the Philips' cocoa plantation.

During his inland visit (the first of a Fiji Governor since that of Sir Arthur Richards, now Lord Milverton) the Governor rode on horseback along native tracks.

During his visit to the cocoa estate he congratulated Mr. Arthur Philips (son of Mr. C. Philips) for his part in the rescue of Pilot Brian McCook who crashed in a

Fiji Airways plane in the headwaters country of the Wainimala River at the end of December.

## SAWMILL WORKER KILLED

**A** EUROPEAN, Jack Van Leeuwen, was killed instantly on January 3, when a large log rolled down him at Coconut Products Limited Sawmill at Nonga, Rabaul, New Guinea.

Van Leeuwen was married with three small children.

† Expenditure on the Administration-owned Rarotonga private hospital exceeded receipts by £624 last financial year.

## BOOKS ON AUSTRALIA & THE PACIFIC—

**AUSTRALIA—A Camera Study** (Frank Hurley). Glorious colour photography. £2/8 Postage 1/6.

**NO TOBACCO NO HALLELUJAH** (Matthew Smedts). A tale of a Visit to the Stone Age Capaukoos. Illust. £1/7/- Postage 1/-.

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**ISLANDS OF MEN** (Colin Simpson). Fascinating factual island stories from the Coral Sea, Fiji and the New Hebrides by the author of the "Adam" books. Illust. £1/6 Postage 1/3.

**CONFESSIONS OF A BEACHCOMBER** (E. J. Banfield). Here are depicted scenes and incidents in the career of an unprofessional beachcomber on tropical Dunk Island. 2/6. Postage 5d.

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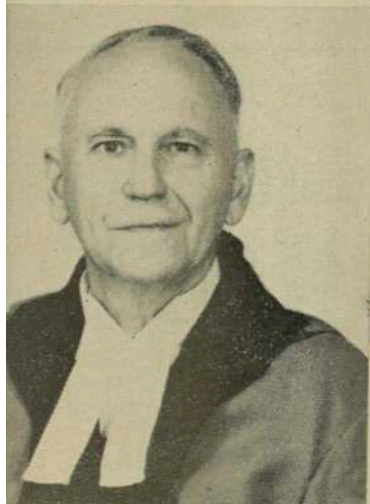


NG's NEW  
NIGHT

## "Sir Beaumont"

PAPUA-NEW GUINEA's new knight, Chief Justice F. B. Phillips, has elected to use his second Christian name and to be called Sir Beaumont Phillips. Last month, after the New Year honours were announced, newspapers—including PIM—jumped to conclusions and called him Sir Frederick.

A short ceremony, unique in the



Sir Beaumont Phillips.  
—Photo by Papuan Prints.

ory of Papua-New Guinea, took place in the Supreme Court in Port Moresby on January 11.

A special sitting of the Court was held to afford the Chief Justice's colleagues in the judiciary, and members of the Bar, an opportunity to pay tribute to him.

The Administrator, Brig. D. M. Sand, was given a seat on the bench alongside the Territory's four Supreme Court judges during the ceremony.

Mr. Justice Gore, who presided, addressed the packed courtroom that Sir Beaumont's knighthood was the first conferred on a member of the Territory's Supreme Court bench as such in Papua and New Guinea before Australian dependencies.

He said, "I am proud that this knighthood has come to our leader. I am pleased because the honour is fully deserved."

Mr. Justice Gore was supported by Mr. Justice Bignold and Mr. Justice Sand, and then, in turn by 14 members of the Bar.

In reply, Sir Beaumont Phillips said he believed the Queen, in appointing the Chief Justice of the Territory, had in mind all members of the Bench and that she had acted to "honour us all."

## USE OF PLANES BY MISSIONS IN N. GUINEA

FATHER JOSEPH WALLACHY, who has been piloting planes for the Roman Catholic Missions in the mainland section of New Guinea—and especially the Highlands—since World War II, has returned to the Territory after 18 months' absence. During his stay in America, he underwent an aviation mechanics course at the University of St. Louis. He and Father Henry Hoff carry out most of the Mission's air transportation duties in the mainland section of New Guinea.

The Church of England

missionary organisation on the North Coast of New Guinea is about to take possession of a new single-engined Cessna 170, presented recently to Bishop P. N. Strong (in charge of the Anglican Missions in Papua and New Guinea) by the Episcopal Church of the United States. The plane will be flown by the Mission pilots, Mr. and Mrs. Bob Hay, and will be used in the transportation of mission personnel and supplies, especially in the Highlands region.

† A ball arranged by the "old boys" of Queen Victoria School in aid of school funds, was held in the Suva Town Hall on January 31.



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## 56 P-NG Natives at School in Australia

**T**HE number of native Papua and New Guinea students who will start their secondary school education in Australia this year is 21.

The scholarship winners were announced in early January following an examination of 132 candidates in November and the appearance of 35 of the best of these before a selection board consisting of the Admin-

istrator, an official of the Native Affairs Department, an official of the Education Dept., two missionaries and a private citizen.

The 21 go to join the 20 scholarship holders of 1954 and the 16 of 1955, making 56 in all. Two of the holders are attending Victorian Schools, the other 54 are at Queensland schools. The scholarships cover six years of secondary school, up to matriculation. Two girls are amongst the 1956 winners.

One of the 1954 scholarship students, Dalai Maniana, of Samarai, has now matriculated and has started her nursing training in Australia.

Of the 1956, winners, 14 come from Papua and only 7 from the far larger

Territory of New Guinea.

The names of the new scholarship holders are:

From Port Moresby area: Daera Rarua, Philip Ani, Raga Magini, Ruben Kila, Willie Vas. From Molne Bay: Josephine Abijah, Wasi Basauro, Henry Saina, Francis Gondolo, John Kaiti. From New Britain: John Tilip, John To Vil. August Tamdodo, John Kaputin. From New Ireland: Christian Rangatin, Sam Kukuris, Wasangir, Levi. From Kokoda: Rose Kekedo, Rowla Kekedo. From Daru: Gerai Asiba, Goodwin Robert.

† Wing Commander B. V. Le Pir, recently commander of the RNZA based at Lauthala Bay, Fiji, recently assumed duties as Director of Air Staff policy and planes at RNZA Headquarters, Wellington.

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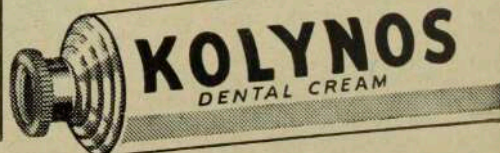
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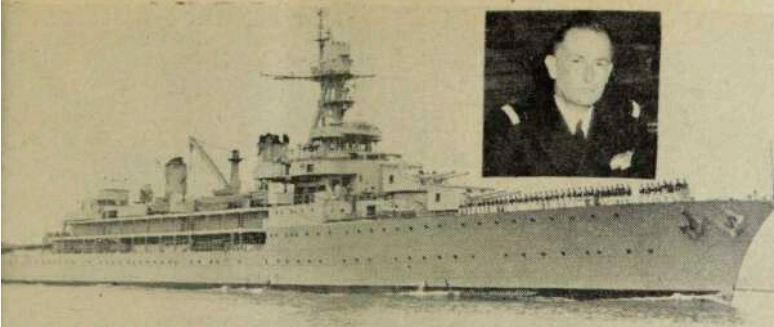
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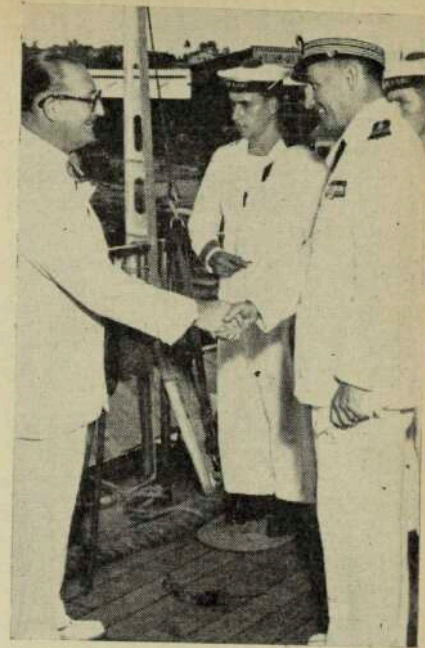


## Graceful French Warship in Suva



ABOVE: The French warship "Jeanne d'Arc" at Suva, in January. Inset, Captain Burin des Jars who was in command. (He is a veteran of the World War II Atlantic convoys and left ship at Alexandria in the critical period of the war and escaped to join Free France). The ship has a crew of 32 officers, 118 petty-officers, 430 ratings and 156 midshipmen. "Jeanne d'Arc" is on a world cruise during which the midshipmen will finish their training. RIGHT: The Governor of Fiji, Sir Ronald Garvey, goes on board "Jeanne d'Arc" and is greeted by Captain des Roziers.

—Photo by Stinsons.



## NEW JOB FOR MR. FLAXMAN

R. H. J. M. Flaxman, who was Resident Commissioner, New Hebrides, until 1955, has been appointed Chief Justice, Gibraltar. Since his NH appointment (he was there originally as British

Judge), Mr. Flaxman has been Acting Attorney-General, Gibraltar.

† An announcement in Port Moresby in January stated that "work is scheduled to start at the end of the wet season on the construction of an all-weather road from Lae to

Goroka," and that an aerial survey had been made of the Markham Valley with the object of choosing the route.

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## Coffee Expert in New Guinea

**PROFESSOR Y. Baron Goto**, Department of Agriculture, University of Hawaii, Director Agricultural Extension Service of the University and of the United States Department of Agriculture and also Director International Co-operation Centre of Hawaii, and world expert on coffee, arrived in Sydney by air on January 29. He left the next day for New Guinea, going straight through to Goroka, Eastern Highlands, where he will spend most of his three weeks in the Territory.

He was accompanied from Sydney by Mr. Eric Colyer, son of Mr. R. A. Colyer, who met Professor Goto during a visit to Hawaii and who was instrumental in having his visit to New Guinea arranged.

The cost of Professor Goto's visit is being financed by the Bank of New South Wales, the Commonwealth Bank, Colyer Watson (NG) Ltd., Robert Bunting, and the Farmers' and Settlers' Association of Goroka.

Excellent Arabica coffee has been produced at Wau, New Guinea, since before the war; and in the last 5 or 6 years a great deal of coffee planting has been undertaken in the Highlands of New Guinea. However, planters have had no expert

advice, and what they know they have had to find out for themselves.

## TROCHUS BRINGS RICH REWARDS TO P-NG NATIVES

**MORE** than £30,000 worth of trochus and Green-snail shell was recovered by P-NG Native Co-operative divers in the last six months of 1955.

On Manus Island, the shell

returned the co-operatives more money than copra.

Native Societies in about 7 P-NG districts are at present engaged in the industry. This is not surprising as trochus has been bringing exceptionally high prices in the last six months—in July, 1955, it was quoted at £A425 per ton; in February, 1956, at £A515.

Mr. David Collins has been appointed acting Registrar of Native Co-operative Societies in Fiji.

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## Good Reading . . .

**THE GIRL WITH THE SWANSDOWN SEAT**, by Cyril Pearl — a candid report on some aspects of mid-Victorian morality. Here are the mid-Victorians as they really were — a pleasure-loving people, jealous of their personal and sexual freedom. This vivid and amusing portrait contains some roguish contemporary illustrations. 26/9 (post 11d).

**A PIECE OF LUCK AND OTHER STORIES**, by Frances Gray Patton — a delightful collection of stories by the author of *Good Morning, Miss Dove*. Whether she writes of children, women or young men, Mrs. Patton makes her characters live with sympathy, humour and a deep understanding of human nature. 15/6 (post 9d).

**THE BIG LIE**, by John Baker White. This book gives a brilliant picture of the fantastic rumours, deceptions and ruses used to undermine the morale of the enemy and to stiffen resistance movements in Occupied Territory during World War II. 22/6 (post 11d).

**THE GOLDEN VALLEY**, by Frank O'Grady. This is the story of pioneers in New South Wales — three squatters in a wild land, peopled by aboriginal natives who watched their settling with suspicion, fear, and of the Colonial Pastoral Company who wanted the fertile Golden Valley as part of the territory. 13/9 (post 11d).

**THE PICK OF PUNCH**, edited by Nicolas Benbow. This year *The Pick of Punch* has taken on a new look. Not only has it a larger format, but it contains more pictures and for the first time some of *Punch's* regular features, together with articles, poems and pictures by all your favourite contributors. 18/9 (post 11d).

**MRS. CRADDOCK**, by W. Somerset Maugham. A new edition of this novel written in 1900, when it was thought too 'daring' to be published. It is a charming picture of life in a corner of England during the last years of the nineteenth century. 18/9 (post 11d).

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OTHER  
AR?

## Rouna Falls Electricity Project

DECEMBER 1956 is now the date set for the opening of Port Moresby's hydro-electricity project at Rouna falls.

When the scheme was first announced, it was stated that it would be functioning in 1954. It is possible that this estimate will be over-optimistic by as much as three years by the time the power is actually available in Port Moresby.

When the project was examined by PIM representative in May, a road had been built from main Moresby-Sogeri road down the foot of Rouna Falls. A few feet of concrete channelling had been laid. This—a little over a mile in length—is now complete. Three-quarters of a mile of large pipes are yet to be installed to connect the race with the pool at the bottom of the falls.

A surge-tank marks the end of the race, and from this point the water will plunge over a cliff almost vertically down to the turbines in the power-house below.

The power-house has yet to be built and the foundations are now being laid. As PIM understands it, no trouble was experienced last year when a crack developed in the concrete above the foundations for the proposed power-house. The site then had to be moved.

Power lines have been laid from the site of the power-house 18 miles to Port Moresby; and turbines, generators and other power-house equipment are already in Port Moresby.

Pressing the Laloki River where it flows over Rouna Falls has been a comparatively easy engineering task. No dams were needed as there is a natural fall of 12 feet at the pool at the base of the cliff to the point where the water is tried over the cliff above the power-house 1½ miles away.

## Age Runway for Moresby

ARK has commenced on a 1,800-ft runway at Jackson's airstrip, Port Moresby. The runway, when complete, will be capable of handling the biggest flying in the foreseeable future.

However, it is not expected that it will be in use for two years, though a large hangar that is also currently being built will be in six months.

## Private Savings Banks Open in P-NG

SAVINGS Bank Branches of the New South Wales and ANZ Banks opened in P-NG at ten o'clock on January 19.

A novel idea will be used by the New South Wales Savings Bank in Port Moresby to identify native clients. The Bank has installed equipment to photograph natives, the photographs being attached to the inside back cover of the pass-book.

Each photograph will be stamped to ensure that it cannot be removed

and replaced by another photograph. The New South Wales Bank Supervisor for Papua-New Guinea, Mr. Davies, explained to-day that many natives could not write and that it was often difficult for Bank clerks to identify native clients.

This system would be given a trial in Port Moresby and later extended to other NSW Branches and Agencies throughout the Territory if found satisfactory.

† Pastor W. Clark, of the South Sea Evangelical Mission, left Honiara, BSIP, on January 3, after more than 20 years of missionary work in the Solomons, to take up an appointment with the Mission in New Zealand.

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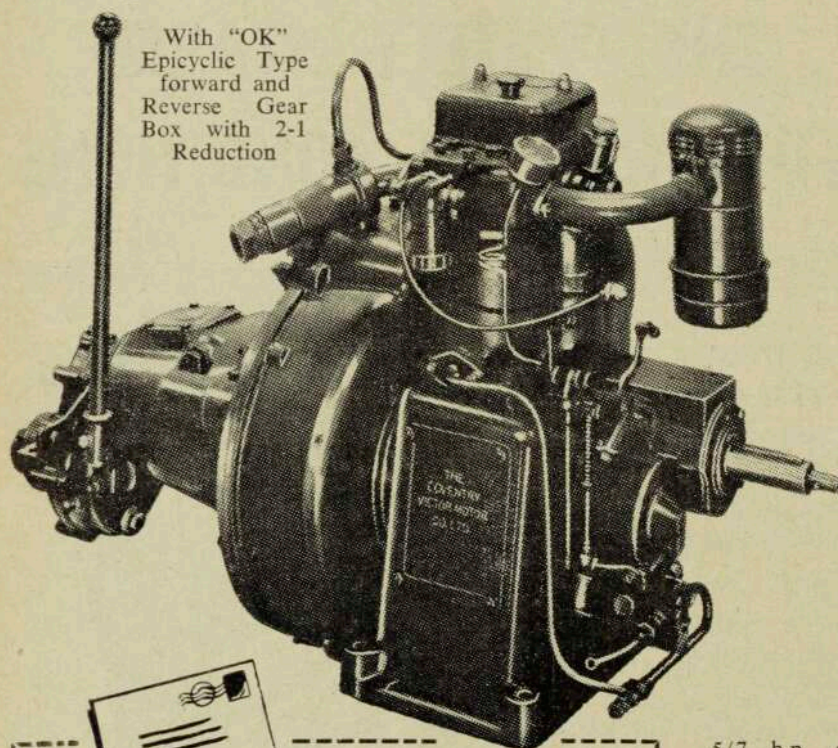
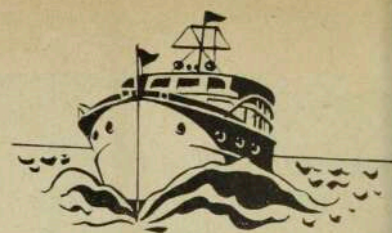
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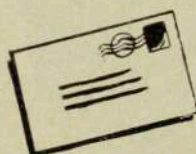
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## Current News Items From Our Correspondents In Papua-New Guinea

**RACES FOR SWIMMING POOL**  
About £1,200 went to the fund for building an Olympic Swimming Pool at Port Moresby as the result of a successful race meeting held at the Moko Reserve on January 2. The meeting, at which 30 horses were entered, was conducted by a committee organised by the Port Moresby branch of the RSL. The meeting, started late and a small crowd saw the first one or two races. Early it seemed that the meeting might be a "flop" but the temperature dropped a little and the crowd started turning up in big numbers. The tote operated on all six races and small dividends on the first two. Three races encouraged most people to invest on a 5/- sweep conducted on each race. It paid £21 on the first race and prizes increased on the last race, when £100 went to the holder of the winning ticket. The organisers may conduct a second meeting.

### FIVE BOY DIES FROM SNAKE BITE

Supplies of anti-venom serum were rushed to Rigo from Port Moresby during the New Year holidays but arrived too late to save

the life of a native who was bitten by a Tiger snake.

An urgent request for the serum was made to Port Moresby when the entire supply at Rigo had been used on the native. This was sent by boat to the area but the native died before it arrived.

The P-NG Acting Director of Health, Dr. Alec May, said this week that supplies of the newly-developed serum to counteract Taipan venom had been ordered by the Department.

### TESTING BUKA NATIVES FOR TB

The entire native population of Buka Island has now been tested for TB as part of the P-NG Health Department's campaign against the disease.

Other sections of Bougainville district where tests have been carried out include the Southern part of that island and the Kunuui District.

A Departmental Medical Officer, Dr. Randmae, who carried out earlier tests at Buka, is expected to visit Central Bougainville shortly.

All native children under the age of five giving positive reactions are to be given active TB treatment.

A large X-ray plant is to be installed at Sohano and the plant at present at Sohano will be transferred to Buin.

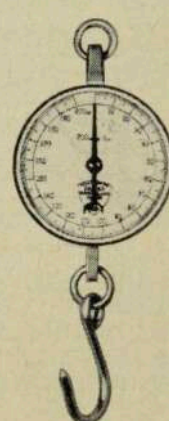
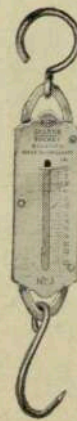
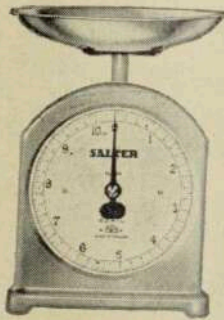
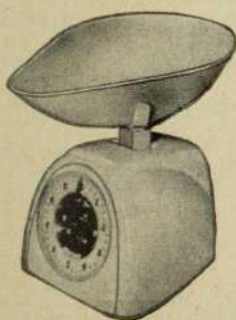
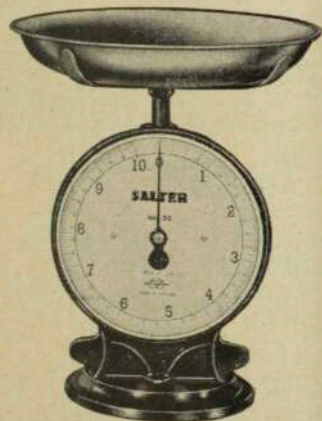
### VILLAGE COUNCILS FOR BOUGAINVILLE?

Natives on Bougainville are being prepared for local Government. It will be established first at Buka.

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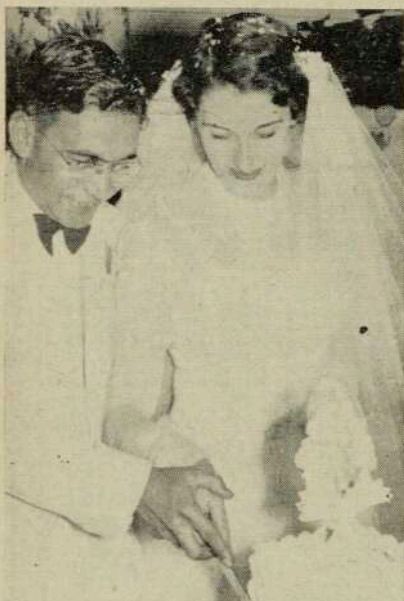
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Before the Local Councils are inaugurated, a Native Local Government officer and native leaders from



Dr. and Mrs. C. T. Turner cut the bridal-cake at the reception which followed their wedding at the Roman Catholic Church, Port Moresby, on January 21. The bride was Miss Wendy Fox, a Nursing Sister.

—Photo by Papuan Prints.

Rabaul will visit the district.

Native leaders at Buka will later go to Rabaul to study Local Government at that centre.

(Presumably our correspondent means Village Councils—which Tolala (PIM, January, 1956, page 28) said were not regarded favourably by the Bukas).

#### EPIDEMICS AT SAMARAI AND MOROBE

A measles epidemic broke out at Samarai, in January, and 8 cases had been reported up to the middle of the month. Authorities on the Island are considering enforcing quarantine restrictions if the situation becomes any worse.

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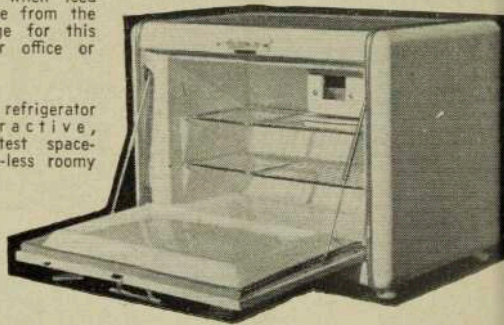
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About the same time an outbreak of whooping cough and measles was reported from the Sio area of New Guinea, in the Morobe district. It is known there are at least 47 positive cases of whooping cough and 7 cases of German measles. The whole area has been quarantined and Administration officials have taken charge.

#### ABOUT FROM THE WESTERN HIGHLANDS

An extension of the existing Western Highlands labour scheme to Western Highlands of New Guinea was announced on January 1 by the Director of Native Affairs, A. Roberts. Mr. Roberts said that preliminary arrangements were nearly finished. When the scheme started, natives living in the Western Highlands who wished to work under agreements in areas outside the Highlands could be given the necessary medical examination in their own districts. If they were found fit, Administration would arrange their air-transport to Goroka, where they would become part of Labour Pool available to employers throughout the Territory. Mr. Roberts said that employers would be required to meet the cost of transporting Western Highlands labour to Goroka and later back to their villages and must also pay the normal handling fee.

#### INEFFICIENT MEDICAL EXAMINATION OF RECRUITS

Meanwhile, more thorough medical examination of recruited native labour was being sought by the Britain District Advisory Council at its January meeting. One member of the Council said of carelessness on the part of medical officers who examined native labour, and officers who issued the passes with equipment, were causing unjustified expense to New Guinea plantation owners. He cited a recent case where a native was passed as fit by an Administration Medical Examiner on the New Guinea mainland, was found to have leprosy when he arrived at a New Britain plantation. Plantation owners must pay recruitment expenses in such cases although the cost lay with the M.O.

Similar situations occurred with a comment issued on the New Guinea mainland. In some cases, it was noted by authorised officers there condemned on reaching New Britain.

The Administrator said on Jan. 1 that claims for reimbursement should "certainly be considered."

#### EXTENSIONS TO LAE SCHOOL, AT LAST

Work started—and not before—in mid-January on extensions to the primary school at Lae. There will be two new badly-needed classrooms and a storeroom,

together with extensions to the existing cloak-room—in six weeks, it is hoped.

#### NATIVE PASTOR GOES TO INDIA

For the first time, the Lutheran Mission of New Guinea has sent a P-NG native delegate to an important overseas conference—in South India.

The native is Pastor Mileng Sei, of Madang, and he will represent the Lutheran Church of New Guinea at the 250th anniversary of the arrival of the first Protestant Missionary in India.

In addition, Pastor Mileng Sei, in company with the Rev. Gerhard Rheitz, of Lae, will attend the All-

Asian Lutheran Conference, and they will be present at the consecration of the first Indian Lutheran Bishop.

#### INSPECTION OF WAR GRAVES

The Vice-Chairman of the Imperial War Graves Commission, Air Chief Marshal Sir Arthur Longmore, will make an official inspection of War Cemeteries in Papua-New Guinea late February.

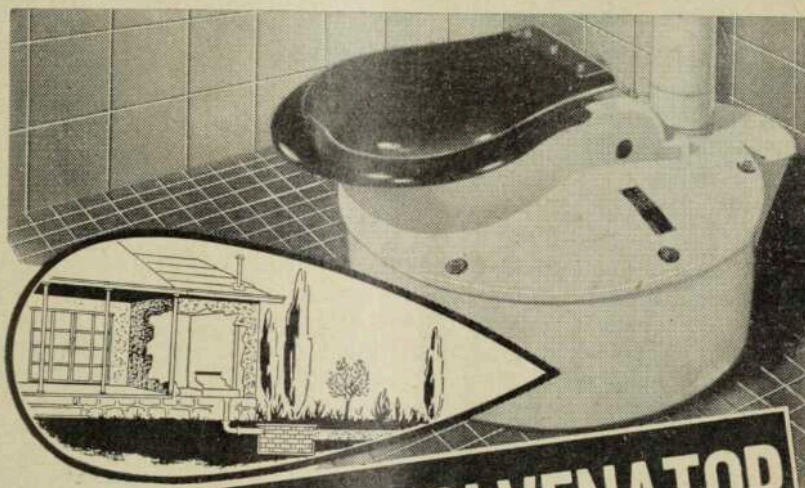
The Secretary-General of the Commission, Brigadier A. E. Brown, will accompany him.

They are due in Lae on February 21; in Rabaul, on 22nd, and Port Moresby on February 23.

#### MORE PEEPING TOMS IN RABAUL

Police in Rabaul have been asked

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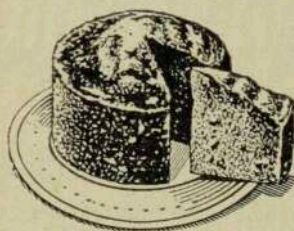
Cadbury's Bournville Cocoa is packed in hermetically sealed half-pound tins, incorporating a convenient lever lid. Replaced

straight after using, the air-tight lid keeps Cadbury's Bournville Cocoa fresh to the last spoonful.



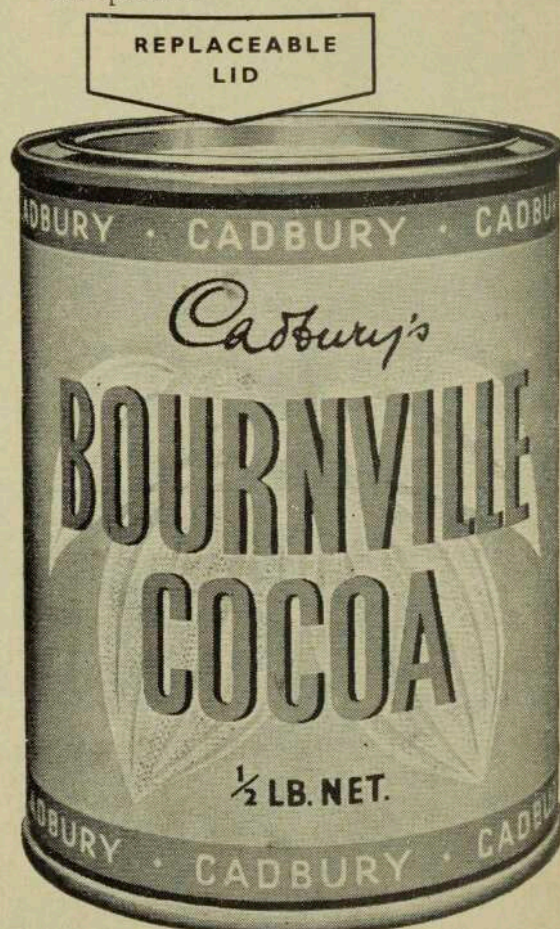
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Miss Helen Wan, of Lae, New Guinea, was married at the Rabaul Methodist Church on January 14, to Mr. Donald Chow, of Rabaul. Bridesmaid was Miss Betty Lee; best man, Mr. Joseph Chow.  
—Photo by C. H. Meen.

ciation, claiming that natives were disturbing European women and that there have also been numerous cases of "Peeping Toms."

The Association also complained about delays in contacting the Police Station by 'phone.

A letter forwarded by the Advisory Council to the District Commissioner asked for strong representations to be made to have

more European police officers posted to Rabaul.

#### LAE MUST STICK TO TOWN PLAN

The P-NG Administrator, Brig. D. M. Cleland, on January 12, re-

affirmed the intention of the Administration to proceed with the town planning of Lae along the lines announced previously.

These plans call for development



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intensify night patrols in the town and to restrict the unauthorised movement of natives after dark.

This follows a complaint to the town Advisory Council by the Rabaul Parents' and Citizens' Asso-

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on "The Terrace" and abandonment of the "Flat" area so far as residential and business premises are concerned, except for existing tenures.

Brigadier Cleland said that new administration offices appropriate to the town's importance would be erected on The Terrace as soon as possible. When the old European Hospital went out of use, the site would be re-designed and made available to the public for commercial undertakings.

He continued: "Existing licences on The Flat will be renewed when necessary but the erection of any further buildings or extensions to existing buildings will not be permitted. No transfers of licences will be allowed and no new licences will be issued. When a licensee permanently vacates the site he holds, the Administration, as an act of grace, will pay compensation based on the knock-down value of any improvements. This compensation will be assessed according to the value to the Administration of the materials on a second-hand basis."

The Administrator said that Old Chinatown would not be re-designed, and instead, the Administration intended to develop the Didymian's Creek area.

He added that when the present aerodrome facilities were removed to Malahang, the existing aerodrome site would be used for parks and

green areas and for recreation grounds.

In the meantime, in order to enable effective building and other controls, all areas within the town not as yet zoned would be declared "residential."

Meanwhile, Lae's new business

and shipping area is expanding rapidly.

Most of the building sites in the area now have buildings in various stages of construction, and a new road from Ninth Street to Fourth Street is nearing completion.

Last year saw many of the Eur



Perfectly balanced

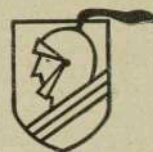
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ean and Chinese stores move from the old shopping area up to the new centre.

Lae's residential area is also developing rapidly, both on the plateau overlooking the old town area and in the sub-division near the Golf course.

(The implication of the above seems to be that if, for example, Mrs. F. Stewart, owner of the new hotel Cecil on the Flat, wishes to pull out, she cannot. Lae's town-plan, with which the community has been burdened since directly after the war, has caused a great deal of heart-burning. The idea of moving the town—the old town of Lae—has been completely wiped out during the war—to the plateau above the fore-ore was a good one. But there has been so much delay and argument in the early post-war years that many people, in desperation and a desire to get on with something, built in their previous locations down on the Flat. Mrs. Stewart was one of these—and is said to have spent about £100,000 on her establishment; there are also many others, including some charming homes down towards the wharf area. Nonetheless, the tendency has been for even those who went back to the Flat right after the war to remove to the Terrace in later years. (Ed.)

#### WANT TO BUY A PLANTATION?

The Territory Custodian of Expropriated Property is currently inviting applications from ex-servicemen only, for the purchase of some freehold plantation properties in New Guinea.

Ten of the properties are in the New Ireland district, seven at Manus, one at Morobe and one at Madang. (See advertisement this issue).

Prices range from £4,300 to nearly £8,000.

The plantations are all former German properties which were sold under contract by the Custodian after the first World War but which later reverted to him.

The P-NG Director of Lands, Mr. J. Innes, said on January 12, that particulars as to the conditions of sale of the properties could be obtained at District Offices at Wewak, Rabaul, Lorengan, Madang and Lae and at the Lands Office at Port Moresby.

However, would-be planters should be reminded that this is not just a straight-out property buying deal. They will have to state on their applications that they are willing to accept the properties with all faults, any; and appear before the Land Board and prove that they have the necessary financial resources and suitable planting experience.

In addition, 5 per cent. of the buying price must go with the application. If successful, another 5 per cent. must be paid within a month

of the Custodian's acceptance; and the balance paid off before June 30, 1975.

#### NATIVE APPRENTICESHIP SCHEME GETS GOING

The P-NG Native Apprenticeship Board was told at a meeting in Port Moresby on January 10 that one Territory Company with headquarters in Port Moresby was planning to train up to one hundred apprentices. Most of the apprentices would be for the various engineering trades.

At its meeting, the Board stressed that although it welcomed such large applications from the bigger employers, the smaller firms and individuals requiring only one or two

apprentices received the same attention and assistance from the Officers implementing the Scheme.

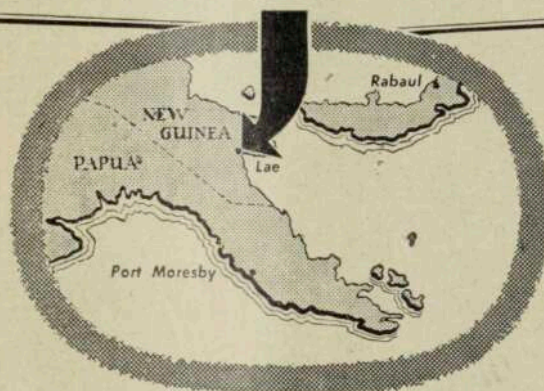
#### LOCAL COUNCILS—TAXES AND ALL

To the pleasure of some Advisory Councils in Papua and New Guinea, it was announced in Mid-January that a local Government survey would be made in the Territory later this year by a former Officer of the Queensland Local Government Department, Mr. J. R. Winders.

Mr. Winders is now secretary of the Queensland Sugar Board.

He will examine conditions in the larger towns of the Territory to prepare submissions on proposals for and against the introduction of

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Local Government, and secondly, the type of Administrative machines essential if it was thought that some form of local Government should be introduced.

During the survey, Mr. Winders will visit Port Moresby, Rabaul, La Madang and Wau.

Until recently Mr. Winders was chief clerk of the Queensland Local Government Department and has wide and practical knowledge of Local Government organisation.

Making the announcement this week, the P-NG Administrator Brigadier D. M. Cleland, said Mr. Winders was selected for the survey as it was thought that the conditions in the coastal towns of Queensland provided the nearest comparison with those in Territory centres.

Brigadier Cleland said the question of establishing some form of Local Government had been raised on several occasions by certain Territory Advisory Councils, and that the survey to be made by Mr. Winders will give the Administration and Territory residents comprehensive information on which to judge the advisability or otherwise of introducing Local Government in the larger Territory centres.

Following this announcement, the Chairman of the Port Moresby Town Advisory Council, Mr. E. James, said he believed Local Government would mean better service to the public of the Territory than those currently provided.

However, Local Government would mean rates and taxes in lieu of the charges currently made for water, electricity, sanitary and other services. These would be taken over and controlled by an elected Municipal Council instead of at present by the Administration.

#### BRINGING THEM UNDER CONTROL

The Director of Native Affairs, Mr. A. A. Roberts, says he believes that there are no natives in the Territory who do not know of the existence of the Administration, despite the fact that there is nearly 26 thousand square-miles in Papua and New Guinea still regarded as restricted country.

Mr. Roberts said on January that the whole of the Territory had been penetrated by patrols with the exception of some small pockets.

The Department's future programme would be one of expansion and consolidation of Administration influence of the areas penetrated.

Mr. Roberts pointed out that the vast portion of the remaining restricted areas was either unpopulated or sparsely populated. Practically the whole of it was mountainous.

He said Administration patrols would visit these areas as soon as possible. In due course

(Continued on Page 115)



## A Territorian Visits UN Headquarters



Mrs. Doris Booth, well-known pioneer of the Morobe, N.G. goldfields, and only woman member of the P-NG Legislative Council, visited United Nations headquarters in New York in November during a visit to USA. She is shown here with Australian representatives of the Trusteeship Committee—Messrs. R. N. Hamilton, T. A. Pyman, and R. M. McMillan.

—United Nations Photo.

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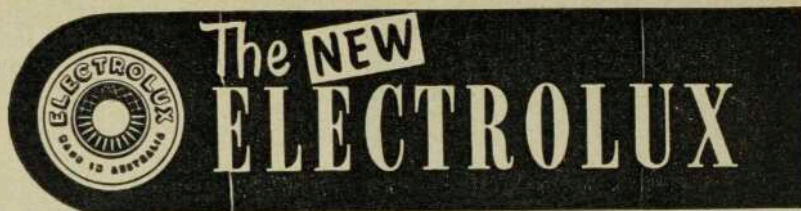
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## Travellers to the Islands

Passengers bound for the Islands per "Matua" from Auckland in January included, upper left:

Miss F. Bryson, of Nausori, Fiji, second from right, farewelled by Mrs. C. McFarland, Capt.

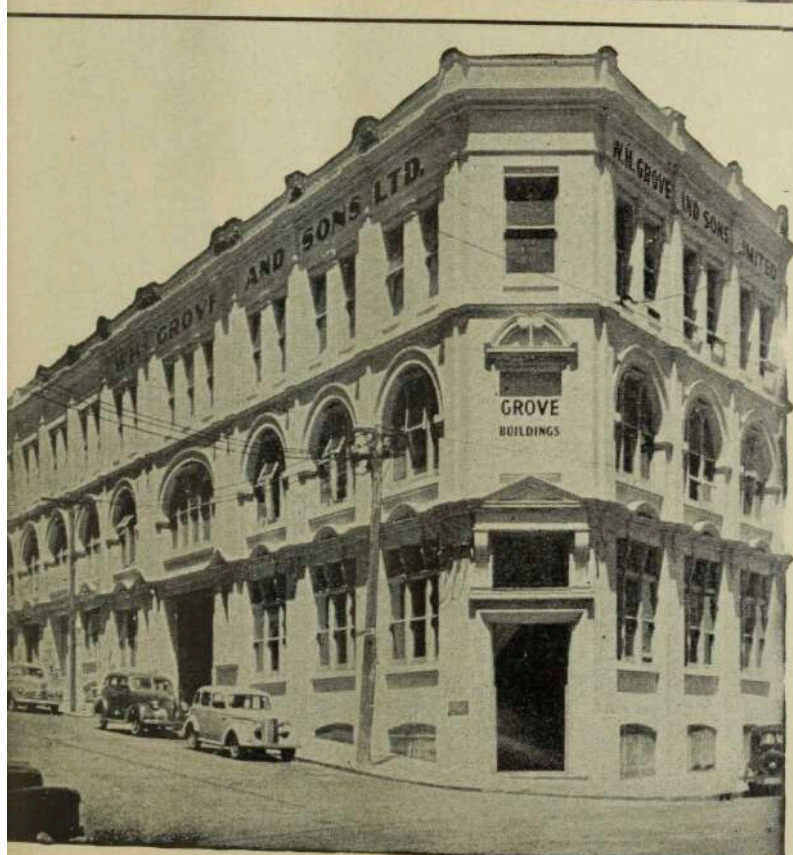


Henry Simpson, Miss J. Roxburgh, of Levuka, and Mr. Marika, of Kadavu. Upper right: Mr. and Mrs. Fred Pollitt, England, and lately of Putaruru Hotel, NZ, who will take over the management of the popular Koro Levu Hotel, Fiji, and daughter Stella, who will attend the Suva Girls' Grammar School. Lower left: Miss Dawn Wakefield (right), of Wellington, who will visit friends on the Fiji-Tonga-Samoa round-trip, farewelled by Mrs. W. Thornton. Lower right: Mr. Fritz Frost, centre, who was returning to work for the Mormon Mission in Western Samoa, farewelled by Elder P. J. Mason, Miss Marilyn Skudder, of Nukualofa, Miss Rona Schaumkel, of Vavau, and Elder J. Lewis.

## Air-Borne Haka

WITH aircraft getting bigger and better all the time anything (almost) is possible in mid-air now.

But no better indication of the size and stability of modern aircraft could surely be devised than the high-jinks that took place in mid-Tasman in late January when a party of 26 Maori entertainers, travelling by TEAL DC6, performed a haka for the other travellers. A haka is no parlour-trick, but a war-dance of considerable vigor. The entertainers provided a concert as well, and TEAL presented all other passengers with a lucky Tiki and a poi—and printed the menu in Maori.



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## WHICH PACIFIC FISH ARE POISONOUS—AND WHEN?

**F**ISH - POISONING, recently tragically high-lighted by the 5 deaths on the island of Beqa, in the Fiji Group, is an ever-present risk in the islands of the South Pacific.

The Fiji Islanders are mainly seafaring folk and fish, particularly *daniva*, which are easy to catch, are their daily diet. Yet they seem to adopt a nonchalant attitude towards fish-poisoning. This may be through ignorance, necessity, or mere fatalism.

Many other stories of fish-poisoning have been brought to light through the Beqa incident. On examination of them, it does not appear that the manner in which the fish are caught has any significance; even when the poisonous weed, *duva*, is thrown into the water to stupefy the fish. The Fijians eat fish caught in this way without any ill-effects. Fish killed by dynamite or a bomb made from a Chinese cracker, are killed by blast; which does not render them poisonous.

Mr. C. G. Smith, Overseer of parks and gardens, Suva, has volunteered the following information, which might prove a step towards the prevention of fish-poisoning among the islanders.

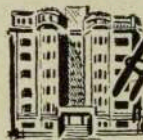
Mr. Smith is part-Tongan and

was born and brought up in Hapa, in Tonga. He and his forefathers were great fishermen. As a small boy he used to go spearing *daniva* among other fish. Both his father and his grandfather, warned him about the poisonous type of *daniva*. They told him how to distinguish the occasional poisonous ones from among the thousands of others. The poisonous type is deadly.

The ordinary *daniva*, a sardine type of fish, of which there are three varieties, he said, has scarcely

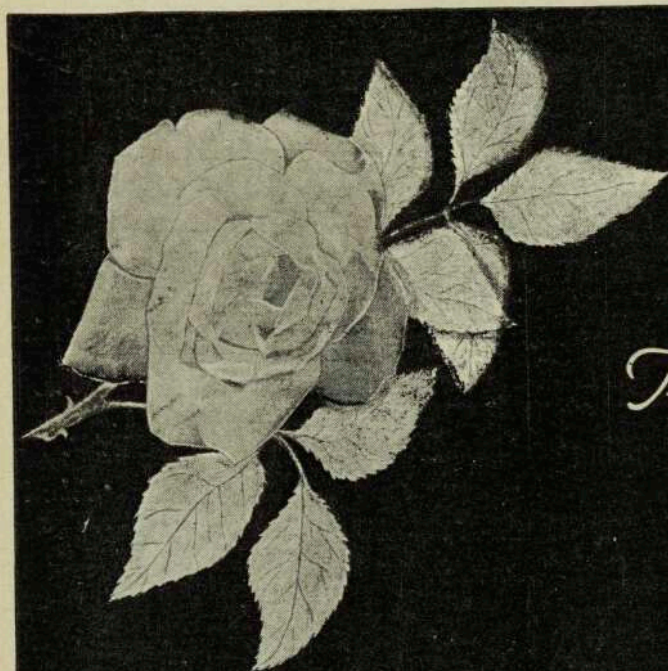
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...ning evenly from its head to its  
...l. The poisonous type has some  
...the scales running from head to  
...l and some in the reverse direc-  
...n.

Mr. Smith and other Tongans to  
...om this story had been handed  
...wn by their ancestors, always  
...ew out this type and never took  
...risk of proving whether the odd-  
...led fish are poisonous or not.

In support of this test one thing  
...s very significant; and a factor  
...e fishermen made good use of:  
...en a catch of *daniva* is laid out  
...the beach or on the grass, flies  
...arm around and settle on the  
...l. But they avoid the oddly  
...led fish like the plague and give  
...m a wide berth.

Mr. Smith fishes a great deal with  
...Fijians, especially those from  
...Lau Group. When the Beqa  
...soning occurred he asked them  
...ether the Fijians took any pre-  
...tions or knew of these simple  
...ications of poisoned *daniva*. The  
...wer was that they did not. None  
...them had heard of them. It is,  
...efore, most unlikely that the  
...a villagers knew of the precau-  
...l. There is a belief that the  
...iva become poisonous at the  
...ng of the balolo; some of the  
...ans give it credence and others  
...not; most of them take the risk.

poisonous *daniva* had been  
...ed unwittingly at the Beqa  
...t, just a few would have been  
...ugh to do the damage. They  
...ld have been cooked with many  
...ers in leaves and contaminated  
...whole lot. It is an interesting  
...t that the village dogs, who  
...led up the uncooked entrails,  
...more quickly than the villagers.  
...e warning handed down to Mr.  
...th by his Tongan ancestors is  
...ently not widely known. But, if  
...ould be proved to be true, on  
...tific examination of the oddly  
...ed fish, that this is a deadly  
...onous type, then lives of  
...ders can be saved. This could  
...chieved by the wide publication  
...he two methods of identifying  
...poisonous *daniva*.—Contributed.

## FINE RECORD BY FIJI- INDIAN STUDENTS

DIAN twin brothers from Fiji,  
Ram Chandra Ramrakha and  
Shiu Chandra Ramrakha, aged  
graduated in medicine at the  
University of Sydney in January,  
six years' continuous study.  
both intend to seek two years'  
experience in Australia hospitals  
before returning to Fiji, where they  
enter into regular practice—in  
government hospitals, they hope.  
left Fiji in 1949 and have not  
back since. A younger brother  
qualified in law in Sydney a year

WITH 750 OTHERS

## 16-Yrs-Old Explorers Return to School

TWO 16-years-old schoolboys who  
returned to Sydney by Qantas  
on Jan. 31, told reporters that  
during their seven weeks vacation  
near Mt. Hagen, NG, they had  
climbed a 9,500 ft mountain which  
no white person had climbed be-  
fore.

One of the lads was Peter Blood,  
son of Mr. and Mrs. N. Blood, well-  
known residents of Mt. Hagen. The

other boy was his Christian Brothers'  
College classmate, Peter Evans.

The mountain they climbed was  
Mt. Olga and they had been accom-  
panied by Mr. Norman Camps. The  
boys said that they had gone also  
on an eight days patrol to the  
Jimmi River, 40 miles from Mt.  
Hagen.

The boys were two of the 750-odd  
schoolchildren that Qantas expected  
to fly from P-NG back to school  
in Australian States in late Janu-  
ary-early February—although pre-  
sumably few of the other 750 in-  
dulged in such strenuous holiday  
activity as these two embryo Patrol-  
Officers.



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Agents : PAPUA : The B.N.G. Trading Co. Ltd., Port Moresby.

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SOLOMON ISLANDS : K. H. Dalrymple Hay Esq., Honiara.



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## More Reclamation Work in Suva Area

ADVISE from Fiji Government that it was negotiating with a private firm, Reclamations Ltd., for the reclamation of a further area of Walu Bay was received by the Suva Chamber of Commerce recently with mixed feelings.

While members welcomed this indication of further progress, some thought that tenders should be called for the work.

Mr. Pat Costello said that recently he had seen about 30 sections of the last reclamation lying idle. Helson, Manager of Burns Philp & Co. Ltd., said it was apparent that some were being held for speculation.

The new area which it is proposed to reclaim, is opposite the present reclamation, and on the opposite side of the main road into Suva, about half a mile from the Post Office. It will run from the Vacuum Co. tanks to near Walu Bay edge.

Some C of C members considered that the area should not be leased to any private concern, but that tenders should be called by the Government. It was also suggested that the land should be reclaimed

by Government and leased out by them.

Mr. W. G. Johnson said that Government had neither the plant nor the money to do the work. If they waited for the Government to do the work they would wait for a long time. No doubt terms would be laid down and Reclamations Ltd. would be under strict control.

It was decided to ask the Government what the proposals were; and, when the land was reclaimed, what the Government planned to do about leasing it.

### CITY WATERFRONT, TOO

A start with the reclamation of Suva City's waterfront on Victoria Parade will be made this year. The retaining wall will be erected, and the area between the Post Office and the Grand Pacific Hotel will be filled in as spoil becomes available.

It is anticipated that this operation will be spread over a considerable period.

The ultimate plan provides for car parks near the Post Office and behind the Regal Theatre, while the rest of the area will be kept as a park.

A road 100 feet wide will run along the sea wall behind the Cable Office, Town Hall, Bowling Club, and Grammar School to the Grand Pacific Hotel. Most of it will be beyond low water mark.

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- 2 'ASPRO' tablets can be taken as often as necessary without FEAR of harm to heart or stomach.



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N.G.7.

Nicholas Product



# **INSTALLATION OF ROKO**

## **Ancient Ceremony in Fiji**

WHEN the Governor of Fiji, Sir Ronald Garvey, installed Ratu Inoke Takiveikata as Roko Tui Naitasiri, in January, he carried out an historic function begun 80 years ago.

The ceremonies were performed at Vunidawa on the site on which originally stood the quarters of the late Mr. A. B. Brewster, for 40 years Governor's Commissioner among the inland tribes of Viti Levu.

Following the chiefly welcoming ceremonies, the Governor summoned the Roko Tui to him and a special preparation of yaqona was made. The first cup was passed to the Governor who immediately passed it to the Roko Tui, who drank it.

The Roko then sat immediately in front of the Governor, who took the Roko's hands between his own. The Secretary for Fijian Affairs then read the Oath in Fijian and the Roko repeated it after him.

At the conclusion of the oath the Governor delivered to the Roko the staff of the Province and pronounced the admonition in English.

Later, in an address to the Fijians, the Governor mentioned the spontaneous and unstinted help given by Fijians of the Naitasiri Province when they were asked some weeks ago to search for a missing pilot of Fiji Airways, Capt. Brian McCook. The Governor stressed the efforts most willingly given by the people in the Tikina of Wainimala. Later

Sir Ronald expressed his appreciation personally to the Fijian who was out hunting pigs and who met McCook in the bush—Ratu Jiova Naivana, of Nassauvare village, the upper waters of the Wainimala River. He also personally thanked the Buli Wainimala, representing the people of that Tikina, for the splendid work they had done.

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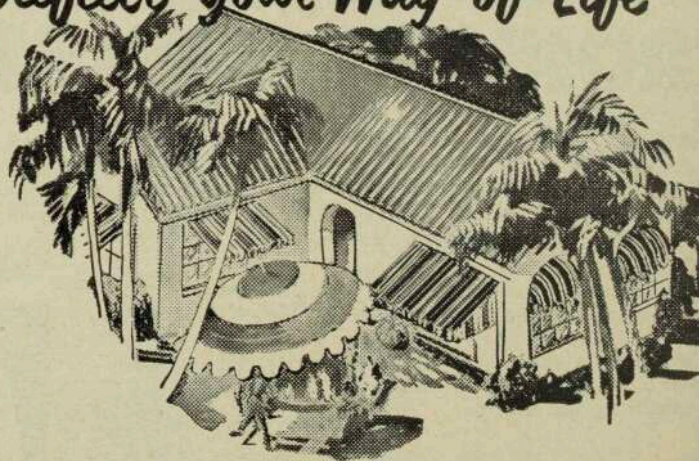
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## Chemical Treatment of Coffee Beans

THE so-called washed coffee of commerce is prepared by first passing the mature coffee cherries through a machine which moves the outermost pulp (pericarp), leaving the seed in a parchment covering with a pectinaceous layer called the mucilage.

The seeds are then stored for from 12 to 90 hours to ferment the mucilage so that it can be removed by washing. The washed seeds are dried and may be then sold as parchment coffee or they may be milled to remove the parchment and sold as clean coffee for roasting.

Over a period of 20 years several investigators have reported the use of alkalis to remove the mucilage

Several months ago PIM gave brief details of a coffee processing invention which is the result of research carried out by two United States Government technicians, Merriam A. Jones, and Edgar de L. Davies, and called by the name of the Cefepro. The men were engaged in the International Co-operation Administration, aiding the Guatemala coffee industry. They have now received from Mr. Louis Franke, director of the ICA in Guatemala, full details of the Cefepro contained in a paper written by Merriam A. Jones and J. Joaquin Bayer S. Jones is deputy director and Senior Bayer is a chemical engineer of the ICA team in Guatemala. We are indebted to them for the details of this article.

In the freshly pulped coffee, lime, sodium hydroxide, potassium hydroxide, and wood-ash have all been used, in tanks with little or no agitation.

In 1953, Messrs. Davies and Jones developed an agitator machine in which a stream of pulped coffee beans could be treated with alkali to remove the mucilage and, in 1954, Messrs. Jones and Bayer modified the machine, and it has now been further modified to become the Cefepro Model-C.

The machine described below is run at about 40 rpm and requires a 1/2 hp motor. It processes pulped coffee from 5,700 lbs of coffee cherries per hour. It calls for a 2 per cent. alkali solution at the rate of 2 gallons per minute. Ash or lime may be used separately, or they may be mixed and then extracted with water in a separate container and the extract filtered through a screen and passed into the feed-tank. Sodium hydroxide is usually more readily available and simpler to handle, but it is more expensive, though simpler is more dangerous to handle.

When the alkaline strength of an lime extract is obtained from a hydrometer reading referring to a specific gravity table for potassium hydroxide, the strength thus found is about twice the actual strength. Therefore, if a 2 per cent. solution is desired, the hydrometer reading

should correspond to 4 per cent.

If sodium hydroxide is used the solid may be suspended in a perforated basket just below the water level in the tank; then as the solid dissolves the heavy solution sinks. Only a little stirring is needed to ensure a uniform solution.

Approximately one pound of clean coffee is obtained per pound of solid hydroxide used.

The advantages of the alkali process are simplification of construction of processing plant by elimination of fermentation tanks; the process becomes continuous from cherry to dried bean stage; the possibility of over-fermentation and damage is eliminated; the mucilage is readily recovered; and, most important, there is less weight-loss in the final beans.

(Over)



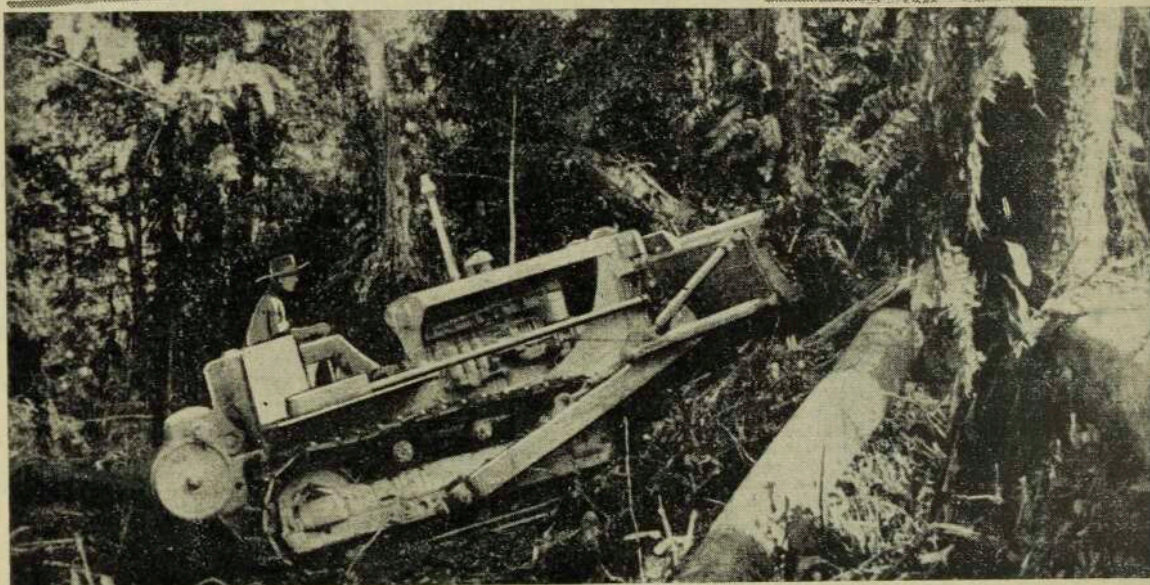
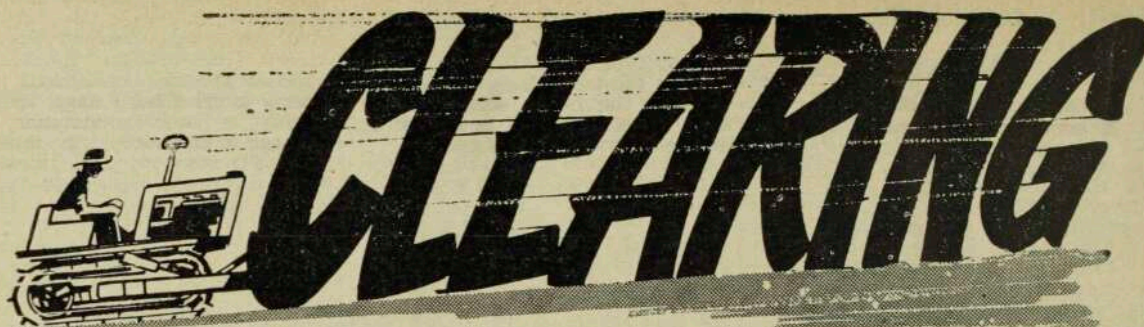
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And behind the inbuilt strength and performance of this mighty D8 Tractor stands the Hastings Deering Organisation, with engineers, mechanics and a parts service second to none.

Not all clearing jobs justify a D8, but from the D2 with 43 h.p. to the D9 with 286 h.p. you can be sure there is a Cat-built Tractor to meet your clearing needs cheaper than any other method.

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The Cafepro Model-C is essentially a stand on which is mounted a 3/32 in. sheet-metal trough 72 in. long and about 2 ft in diameter. It is formed of one piece of metal such a way that the lower part is semi-circular in cross-section, with vertical 6 in. sides and a 1 1/2 in. horizontal turnover at each upper edge for the mounting of lid hinges and fastenings. There are endplates of the same cross-section, with circular holes 2 in. in diameter. At the discharge end one upper corner of the endplate has been cut away, so that the discharge can overflow into a down-sloping discharge chute attached to this endplate. In line with this endplate hole there is another 2 in. hole through the side of the chute. There is a water-seal at this hole and at the hole at the other end of the trough. The trough is supported at each end by metal stands on which are mounted suitable bearings to support the 2 in. shaft which extends sufficiently far for a driving pulley at one end. The trough is divided into two equal parts by a semi-circular plate extending to the height of the shaft centreline, and across which the contents overflow from the first into the second compartment. There is a 3/32 in. metal cover or

lid of arc cross-section, of sufficient height to clear the agitator blades mounted on the shaft. The lid has a 1 1/2 in. horizontal turnover for attachment of hinges and fastenings.

At the extreme end of this lid at the end away from the trough's discharge chute, there is a hole about 4 in. in diameter, or square if preferred, fitted with an intake hopper. Alternatively this intake hole may be on the intake end of the trough itself, towards the upper edge, thus reducing the overall height of the machine.

There are 2 1/2 in. plug holes in the bottom of each compartment for draining and cleaning. Such plugs must be recessed clear of the agitators.

At intervals of 4 1/2 in., centre to centre, there are mounted on the shaft steel agitators. The end of each is cupped slightly, convex in the direction of rotation, and pitched alternately to propel the coffee with or against the direction of flow from intake to outlet end.

The alternate beaters which propel the coffee forwards towards the outlet are pitched 30 degrees from parallel with the shaft. The other beaters are pitched in the opposite direction but only 20 degrees. The result is an overall forward movement of the contents.

The beaters or agitators may be secured to the shaft by any suitable means. They are about 3 in. wide and of 3/32 in. sheet steel, and there are seven pairs spaced in each compartment. A pair consists of two blades in line at 180 degrees on the shaft. Alternate pairs are mounted at 70 degrees angular difference on the shaft. Their ends must clear the bottom of the trough by 3/8 in., and there must be 1 1/2 in. clearance between the end plate and the first beater in compartment

(Continued from Page 63)

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59





### Rabaul's Most Popular Game

THE 1955 New Guinea Base season in Rabaul ended in a blaze of glory when over 50 spectators saw the Chinese Red defeat Silver Lions for the Premiership.

Right throughout the competition a high standard of baseball played and keen sportsmanship played.

As the 1955 season closed it marked the 25th anniversary of successful baseball in Rabaul. The introduction to Rabaul of this game was by none other than master himself, Harry (Highly) Hugo, and great credit must go to this fine sportsman for his pioneering of the game.

Of the ten teams that competed throughout 1955, the final in the points score were Red and Silver Lions, equal first. O and New Guinea Club, equal second. —C. H. MEEN.

Teams shown on this page, left to right: Red Sox and Silver Lions. Lower, Colts and New Guinea Club.

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Photographs on this page show, left to right, top to bottom, the following teams: Administration; Dodgers; Department of Works; North; and Blue Sox. Another team, Kokopo, competed but no photograph is available.  
—Photos by C. H. Meen.

## All About BSIP Gold Search

BOOK with a very long title—*Geology, Mineral Deposits and Prospects of Mining Development in the British Solomon Islands Protectorate*—has recently been published by J. C. Grover, Government geologist, BSIP. We have not received a review

copy but it is understood that as well as technical information, Mr. Grover traces the history of the Solomons from 1568 to 1952 and gives details of present living and working conditions in the Protectorate.

The price of the book is £1/10/- and it may be obtained from Geological Survey Department, BSIP; Burns Philp and Company, Sydney; or from the Crown Agents, London.

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† Mr. Leslie Gill, of Gizo, BSIP, returned there recently after undergoing specialist treatment for his eyes in Australia.



## Chemical Treatment of Coffee Beans

(Continued from Page 59)

A, and the centre plate and the first beater in compartment B.

Within half an inch of the centre plate in compartment A, and within half an inch of the end plate in compartment B there are mounted on the shaft radially split discs of such diameter that they clear the bottom by  $\frac{1}{8}$  in. Each disc has  $1\frac{1}{2}$  in. pitch in such a direction as to propel the coffee over the centre plate and end plate respectively, towards the outlet. They also regulate the overall rate of flow of material through the machine. These discs simply consist of circular metal plates of radius  $\frac{3}{4}$  in. less than the radius of the trough, with 2 in. centre holes, with a straight cut from perimeter to centre, and a means of clamping to the shaft so that they are given the correct pitch.

Their edges along the straight cut are bent at about 45 degrees for an inch or so, so that they will better scoop in and expel the contents of the tank. (The degree of bending probably has to be adjusted in actual operation in the first instance).

Above the Cafepro and adjacent to it is the alkali tank. The quantity of fluid per pound of beans can be

calculated from the information given earlier. Alkali and beans can be fed into the Cafepro together.

A photo and constructional diagram of the Cafepro were provided by the inventors but these are unsuitable for reproduction in PIM. However, the description of

the machine has been altered to meet these circumstances as the details here given should be amply clear to any mechanically-minded person.

The report emphasises that exhaustive tests have shown that there is no difference in flavour

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een alkali-processed beans and a naturally-fermented product. The report also mentions that instead of the alkali treatment followed by washing, freshly pulped coffee beans may be bathed in a solution of lime in calcium chloride solution, after which no washing is necessary; the treated product is dried immediately. The quality of the product of this watering process is the same as that of fermented coffee beans.

## Fear of Slump in Coffee

### Surpluses Become an International Problem

HERE are indications that the halcyon days of the world's post-war coffee market are over. Prices are threatened by heavy over-production in some areas.

A committee representing the United States and all the Central American countries (whose staple export mostly is coffee) reported in January, after a lengthy investigation, that "a growing surplus threatens to bring a disastrous slump in world coffee prices, unless the governments concerned take drastic action."

The surplus has been piling up since 1955—the inevitable result of remarkably high prices of the two or three years.

The law of supply and demand means simply that when the supply cannot take care of demand, a competitive market develops, prices rise. Higher prices engage new and additional production; supplies overtake demand; prices fall; production dwindles.

More often than not, the pricing process does not begin until it is too late. Whereupon there is a surplus, a wild scramble by the producers for the shrinking market—and prices fall with a disastrous wallop.

Production then falls down below demand; prices rise; some producers make fortunes; production rises.

Pacific Islands producers, over the years, have experienced the process both up and down, many times. To prevent those ruinous, periodic crises of the markets, the nations, since the war, by cooperative government action, have sought to prevent these economic disasters by purchasing surpluses from producers; advancing some of the funds to the producers from governmental funds; stockpiling the surplus; then feeding it out gradually into the markets, in such a way as to prevent a price collapse; and

distributing the final proceeds, as they are received, to the producers.

This is going on now with wheat. There is enough wheat now stockpiled in the world to take care of the whole world's demand if all the wheat-growing countries ceased for one year to produce wheat.

THAT appears to be what now is happening with coffee. It was expected at first that the coffee situation would be left to cure itself—over-production to be stopped by a disastrous slump in prices. But the USA realised that Central America is one of her best markets for manufactured goods; and that, as coffee is the staple crop there, a market collapse would embarrass US manufacturers as well as Central American producers.

So the plan at the moment provides for control by governments, export quotas, advance payments to coffee-growers, and stockpiling.

World cocoa production has not yet reached this stage, because increased consumption of cocoa has been quite remarkable in recent years. While increasing supplies have brought the price down by half in the last year or two, the rates are still profitable and the indications are that production still is increasing.

BECAUSE under free trading there is an invariable lag between full market supply and reduction of production (thus causing ruinous surpluses, through which whole communities are gravely

(Continued on Page 97)

## WHERE THERE'S THIS ALERT EXECUTOR THERE'S SECURITY



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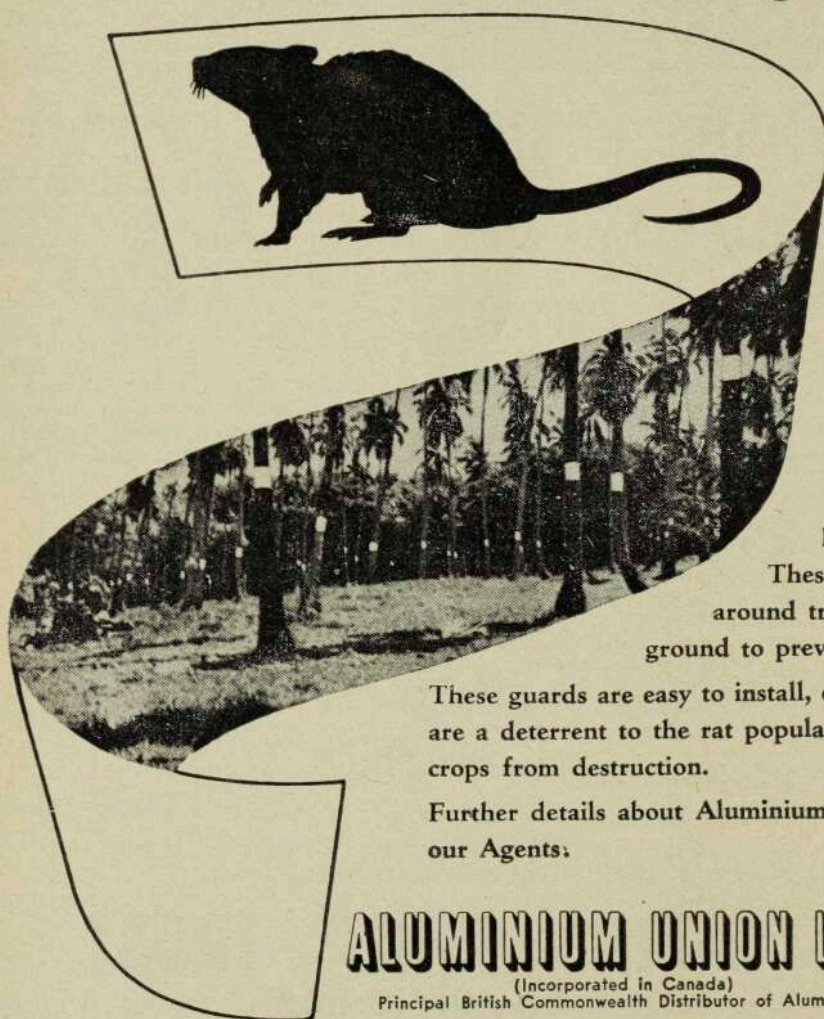
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## Birthday Parade for Apia Guides



The 1st Apia Chaplaincy Girl Guide Company celebrated its first birthday recently. Our photograph shows the Guides on that occasion, during which they also farewelled their founder Captain, Miss Joan Inglis.

—Photo by Edwards Studio.

Mr. F. J. Riordan, Deputy-Registrar, Bonds and Stocks, Commonwealth Bank, Sydney, recently visited New Guinea. From 1948-51 was manager of the Commonwealth Bank, Rabaul, and his visit to renew old friendships. During his stay, he was the guest of Mr.

A. A. Hopper, of Belik Plantations, New Ireland.

Mr. A. J. Birtles, who, at one time, was principal of the Government teachers' training school at Fiji, took up duty as principal of the Brisbane Boys' College, on January 23.

## MATSON MIGHT BUILD HOTEL IN PAPEETE

JANUARY reports from Papeete indicate the likelihood of the Matson Line proceeding with the erection of a high-class hotel in Tahiti soon.

Another group of Matson officials has visited the island and looked over several sites on which options are held. It is believed locally that the site selected will be on the Taharaa heights, on the main route just west of Point Venus.

## 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:—

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## He Saved CI Tomato Crop

A CORRESPONDENT, writing from the Cook Islands, expresses the thanks of the Rarotonga tomato growers to a master mariner well known in South Pacific ports.

Due to the breakdown of *Viti* and the absence of *Maui Pomare* from the Auckland-Cook Islands service during the tomato season just ended, much of the crop would have been lost but for the timely arrival of some passing overseas vessels which were called in by radio to pick up the ripening cargoes.

Rarotonga, an open roadstead, is not a popular place, and on the occasion in question the master of one Bank Line vessel refused to call in for the comparatively unprofitable consignment—whose value, however, meant a great deal to the Rarotonga growers if it could be got to market.

Thanks to Captain Hough, of *Meadowbank*, they were got to NZ. He knows and likes Islanders and he decided to take a chance and come in on his own initiative, but he was unfortunate in losing a valuable anchor while on the job. The Rarotonga growers are concerned at this as they are grateful for his action. They are not likely to forget him if he calls in again on his Pacific trappings.

¶ Miss Barbara Hodgson, of Lakemba, Sydney, was married in December to Mr. John Higgins, of Bankstown, Sydney. They left soon afterwards for the British Solomon Islands where, as lay workers, they have entered the service of the Roman Catholic Mission. Among telegrams of congratulation they received at

their wedding was one from Bishop Wade, of Bougainville.

¶ While on leave in Sydney, Mr. John Coulson, of Drina plantation, New Britain, bought an 18-ft motor cruiser for coastal trips. He plans to ship the launch this month to its destination.



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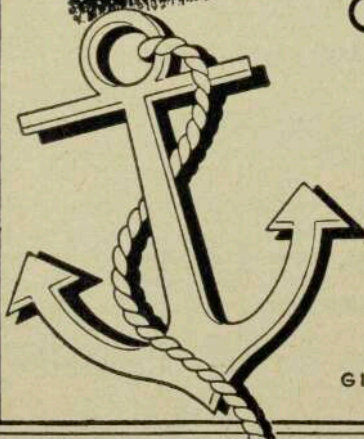
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ORMAL APPEAL  
O AUSTRALIA

## Waria Syndicate's Claim

THE German-Swedish-American group called the Waria Syndicate—of which Mr. H. R. Wahlen, of Hamburg, a German New Guinea pioneer, is the moving spirit—is pressing on with its claim developmental and other rights over a large area of the south-eastern part of the New Guinea inland section of the Trust Territory of New Guinea. This area lies generally southward of the Salamaua-Wau line, and northwards of the Papua-New Guinea border. It includes all the Waria River district, but not the Mobe goldfield.

Between 1912 and 1914, Mr. Wahlen and associates formed the Waria Syndicate and prepared a formal application to the German Government for important mining and agricultural concessions over the area. The application was granted by the German Government, and the grant made formally to the Syndicate, just before the break of World War I. After World War I, when all Germany's overseas colonies were handed over to the occupying Powers under League of Nations Mandates, the Waria Syndicate challenged the validity of the Versailles Conference disposal of its concession in NG. The property of all German subjects was "expropriated" or sold; and the proceeds therefrom were added to the war damages bill which the Western Allies had insisted that Germany must pay. The Waria Syndicate argued that it was international in character, and its assets could not be thus disposed of. The argument has gone on for 30 years. Mr. Wahlen, in the 'Twenties, went to Australia and personally met Prime Minister Bruce; but did not get very far.

The tenacious Mr. Wahlen would not give up. After years of fighting, he finally succeeded in getting the attention of the British Prime Minister, Mr. Chamberlain, in 1938—this was the year when Mr. Chamberlain visited Australia and was trying to induce the semi-lunatic Hitler to stay at home and behave himself. He gave before us a copy of a letter written by the British High Commissioner, to the German Ambassador, dated June 21, 1938, wherein it is explained in detail the obligation to the Waria Syndicate under the agreement made in 1914 rested upon the Ger-

man Government and not upon the Australian Government. The implication, of course, is that any rights which the German Government possessed in NG were abrogated under the Treaty of Versailles.

But Mr. Wahlen never gave up. As soon as World War II was over, he recommenced the campaign. His argument apparently still is that the Syndicate rights were international, and could not be disposed of as if they were German rights.

Finally a claim came formally before the New Guinea Commissioner for Titles (Mr. McCubbery). He ruled, by order dated February 14, 1955, that after the coming into force of the Mineral Ordinance of January 1, 1923, all minerals in New Guinea became the property of the

Government of New Guinea; and therefore the Waria Syndicate's claim could not stand.

The Syndicate does not accept this. It quotes various official documents of 1922, and statements in the British Foreign Secretary's statement of 1938, to suggest that officialdom has more than once contradicted itself in connection with those mineral rights.

It is now proposed to make an appeal to the Australian Government, either directly or through the High Court of Australia; and a move has been made to retain the services of one of Australia's most highly skilled constitutional lawyers.

Movement in such matters always is slow; but there may be interesting developments during 1956.

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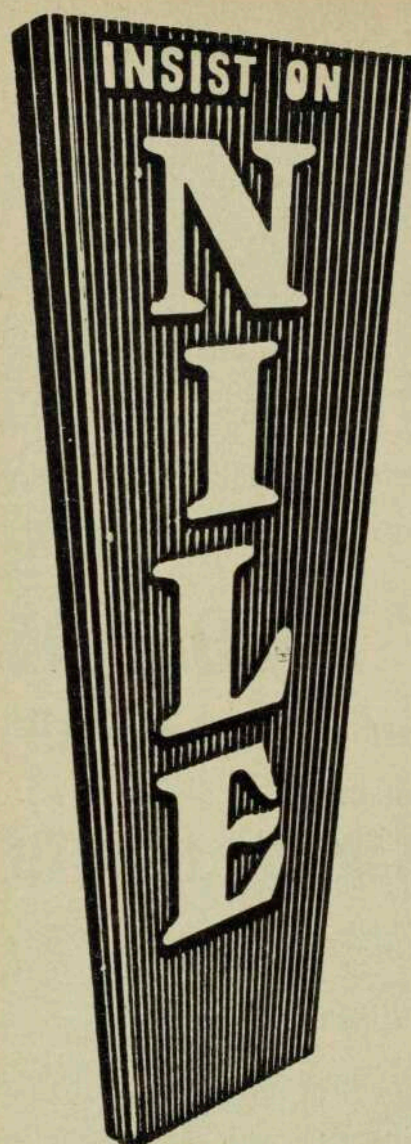
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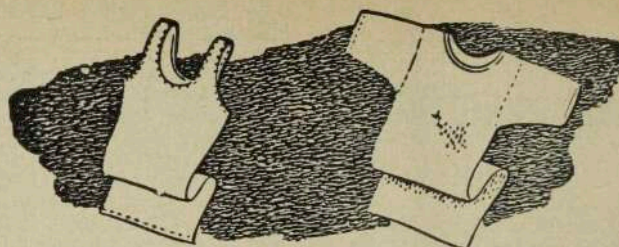
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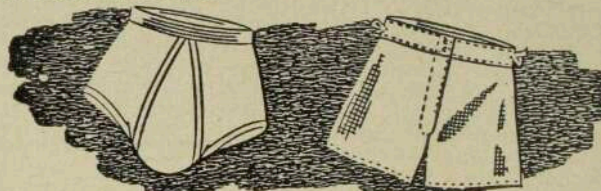


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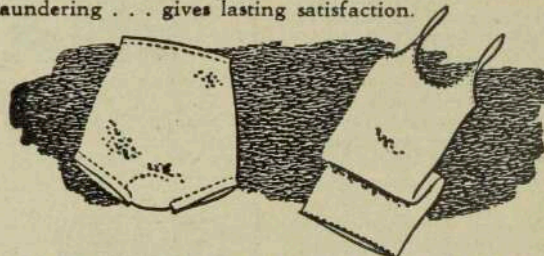
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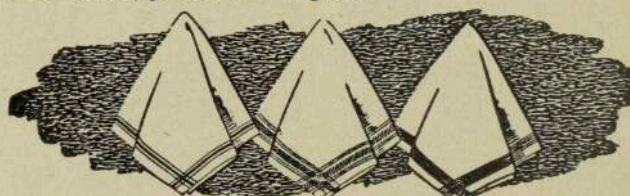
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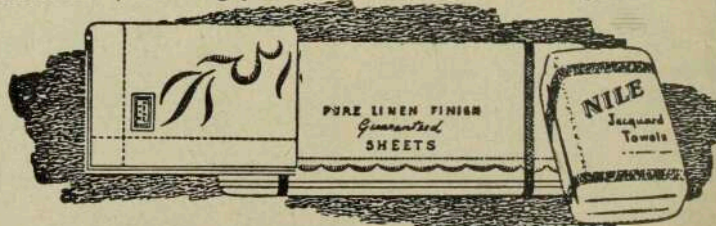
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## Ladies Who Make News

One of the best and brightest public organisations in the Lautoka district of Fiji is the News and Views Section of the Red Cross Society—a group of local women who compile, print (by roneo) and distribute a weekly news-sheet.

The little journal fills a real need, and the English-speaking people are indebted to the ladies. There were 17 in the Section when the photograph was taken; and the 10 in the picture (taken in the shade of a tree, from left to right are: Mrs. G. H. Parker, Mrs. Lema Low, Mrs. Cherry, Mrs. Boyle (at back), Mrs. A. Waddingham (holding the one-candle birthday cake, which indicates that the Section is celebrating its first birthday), Mrs. Joulton, Mrs. Brocklehurst (at back), Mrs. Corbett, Mrs. Evans and Mrs. Colclough.

## PACIFIC ISLANDS AIR PHOTOGRAPHS

Norfolk Is., Lord Howe, Noumea, Suva, Lautoka, Nukualofa, Apia, Aitutaki, Rarotonga, Papeete, Moorea, Kermadecs. Also Rabaul, Port Moresby, Lae.

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Mr. J. Nixonwestwood, who has been connected with trade and commerce in the South Pacific Islands for the past quarter century, departed from Wellington, NZ, in January for London, where he will have

his headquarters for a time. He has connections with the big British organisations interested in cocoa, and it is possible that he will make an early visit to cocoa-producing areas in Gold Coast and Nigeria.

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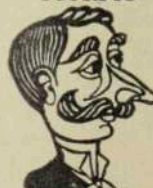
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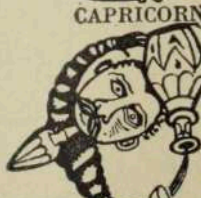
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## ***Dutch Won't Discuss W. New Guinea With Indonesians***

**A**S presented in the newspapers, the reports of the Netherlands-Indonesia conference (commenced at The Hague in December and continued in Geneva in January) suggest that the argument over Western New Guinea bulks largely in the discussions, and that the conference is more or less deadlocked.

A formal Netherlands communication (late January) says that the conference still is proceeding in Geneva, and it is mainly concerned with the clarification of economic relations between Holland and Indonesia. Since the Indonesians started to drive the Dutch and Dutch interests out of Indonesia, scores of matters have arisen which require discussion and adjustment.

Some such matters affect Dutch New Guinea; but (says The Netherlands) with respect to sovereignty of New Guinea, each party maintains its own position.

In other words, Indonesia still claims Western New Guinea; but The Netherlands will not even discuss Indonesia's claim. Indonesia's next move, on this, will be another appeal to the United Nations. (Her last appeal to UNO was turned down).

The Indonesian "caretaker government," mainly Moslem in character, has been trying to deal with the confused politico-economic situation that has developed in Indonesia, between the general elections held there last October, and April, 1956, when it is expected that the result of the elections will be known. The voting system is very complex, and the arrangement and

counting of the many millions votes (there are 80 million people in Indonesia) is a task extending over months.

¶ Mr. George Hill, ex-Director Shipping, Rabaul, has fully recovered from his recent serious illness, and is shortly returning Volupai, one of Mr. Jack Thurston New Britain plantations.

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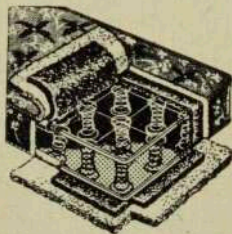
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# **MATSON'S PROGRAMME**

## **Welcome Addition To Pacific Routes**

**B**RIGHTEST Matson Line post-war news came in a January announcement from San Francisco, setting out the sailing schedule for the two new trans-Pacific luxury liners, *Mariposa* and *Monterey*.

*Mariposa* will be first to sail and her movements will be as follows: departs San Francisco Oct. 27, 1956, Los Angeles Oct. 28, Honolulu Nov. 1, Papeete Nov. 9, Wellington Nov. 11, Melbourne Nov. 19; Sydney, arrives Nov. 21, departs Nov. 23, Auckland Nov. 26, Suva Nov. 29, Pago Pago Nov. 30, Honolulu December 5, arrives San Francisco Dec. 10.

*Monterey* will take a somewhat different reverse route on her first voyage. She will clear San Francisco Nov. 20, Los Angeles Nov. 21, Honolulu Nov. 26, Pago Pago Dec. 1, Suva Dec. 4, Auckland arrives Dec. 8, departs Dec. 8, Sydney arrives Dec. 11, departs Dec. 14, Wellington Dec. 17, Papeete arrives Dec. 21, departs Dec. 23, Honolulu Dec. 28, Los Angeles Jan. 2, 1957, San Francisco arrives Jan. 3, 1957.

Both vessels will have a wide range of accommodation, from luxurious staterooms to much more modest berths. Fares will vary accordingly. As examples we list the maximum and minimum single fares from Auckland or Wellington to Sydney or Melbourne, or Suva: £30/7/0 to £105/7/0; to Pago Pago, £57/3/0 to £183/19/-; to Papeete, £71/9/0 to £198/4/0; to Honolulu, £116/1/0 to £285/14/0. Return fares are in each case exactly double the single fares shown.

It is expected that US-Australia through bookings will be heavy for early voyages, with little or no inter-island accommodation available.

For the first time since the war the Union Steam Ship Co.-Huddart Parker Co. Tasman passenger monopoly will be broken. Fares will be higher but accommodation and service is expected to be superior to existing services.

In post-war years there has been a "gentleman's agreement" which prevented passengers to travel by the two company's vessels or fly TEAL, despite the fact that the vessels with modern passenger facilities have been crossing the Tasman with dozens of vacant berths—notably the Orient liners.

It has been rumoured in recent months that the Union Steam Ship and Huddart Parker may with-

draw entirely from the Tasman passenger trade within the foreseeable future, leaving the field to Orient and Matson, and whatever else offers.

Due to a business linkage between the various British lines such a decision would probably have been unlikely had not Matson re-entered the Pacific trade.

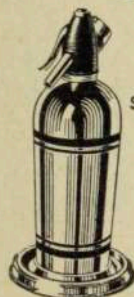
The existing Tasman passenger "gentleman's agreement" was said to be justified in that the two companies concerned provided a regular service. However, there was no attempt to provide a service adequate for the traffic offering—as shown by the present trans-Tasman waiting lists.

For years any member of the public walking into a booking office and asking for a ticket for a Tasman crossing a month—or even six months—ahead, has been treated as a joke by the booking clerks.

For that reason alone a good many members of the public will be prepared to pay a good deal more money, if necessary, for the rare pleasure of being able at last to get what they want when they want it.—JPS.

† A two-year-old boy, Konelio R. Semo, who followed his father out onto the reef fishing, was drowned when he fell into deep water in Pago Pago Bay on November 29.

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### Mackenzie-Shields Wedding

Shown at left, the wedding group photographed after the marriage in Madang, New Guinea, in December of Miss Marjorie Shields to Mr. Don Mackenzie. Shown, left to right, Mr. Jack Gammon, best-man; Mrs. Thelma Donaldson, matron-of-honour; the bridegroom and bride and Mr. Tom Warburton, who gave the bride away.

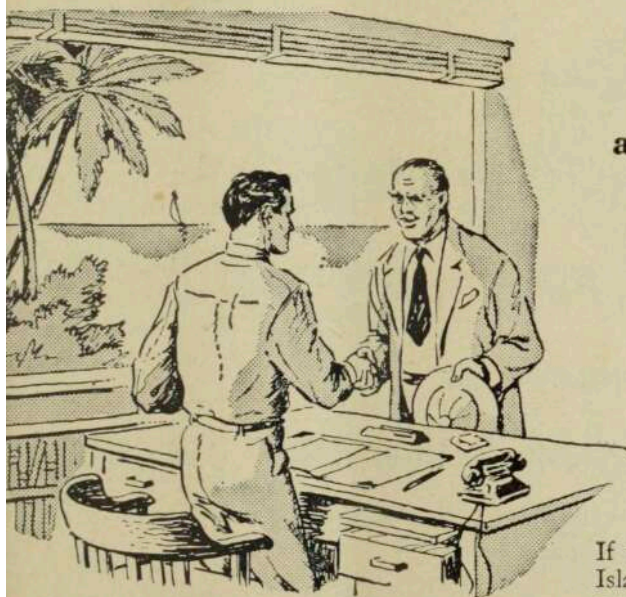
¶ Miss Jill Bignold, elder daughter of Mr. Justice E. B. Bignold, of Papua, New Guinea, was married early in January, in Mosman, Sydney, to Mr. William Pye.

† According to our Papeete correspondents, "numerous jouissances" were arranged by the city fathers to entertain the crews of the French naval vessels *Jeanne d'Arc* and *La Grandiere*, which visited Tahiti late in December. Festivities included a dusk-to-dawn ball. The vessels sailed in continuation of their Pacific cruise on January 3.

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## RNZAF SUNDERLANDS

### *Air Missions of Mercy*

**T**HE Sunderland Flying Boats, at the RNZAF station, Laucala Bay, Suva, have literally become the "mercy missionaries" of the Pacific, with its hundreds of islands separated by thousands of miles of sea. Hardly a week passes without their being called out on emergencies which range from dropping medical supplies to searching for those who are lost.

So, on January 17, at 6 a.m., they answered another urgent message from the Tokelaus—this time to drop medical supplies. Polio had broken out on Atafu and Fakaofa islands, causing some deaths and considerable concern. The drop was successful and the Sunderland, piloted by Flying Officer J. Laing, made the round trip without landing in under 13 hours.

This flight was shortly after they had spent a week-end scanning the Fijian bush for a lost Fiji Airways pilot, Capt. Brian McCook.

It was actually a Fiji Airways plane that spotted McCook, but it was a Sunderland that dropped messages and medical supplies, all of which were recovered.

McCook remarked on the accuracy of the drop—but the fact that he

did not read the first messages until two days later, was due to the non-chalance of the Fijian villagers. They collected the canisters containing the messages and quietly placed them on a small table beside his bed, without mentioning the fact that they had been dropped from the sky!

The whole world knows of the hours of flying put in by Sunderland pilots and crews searching the ocean for the *Joyita* and later her missing passengers in October-November.

¶ Mr. J. A. Marsden, Sydney dentist, is commencing the practice of his profession at Santo, New Hebrides. He left Sydney on the January voyage of the *Polynesia* and will be joined later by his son George M. Marsden, who is also a qualified dentist.

¶ Prominently listed in the recent NSW Leaving Certificate passes were John, Joe and Dick Tracey, 16-year-old triplets at Chevalier College, Bowral. They come from the phosphate island of Nauru.

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G-SINGAPORE  
Y SEA

## W Pacific Residents an Vary Vacations

RESIDENTS of Papua-New Guinea and the Solomons who want to get away from the inevitable Australian roundabout for their leave, now have an easy means of vacation at hand.

Three of the smaller ships of the Royal InterOcean Line (*Sinabang* and *Sibigo*, which are 2,200 tons, and *Van Noort*, which is just under 100 tons) are making round-trip voyages from Sydney via Dutch New Guinea, Borneo and Thailand to Singapore. Calls are made at any of the following ports:—Melbourne, Hongkong, Sydney, Brisbane, Hollandia, Biak, Monokwari, Sorong, Sandakan, Jesselton, Bangkok and Singapore. Return voyage is direct to Australia.

*Sibigo* and *Sinabang* carry 12 passengers; the fare Sydney-Hollandia-Singapore is £Stg. 54; *Van Noort* carries only 2 passengers and the fare is £Stg. 87.

Qantas runs a fortnightly air-service between Lae (Australian NG) and Hollandia (Dutch NG), which admits anyone on a SW Pacific air-route connecting with Lae, any method of picking up one of these vessels at Hollandia.

The owners make no claim that these vessels are in the luxury class, but they are of modern design, the cabins are large and airy and equipped with running water. The route from Hollandia to Singapore is unusually interesting—particularly for residents of neighbouring territories who are naturally curious about conditions and places to their north-west.

If the traveller does not want to return direct to Australia he has the choice of a dozen routes once he reaches Singapore—including transfer to one of Royal InterOcean's own luxury services to the East or Europe.

## PACIFIC ATOMIC VICTIMS NOW RECOVERED

ACCORDING to a US Navy announcement from Washington, DC, the Micronesian victims of the miscalculated Bikini hydrogen bomb test of 1954 have "apparently recovered."

The statement said, however, that the physicians will continue to check the health of the 239 islanders, perhaps for years, to detect any delayed radiation effects. The victims included a 100-year-old woman and several babies.

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FEBRUARY, 1956 — PACIFIC ISLANDS MONTHLY



# MAGAZINE SECTION

## Tropicalities

**PIRED OF JOHNNY PINEAPPLE**  
 A SYDNEY newspaper's broadcasting critic recently had this to say on the subject of music from local stations:

Tune in to Radio Noumea and you get first-class Tahitian and Wallis land dances. Dial VRH4, Suva, and hear their fascinating tapes of Fijian taralalas and Samoan sivas. Yet all that the local stations which offer Pacific music can give is the tired old commercialised stuff of Johnny Pineapple and his mate, Billy Coconut.

### BACKGROUND OF AUSTRALIA'S GIFT TO P-NG

In the current year, Australia is making a gift of no less than £8,943,900 to the Territories of Papua and New Guinea—in other words, every man, woman and child in the Commonwealth is giving out £12/- to P-NG.

Australia's national debt is £749,444,347—almost equally divided between Federal and States' Governments. Of the Commonwealth's debt of £1,923,717,000, £584,000,000 is incurred for war purposes (World War I, £134,078,000; World War II, 1,444,831,000).

Every resident of Australia therefore is in debt for £407/16/2. Of the total debt of £3,749,000,000, no less than £3,314,000,000 is owed within Australia—and most of the balance of £435,000,000 is owed in London.

### WHAT THINK YOU OF THIS WRITING?

may be remembered that Mitchener, in *Return to Paradise*, gave some space to the work and words of Fred Archer, of Buka Passage, New Guinea.

A man named Merle Smedley, of Chicago, Illinois, USA, read the book and noted the name of FPA. Next day, Fred Archer received a letter from Smedley, and thus a correspondence was started. Here is a photographed extract from one of Smedley's letters:

LO-  
 IF THE SEASONS GREETINGS TO ALL!!  
 IF YOU LIKE THE HOME MADE CARD, MY  
 FRIEND MAKES THEM—I DO THE COLORING.  
 MUCH TO SHOUT ABOUT, BUT THEY ARE  
 TRENT.  
 GOOD LUCK TO YOU!  
 MERLE S.

Nothing remarkable about that, you say—except that the handwriting is so neat that it resembles typewriting.

But you are wrong. Merle Smedley is one of those unfortunates smitten by polio, and his arms and hands are paralysed. With indomitable spirit, he has taught himself to write with a pencil held in his teeth!

Thus, he helps pass the weary weeks in discussions with pen-friends. Feel like dropping him a note? His address is: Merle Smedley, 803 Park Avenue, Pekin, Illinois, USA.

### THE CLOCK THAT CHIMES TWICE

**T**HIS church clock that strikes each hour twice usually intrigues visitors to Levuka, Fiji. No one seems to know why it was made so that it strikes a couple



of minutes before and a couple of minutes after each hour. The clock was made in France, and the most popular explanation is that the design originated from a suggestion by Louis XIV who wished to cure his habit of being late for appointments.—JACK THORNTON.

### A TALL STORY FROM FIJI

**T**HE following, written by the Rev. Fr. P. F. Kelly, of the Columban Fathers in Fiji, is a condensed version of a story which appeared in a mission publication recently.

It was a little village about 25 miles from my parish centre, in the heart of one of the largest timber zones in Fiji. I was on a week-end tour of some of my mission stations, and it was my first visit to this lumber settlement.

I got in around five on Saturday

evening and was conducted to the house where Mass is usually said. After a short chat with the women of the house—the men were still at work—I decided to finish my Office on the village green.

Soon a young girl called me to the evening meal. I crouched through the low doorway and immediately inside I found my place at the head of the "table"—a board resting directly on the floor—so that I had nothing to do but sit down, cross my legs in Fijian fashion, say grace, and do justice to the food. After the meal the village bell rang for night prayers, so I reached for my haversack, pulled out my soutane, and sprang to my feet to put it on.

And then came the catastrophe I had been avoiding so carefully all the evening: I bounced my head with terrific force against the low-pitched galvanised iron roof. I had forgotten for the moment that I was six-feet-two, and that my host's house was not the customary Fijian hut with high ceiling and thatched roof.

A few youngsters laughed but the man of the house seemed a little embarrassed and passed a remark on my unusual height.

The villagers gathered, and for the first time in my life I preached on my knees, with my hearers seated on the floor around me.

In the morning I woke to the sound of the birds, and washed and shaved at a nearby stream. Returning I saw that preparations for Mass were well under way. A neat little altar had been erected in the house, and immediately above it, one sheet of roofing iron had been removed to allow me to stand upright. I found that this would not be enough to permit me to move from epistle to gospel side during Mass—so the men smilingly removed two more sheets.

### WHALES—THEY SPIT AND STINK

**W**HEN Mitchener wrote *Return to Paradise*, he remarked on the fact that Fred Archer, of Buka Passage, New Guinea, loathed whales; whereupon a shocked reader of the book in Wisconsin, USA, sent Fred a lot of literature about the habits of the harmless, unloved leviathan.

He did not know that Fred lived near one of the ocean laneways frequented by whales, and that the silly monsters have a habit of piling themselves up on one of Fred's headlands, and there engaging in a fine spasm of decomposition. Fred's hatred, so to speak, is effluviably based.

"A small whale stranded recently on a small island, not far away," writes Mr. Archer, "and the natives reported to me, 'E stink true!' but, fortunately, for once the wind was



from me to it. And—praise God from whom all blessings flow—it since has drifted away.

"The natives, trying to describe the species to me, said: 'Dis big fish 'e all time spit plenty tumas, time 'e swim 'long soda water.' (This big fish constantly spits very much, while he swims along in the sea.) Which, I thought, was quite a good description."

#### HOW MARSUPIALS REACHED PACIFIC

**S**OME remnants of what are believed to be marsupial skeletons, dug up in a dry lake-bed in New Guinea by Mr. G. D. Wood-

ward, a California University scientist, have helped scientists to further advance their theories of how the kangaroos got into the South Pacific, said a press message from San Francisco in November.

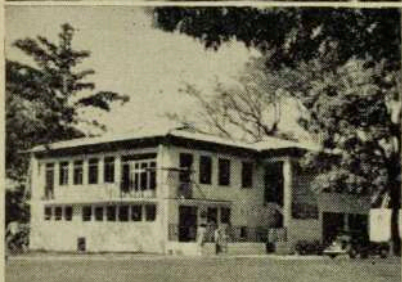
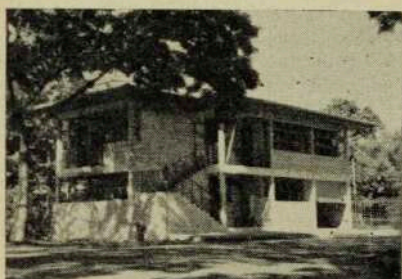
Mr. Woodward claims to have found kangaroo remains in Australia of an age 5 millions years; and he says that the New Guinea kangaroos were there apparently 10 million years ago, and were about 5-ft high and weighed perhaps 500 pounds.

The theory is that the marsupials had their origin in North America 100 to 125 million years ago; and made their way in the subsequent

ages via Behring Strait and Asia into the Southwest Pacific Islands and Australia.

Large kangaroos disappeared from all countries except Australia very long ago; but there are still some small marsupials in the New Guinea region to support the scientists' theories.

† In addition to Pago Pago, tuna fishing enterprises, either Japanese owned or operated, are now established in Argentina, Burma, Ceylon, Chile, Costa Rica, Hongkong, India, Iran, Pakistan, Ryukyu Is., Taiwan, Venezuela, and Viet Nam, according to *US Fishery Products Report*.



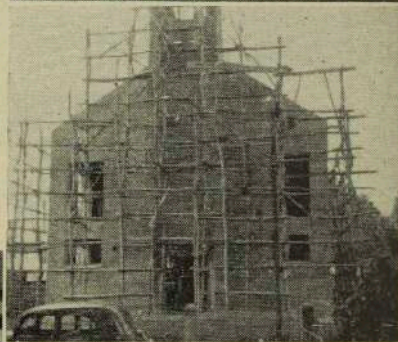
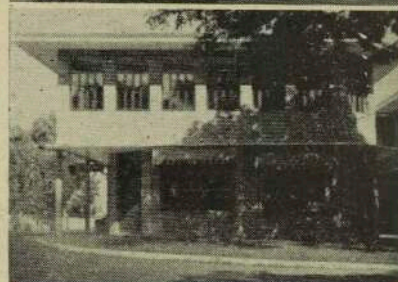
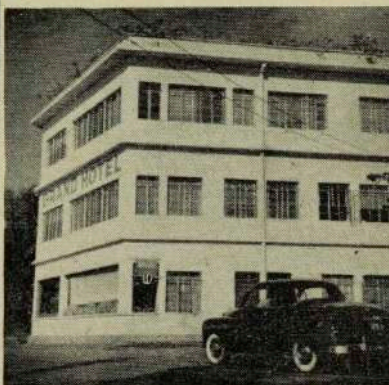
### Papeete's Changing Face

**T**HESE photos, taken around Papeete, Tahiti, by Oscar Nordman, show some of the many new buildings that have appeared over the past year or two.

**LEFT ROW, top to bottom:** Department of Agriculture Offices; Offices of Maitre Le Jeune, a leading Notary; the new Catholic church of St. Therese; a new commercial library business.

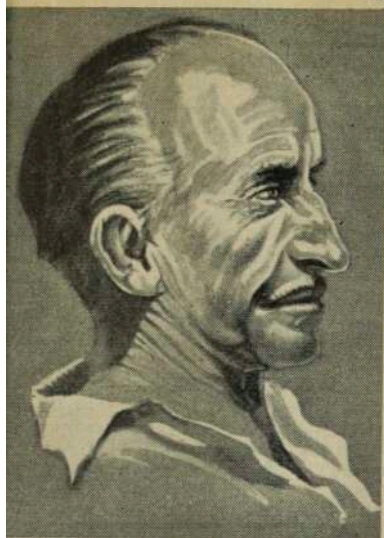
**BOTTOM CENTRE:** The Grand Hotel.

**RIGHT ROW, top to bottom:** The Paul Gauguin Government College; the Hallay & Drollet Building; Protestant Bethel chapel, under construction; Moulin cabaret, formerly known as Lionel's.





ay Parer... Still Pioneering



RAY PARER is one of the unquenchable spirits of New Guinea. Ray came from the large family of Parers, of King and, in Bass Strait, and was born in Melbourne in 1894. He joined the Australian Flying Corps at Point Cook in 1916, became an NCO, and was one of the few NCO's on the Flying Course there. After only 5½ hours he was sent off solo in a contraption called a Graham-White Box Kite, which had a h.p. Gnome rotary engine.

After some hesitation, the authorities gave him a Commission and sent him to England. He spent most of what remained of the war I ferrying aircraft from the Central Flying School of the RFC—his first job there was to fly a DH9 from Hounslow to Gt. North. He was a test pilot at the end of the war, and he had an ambition to fly an aircraft from England to Australia.

Miss Smith and Keith Smith beat him to the England-Australia flight in 1919 with their Vimy, and were both knighted for the feat. Ray set off with J. C. McIntosh, of Leamington, in a DH9, with Siddeley-Puma engine, took 206 days to reach Australia. That was in 1920. Ray was awarded the Air Force Cross. McIntosh was killed soon afterwards in an accident, as was Sir Ross Smith.

During the next five years Ray ran a barnstorming business, under the title of Parer's Commercial Aviation Service, and charged his try customers 35/- a flight.

In 1926, Ray went to Rabaul in the SS "Asia", which carried also his DH4 aircraft.

Soon after making an airstrip at Rapin near Matupi, Ray made what he claims to be the first flight in New Guinea. He got a wing there, which allowed his Pard Mustar, in a DH37, to take off Rabaul and get to Lae and thence to start the air service to the goldfields.

Ray was close on Mustar's heels, and thus initiated a long period of freelance common against the big air companies. He full credit to Captain Holgate for building the strip at Lae for Guinea Gold.

In 1934 Ray entered the Centenary Air Force from England to Australia, flying a Fairey with a Curtiss D12 watercooled engine, cost, £400, was subscribed by the gold-miners of New Guinea. Of the 22 aircraft started, only 11 finished—and Ray was unlucky eleventh. His co-pilot was Geoffrey Worth, later a pilot for Guinea Airways.

Hemsworth distinguished himself in the as the Catalina pilot who first sighted reported the Japanese fleet, at the beginning of the Battle of the Coral Sea. Geoff killed soon afterwards.)

His flight from England took Parer and

She's Nostalgic Because it's the:—

## HURRICANE SEASON

By DOROTHY A. WEAVER.

ALL week I felt something lacking, something within myself which I could not analyse or qualify. Suddenly, incredibly it struck me:—I was homesick for hurricanes.

Ever since childhood the season between November and April had brought a particularly excited anticipation; a tense nervous watchfulness in an atmosphere prickly with uneasiness. The fever ran through the earth, the trees and the water and communicated itself to everyone everywhere.

Straggled along the edge of the lagoon the town knew it and felt it as it sweated and waited in the heavy sultriness of tropic summer for something to happen, never quite certain what. Across the blueness of the bay, the sinister ranges frowned blackly and the thick tangled bush tumbled in green, steamy confusion to the water's edge, silent and uneasy. Smashing in unceasing thunder against the coral bar not a mile from shore, a sullen frothing surf protested to the unanswering hills.

In the town itself people watched and waited—brown, white and yellow man like. They watched the sea far out for the grey ugly warning; watched the clouds massed in huge bruises against the sun; watched the skies for the first flight of hurricane birds; watched the indicator hand of the barometer drop almost imperceptibly to 29, 28; watched the signal flags on the

Hemsworth three months, which was half the time of the 1920 flight. They then took the Fairey Fox to New Guinea, where it was in use for some years, together with a DH84 and later a Boeing. When the Japs got too close Ray's business was totally destroyed in the "scorched earth policy".

Ray then joined the RAAF as an administrative officer but soon transferred to the American Small Ships as engineer on the vessel "Melanesia". She was being used as a HQ in Douglas Harbour, New Guinea, when she was attacked by no less than 30 Zeros. The crew dived over the side and swam to a reef; then swam back to the ship as she was left sinking, got the engine started, and beached her for repairs.

Since the war, Ray has mostly been serving in his unpretentious way as an engineer in small ships, while he has an occasional fling at owning a ship, patent methods of gathering pearl-shell in Torres Strait, running a grocery business in Sydney, and anything else that can hold the attention of a young man of 61 summers.

At the moment of writing (December, 1955), Ray has just re-appeared in Madang as engineer aboard the MV "Henrietta", of about 40 tons, after a rough voyage from Brisbane. She is owned by the Enterprise of New Guinea Gold & Exploration Company, N.L., which intends to use her about 500 miles up the Sepik. Ray said that he might wander off to Wau, where the attraction may be gold, or a golden-haired blonde. It is no use asking Ray what he is going to do next.—BRETT HILDER.

most of the meteorological office; and waited for the menacing calm, the prelude to the Wagnerian performance of the storm.

At night they could not watch, but as they sweltered in their beds they listened for a higher note in the surf's lament, for an unfamiliar whisper of wind in the palm leaves, for the persistent uncanny tap-tap-tapping of a loose window latch. All these gave warning of fury to follow.

Protective shutters for windows came out of storage and a survey was made of the house. A loose weatherboard or a rusted nail in the corrugated iron roof plates might mean a roofless dwelling and a rain-ruined home. Hurricane lanterns were checked, the wicks cleaned and the glasses polished.

Trees near the house were trimmed to ensure that they fell away from the building should they succumb to the wind's ferocity. All this, I remember, as an adventure recurring each year.

Weather reports from other islands brought by crews of trading cutters formed the news of the day and the native fishermen spoke of piles of seaweed in the fish fences and along the beaches. The hot unhealthy breath of the day's last breeze reeked of dead shellfish and dank seaweed. Down at the wharves all was activity as small boats migrated to sheltered coves and the cargo ships moved from the jetties to drop anchor in deep water.

The stage was set for the elements of air and earth to enact the prelude. Heat shimmered in the suffocating atmosphere. Blue-black battalions of cloud increased and advanced. High on the ridges a tree stood out starkly—a woodcut by God.

The lagoon turned grey and glassy while a yellowish haze festered on the seaward horizon. Hammers met wood in sharp staccato as shutters went into place. Hundreds of feet above the earth three dots of ebony flight circled and glided. Men glanced upwards and went on hammering, sequins of sweat glistening on the bare burnt skin of their shoulders. No sound or movement stirred the growing things.

A TREE stirred; then became still. Stirred again, frenziedly. Again it grew still. Silence, overwhelming and ominous silence and a moist stillness pressed down on the senses like a hot clammy hand.

Crrrrack! Thunder vomited sound

(Continued on Page 82)



# Women Were His Tabu

By ALICE ALLEN INNES

**D**URING my twenty-odd years in New Guinea, my husband and I employed a varied collection of native staff. Most of them served a number of indentured periods with us and then departed with mutual regrets. But only a war could have separated us from others, such as my beloved but notorious wench Anah, the "Kaeweing Mary."

We still mourn our faithful but roguish nurse girl. "Kaeweing Marys" are supposed to possess a secret charm which no man can withstand, but there was one who was unmoved even by Anah's obvious attractions.

I alone won the goodwill of that woman-proof Black Adonis from the Solomon Islands, only to lose it eventually, and with it the best native carpenter my husband ever employed—just because I forgot to *Speak to the Saw*.

I was in England when our Buka Boss-boy brought his *one-talk* (fellow-villager) to my husband to sign on as assistant to the Euro-

pean building foreman. The newcomer's one emphatic condition was that he would work for men only—women were his *tabu*.

His friend explained that he was not born of woman; he had come to the North Solomon village in a drifting canoe, was cared for by the old men of the village and during his baby days was fed on banana and yam.

As he grew up he was given only "men" fish, fowl, and pig. Anyway, it must have suited him for he certainly did grow up.

This huge smiling Buka boy proved a pride and joy as he skilfully replaced white-anted timbers and built to cope with the rapidly increasing business of a goldfields port.

Returning to Salamaua to find my new home built, I murmured things about cupboards, shelves and such things—suggesting that if only I could have the services of the native carpenter.

"Woman," said my husband, "you keep right off that idea. That Buka

boy made paper on one condition: No woman may call his name or speak to him." He added an unnecessary comment that every builder should have a similar clause in his contract.

Keeping my distance discreetly for some weeks I often saw the comedy of cute Anah archly swinging her grass skirt in the direction of the carpenter-shop, but from there, there was no response; Buka boy went on sharpening his greatest treasure, the big saw, and the tantalising hip-swing was ignored.

I garnered a few ideas on the woman-hater. He might loathe women but he really loved his tools of trade. Each night the tools were bedded down in oiled scraps of singlets, like babies in swaddling clothes.

This gave me food for thought.

I commenced to buy odd tools from our local store, shining metals in gaily hued boxes, a spirit level, gadget-headed hammer and unwotted affairs of male interest in the ironmongery section; these took one by one to the carpenter's shop.

As I sauntered in I threw each on the work bench and chattered absentmindedly to it . . . just a vague remark of complimentary nature until, finally, I threw down a fine slender saw. "Small-some thing'-belon'-kaikai-dewai" (little saw that cuts wood), I said, "I think you savee work'm good shelf 'lon house washwash."

I noticed a gleam of interest as I heard a grunt of excitement as slipped away; the next day saw a fine shelf in the bathroom. A few more chatty visits with the tool when . . . Eureka! The Buka boy also spoke to the saw.

"Kaikai-dewai (saw), suppose some nail come up, n' some plank you 'n me, two-fella, can make 'il cupboard," he said.

So, at last, Buka, the saw and I could converse and get results.

Then things really happened. Window boxes, long hoped-for, were soon full of blooms; stools, shelves and even a bookcase appeared among my men folk and friends were as puzzled as to how I got Buka to work for me.

"Did you make him break his *tabu*?" my husband queried. Indignantly I denied that—having respect for native tradition, belief and custom. No indeed. However I didn't mention how often I had a chat with my good friend the saw.

**T**HEN came the triple tragedy. I lost my newly planned rock pergola, my one and only raincoat, and, worst of all, my carpenter.

It was all my own fault. When my husband stormed and huffed that hated "I told you so" at me, I, very nigh to tears, was, for once, mute!

I had had speech with the very good friend "Saw" a few days before when I presented him with a fine new bike, painted a hectic yellow.

"Saw" replied to the effect that a bike was the most desired thing ever seen. I picked up a pen and paper and drew a rather wobbly looking pergola and murmured that I desired a "house pulpul." "Saw" was told that I should have a very well built fernery or pergola and in due course the attractive octagonal shaped building began to take shape.

When it was half-finished the rains came. From my verandah I noticed my new raincoat speeding down the croton-bordered roadway with the little native office boy within its folds. My new raincoat!



"... unmoved even by Anah's obvious attractions."



called sharply to Anah, then to some loitering houseboys under the porch. They didn't, or wouldn't, need.

Just then a yellow bike passed proudly by bearing my valued friend, the carpenter. I forgot the *tabu* and uttered for the first—and last—the sacred name.

"Halil," I called, "Tell monkey (small boy) he no can take 'im boat-rain belong Missus."

I called in vain! The new yellow bike lay in the mud and the carpenter Buka boy sped away to the wash. Next day the Boss-boy came for his one-talk's money. Halil, saving his mute saw and a very old "Missus" had fled back to his womanless world.

## COLD WAR

The ironing boy has a cold,  
The ironing boy has the sniffles;  
He snorts and he puffs and he pants—

He gurgles, he grunts and he whiffles.

The ironing boy's handkerchief  
Is tucked in the lee of his belt,  
It's one of the things in life  
Apparently seen, not felt.

Or it's sniffity-sniff and snuffle,  
A sneeze that the whole world  
can hear,

Noise like the bombing of cities,  
But never, alas an "All clear!"

The ironing boy has a cold,  
The ironing boy has the wheezes;  
He sighs as he pulls out the washing,  
He irons—and pauses and sneezes.

Some people, I know, wait for summer,  
Or else for the springtime report:  
But I pause in my work near the washhouse

To wait for the very next snort.  
Or it's sniffity-sniff and snuffle,  
A pause, and a monstrous  
"A-choo!"

He had quite enub of this drifle—  
For dambme, I'b gedding id, doo!  
—NOELLE MASON.

After three or four years of dishment from what he regards his cultural home, and numerous as, Artist Charles McPhee and

Tahitian wife, Elizabeth, have been given permission by the French Government of Oceania to return Tahiti, from New Zealand, where they have been living. Permits for Europeans to live permanently in Tahiti are not granted readily nowadays. When Charles McPhee died there after the war he had a visitor's permit; and when he expired he—in common with many others—had to depart. In the past years, Mr. McPhee has gained considerable fame as a South Pacific artist—some people value his Moan paintings highly. His future creative work should be of benefit to Tahiti.

## Tree Life is a Popular Theme of Pacific Islands Stamps

By K.N.

ALMOST every stamp-issuing country in the Pacific area has its quota of interesting pictorial stamps put out to publicise some local scenic or tourist landmark.

And somewhere along the line you are sure to find that a tree—either a palm, coconut tree, or fernery—has been included as part of the overall format. This has had the effect of "softening" the design and adding an air of peacefulness to the picture.

Of the pictorial issues prepared for Pacific lands, many have given sole pride of place to typical examples of tree life.

For example, a spreading breadfruit tree distinguished a 1d Tongan stamp first distributed in 1897, while the same series with the 4d value, showed a bunch of four of the fruit of the tree.

Since 1911, a pandanus palm has graced stamps of the Gilbert and Ellice Islands. The initial specimen showed five trunks emanating from the one base, tall and upright.

The 1d. issue from the Gilberts in 1939, featured another pandanus, only this time a wider and lower-growing example being displayed. A smaller palm appeared in the background.

Dominant feature of another 6d. Gilbert issue in the same year featured a collection of typical coconut trees, of various shapes and sizes. Two well-proportioned specimens figured in the near foreground.

Very little artistry was evident with the ineffective display of palm trees seen on an 1887 series of stamps from Samoa, when a trunk and a mass of leaves constituted the theme.

However, the palm tree posed on a somewhat barren landscape on a 1920 issue from the Cook Islands had a distinct lean towards the right. The eleven fronds of the tree apparently kept it on balance.

Tree houses of New Guinea, originally erected in their prominent positions for "observation" purposes, figured on one of the Papuan pictorial series of 1932.

In 1938, Fiji included portion of a sugarcane plantation on one of the pictorial stamps. In subsequent years a rather unimpressive arrangement featuring the paw paw tree was used on a 10/- denomination.

A neat piece of designing occurred with a 6d. denomination produced for the Solomon Islands in 1939, when a "close up" aspect of a scene in a coconut plantation was represented. An examination revealed some 25 trees.

Three well-developed and coloured oranges constituted the design of a 1d. issue from Pitcairn Island, initially available during 1940.

When Norfolk Island introduced its first pictorial stamps in 1947 the scene showing Ball Bay was highlighted by the many fine specimens of the famous Norfolk Island pine trees appearing on the shores and headlands.

Chief export of the territory of Niue, bananas, were represented on a 2/- issue prepared in 1950. The design itself showed a native carrying bananas, with several of the laden plants in the background.

A realistic study of a native tapping rubber on one of the New Guinea rubber plantations made an admirable topic for the 2/- stamp included in the 1952 series provided for the combined territories of Papua and New Guinea.

In the same series a native drying copra on special racks also symbolised another aspect of tree life, while the harvesting of cocoa constituted the theme for an 8d. stamp introduced by Western Samoa in 1952. Trees laden with cocoa, with several natives opening the beans, were displayed.

A further interesting aspect of the 1954 pictorial stamps from Nauru was that eight of the values characterised palm trees. But the 1/- denomination gave a sole portrayal of a palm tree, bending into the wind, in a characteristic study.

## PORT MORESBY

Moresby with its many hills, green, and sometimes brown;  
Moresby with its suburbs, Moresby with its town—  
Moresby with its sky of blue—but sometimes it can frown!  
Moresby is a steamy place when torrents they come down.

Moresby with its flow'ring trees, blossoming so gay;  
Poinsianas, frangipanni all in bright array—  
Moresby with its Ela Beach, where happy children play—  
Come and visit Moresby—come without delay!

—HEATHER GWILT.  
Port Moresby.

¶ Members of the Suva Port Board for the year ending December 31, 1956, will be: Messrs. D. A. Butler, J. K. Desai, W. G. Johnson, C. V. Patel, and J. B. Turner.



## Hurricane Season

(Continued from Page 79)

from behind the hills and lightning, with vicious slash ripped the heavens open. A bombardment of thunder and lightning rocked around the sky and a scream of wind shrilled far off, but moved closer and grew louder minute by minute.

People scurried for shelter and almost before the last bolt was shot into place, the trees and shrubs and green growing things went mad. Whipped into tortured tarentella, they bent and touched the earth, in their agony as the hurricane

bludgeoned its way down the ravines.

Behind battened windows men and women gazed on the wild scene —felt the exhilaration of this moment which snapped the tension of the long wait; felt the numbing dismay as they calculated the resultant damage and destruction. Rain burst in a shattering torrent against the glass and the children, noses pressed against the pane, shouted for joy.

\* \* \*

ALL my life, that's how it was. It was all confused with a cramp of excited fear in the stomach, a smell of the sea and the feel of clothes, saturated with perspiration clinging damply to the skin.

Of course, the hurricane did not always come. Some times it dissipated itself in mid-Pacific; or capriciously veered onto another path venting its spite on some other part of the island. But whether it came or not, November to April each year had a special quality of the unpredictable colouring each day.

Shutters were always stacked ready, lanterns stood on the kitchen shelf, you always glanced at the meteorological mast on the way to school, you always listened to the weather report, checked the window latches before bed, trimmed the

trees, looked for the hurricane birds and bent an ear to the sigh of the surf.

The element of surprise of not knowing what was to come, gave us a heightened awareness of all things around us and established a communion between us and the trees and the sea and the hot, wet earth. It might not come at all; it might not be as bad as the previous year; it might be worse. But if it did come, the hurricane would be as terrifyingly beautiful as ever.

Yet, this November, in a cheerless Melbourne street, rain touched my face with fingertips of ice, awakening in me a resentment against its delicate showering. For one nostalgic moment I ached for the warm untamed torrents of hurricane rain.

## CORALITA

Now this is the tale of a well-filled sail

On a lofty and slender spar.  
And a spray-flecked wind  
That came behind  
And carried me ever so far—  
By Gosh!

It carried me ever so far.

I plotted my course by the coral stars

And I steered for the Coral Sea;  
But the *Masalai* Ghost  
Of the Guinea Coast  
Played a terrible trick on me.  
He did!

Played a terrible trick on me.

For he lifted me up with the *Talio*,  
And set me down with the *Rai*,  
And coaxed me along  
With a siren's song,  
Then left me high and dry—  
On a reef!  
Just left me high and dry.

Then the sea-maidens called from  
the crested waves;  
Right soon they had me in tow:  
As they gracefully sank  
In the water dank  
I followed them down below—  
Yo Ho!  
Yes, followed them deep below.

Now, fathoms down in a coral cave,  
I'm served by those maids of the sea:

They bring me my meals  
Of oysters and eels—  
They couldn't do more for me.  
Those girls!  
No-one could do more for me.

So if you should sail from a  
Southern port  
On a tropical tourist trip,  
Just open an eye  
And you may spy  
A merman hailing your ship:  
That's me!  
I always wave to a ship.

(The *Talio* is the Northwest Wind (Monsoon) and the *Rai* is the Southeast Trade wind.)

—PETER ENGLAND.

## PIM CROSSQUIZ NO. 72

Solution on  
Page 84.

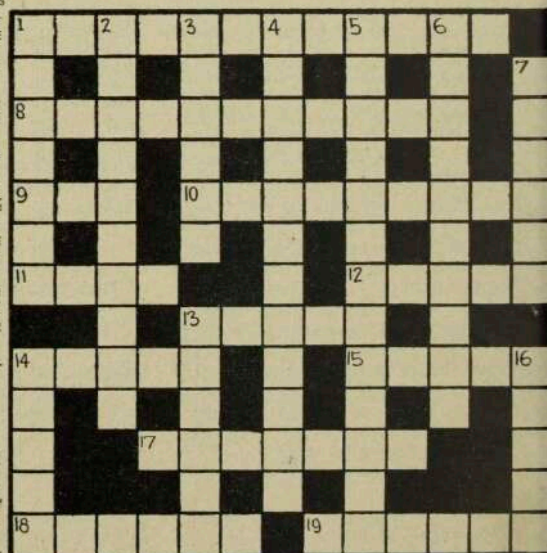
### ACROSS

- 1.—Who wrote "The Four Just Men"?
- 8.—The tomb of which king of Egypt was found by Lord Carnarvon?
- 9.—What is the surname of the singer known as "the prince of wails"?
- 10.—In architecture, what is the term for a drawing representing the flat side of a building?
- 11.—What is the chief river of Germany?
- 12.—What famous horse race was named after an English earl?
- 13.—At what game is Capablanca a champion?
- 14.—What is the surname of the family of "Little Women"?
- 15.—What style of architecture is characterised by a flat arch, shallow moulding and much wall panelling?
- 17.—What is the overall term for any drugs that induce sleep?
- 18.—What valuable fur is obtained from the stoat?
- 19.—In which city would you find the Parthenon?

### DOWN

- 1.—In classical mythology who is the muse of lyric poetry?
- 2.—In which town did Lincoln deliver his famous address at the dedication of the National Cemetery?
- 3.—What substance obtained from the fourth stomach of a calf is used in making junkets?
- 4.—What is the first day of Lent?
- 5.—Which London thoroughfare is noted for its bankers and moneylenders?

- 6.—What type of thermometer has the boiling point of water at 100 deg.?
- 7.—From which ship was Captain Bligh seized by mutineers?
- 13.—The story of which famous composer was told in the film "A Song to Remember"?



- 14.—The leaf of what tree is the Canadian national emblem?
- 16.—From what flower is the fragrant oil attar, made?



# This Month's New Reading

## Another Stand-and-Deliver by Clune

PERHAPS it is Frank Clune's wild Irish blood that gives him that perennial interest in wild Irish-Australian bushrangers. The prodigious work that obviously went to the story of the Kelly gang last year, has apparently not kept the industrious Mr. Clune quiet—he has launched the equally prodigious work called *Martin Cash* concerning the bushranger of the same name.

As we have remarked before, Clune is not everyone's cup of tea; and neither are bushrangers. But if your taste lies in that direction we can commend these detailed accounts as a phase of Australian early pioneering—much of it unknown to the present generation of Australians.

Highwaymen, bandits, outlaws and assorted banditry have not been unknown in other parts of the world. But Australian bushrangers were generally products of the transportation system or of restrictive and often corrupt practices of the early police forces.

Petty persecutions resulted in the men—including the Kellys—becoming bushrangers. Others were escaped convicts.

*Martin Cash* came into the latter category. He arrived in Sydney on the *Marquis of Huntley* in January, 1838. According to convict records, he was 19, a farm boy of County Oxford, Ireland, and had been sentenced for seven years transportation for house-breaking.

Throughout his career, Cash appears to have alternated spells of exemplary conduct with periods when he was against the law. During his initial seven years sentence he behaved well, spent almost all his time as an assigned servant and set-of-leave man and seemed set to start life at the end of it, as a property of his own.

However, about the time that his sentence expired, he was due, in March, 1834, Martin

Bessie Clifford, the wife of a settler; she is described as a plain, a lady, with every mark of refinement."

Bessie's subsequent career does not fit out that description but she eventually was a young woman of spirit. With little urging she became Martin's *de facto* wife and in Martin later indulges in some managin with cattle, he persuades that they had best remove themselves from under the eyes of NSW police and go to Van Diemen's Land.

This was a mistake. The landed

gentry of Tasmania had free convict labour and there was no place for a free man. Finally, Martin was arrested again—stealing half-a-dozen eggs was the charge—and sentenced to a further seven years. He escaped, was recaptured and sent to Port Arthur. He and his companions were among the few to escape from there; thereafter they became bushrangers with a price on their heads. While attempting to visit Bessie in Hobart Town, Martin is finally captured and sent to Norfolk Island for ten years.

Martin's escapades happened at a time when there was public reaction against the whole system of transportation and treatment of convicts. A little earlier he would have been hanged without fuss. Instead, in a spasm of great leniency, he was sent to Norfolk Island where he had another of his periods of tranquillity, remained stubbornly on the side of authority and in a period when Norfolk Is. was at the peak of its notoriety as a hell-spot, refused to join his old companions in their stubborn resistance to authority.

Instead he went into the millinery business—weaving straw hats for prisoners and officials!

Norfolk Is. was closed as a penal settlement in 1854. Earlier that year, Martin had obtained permission to marry Mary Bennett, assigned servant of the doctor, and he and Mary stayed on at Norfolk for some months after the rest of the convicts had gone. With a ticket-of-leave granted Martin in September, 1854, they returned to Hobart at the end of the year; here for two years Martin was in charge of some of the city's gardeners. He then took up 160 acres of land a few miles out of the town. One son was born to the couple but he died at 16—a fact that set Martin to an overindulgence in the bottle which hastened his death in August, 1877, at the age of 69.

If you are looking for a literary masterpiece, it is best to leave Clune alone, although in his books of straight history he is not so apt to flail the reader with overworked *cliques* or Clunish puns. But as an account of the early convict systems that provided the foundations of New South Wales and Tasmania, *Martin Cash* has some merit.

The pros and cons of the early Australian convict system can be argued indefinitely; possibly Clune's conclusions in the matter are as good as any likely to be arrived at from this distance in time. The full brutality of the system was unleashed only on the minority of convicts who persisted in weakness and further crime after they arrived in the penal settlements. For the

majority, it gave an opportunity to escape from the environment of degradation to which they would likely have been condemned in Britain—an opportunity to make a new life in a new country. The great majority of the convicts took this opportunity and became solid citizens.

Cash probably could be regarded as a border-line case. When fortune was with him he found it easy enough to keep within the law. As soon as difficulties arose he took the easy way out—as witness his addiction to drink after the death of his son.

(Published by Angus and Robertson, Sydney. Australian price, 25/-.)

## The Island-Hoppers

PEOPLE who will not read novels by Australian authors because they are Australian must have had a number of their prejudices shaken in recent years. Nonetheless, there is still an element of shock in discovering an Australian novel that is plainly "good" in any company within its own field.

Norman Bartlett, with a short novel, *Island Victory*, now joins the select band. His is a story of a RAAF Kittyhawk squadron whose task was to soften up the Japanese defences on an island that guards the approaches to Dutch New Guinea. The time is 1944 and General Douglas MacArthur's island-hopping tactics against the Japanese are in full swing.

As well as a story of the squadron, it is necessarily the story of men who make it, as a whole and as individuals. No particular man is singled out for hero-treatment; a half-dozen carry the story. Characterisation is extraordinarily good.

Here is the swift action of aerial combat; the stultifying boredom that makes up 90 per cent. of warfare; the petty irritations and jealousies as between Americans and Australians; and the reactions of men of varying character, outlook and background to the exigencies of war in a tropical country.

It is a story that holds the interest while still keeping within the limits of history and feasibility; it has excitement and deep reflection, and above all, authentic background.

It should make a special appeal to New Guinea men who served in the area during the war. It is the only book that we have read that mentions the fall of Rabaul and the half-dozen RAAF pilots who took their obsolete Wirraway planes into the air in late January, 1942, to attempt to intercept the attack of over 100 Japanese bombers. This is an incident—small in the overall picture of the Pacific War—that is apparently destined to be forgotten by all except the few



hundred directly involved, and the widows of the men who did not come back.

It is probably significant that the best post-war Australian novels are written by men, about men—very often about men at war. The great romantic Australian novel has yet to be written. But in the realm of action and adventure, plus the penetrating insight of Australian author into Australian men, a few are delivering the goods. And this book comes into that category.

(Published by Angus and Robertson, Sydney. Australian price, 13/6.)

## The Pattern is Familiar

A COMPLETE history from the time the first Polynesian sighted the group, through the discovery of Cook in 1777, to the present day is provided by Hawaiian author A. Grove Day in *Hawaii and Its People*.

Written primarily for American consumption, it nonetheless is of interest to other Pacific dwellers who are apt to forget that Hawaii was a Pacific Island first, and the prospective 49th State of the American Union a great deal later.

Although it is possibly half a century ahead of other Pacific territories, Hawaii has followed much the same pattern of growth—at least until American annexation in 1900. From that date, of course, because of American investment and the establishment of naval and military bases there, the group developed along lines not strictly according to orthodox Pacific Islands. However, it is well to remember that the wealth of Hawaii is still based on sugar and pineapples—and that the supply of coconut-frond hats and sun-tan oil to Hollywood beauties vacationing on Waikiki Beach is still a minor industry.

We retrace in this book the old footprints down the well-used path: Discovery by Europeans, the first sporadic visits being followed by scattered settlement, often by men on the wrong side of the law; the supply of firearms to rival chiefs; a sandalwood boom; the introduction of European vices and European diseases; the arrival of missionaries; the gradual settlement of a solid European community, and then, finally, the long fight for annexation by one of the Great Powers.

Hawaii had variations on this theme, of course. But generally it followed the established pattern.

And this is what Mr. Day has to say about industries:

"'Grow diversified crops,' was the cry raised in 1898 and many times thereafter when it seemed that the territory was dangerously seeking its future on a very few staple pro-

ducts. But to base island agriculture on a variety of crops was more easily said than done. . . . After the McKinley Tariff took away protection of Hawaiian products, a flurry of experimentation began. Tea planting from seed brought from Ceylon was tried at Kona in 1892. A company for growing sisal was started in 1892. . . . Rubber trees were introduced in the 20th century and the raising of cotton and rice was revived. A good quality tobacco was developed. Recently, export of toothsome macadamia nuts and fresh papayas, as well as splashy orchids and other flowers has brought in good income. . . . But diversified agriculture on the mainland pattern has not worked out."

Where have we heard that sort of thing before?

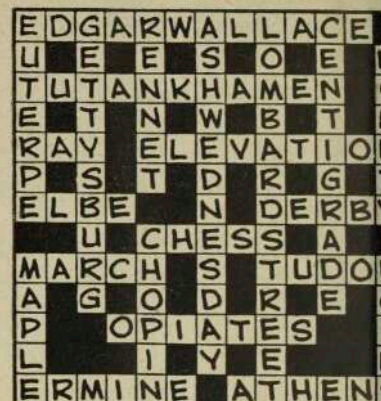
South Pacific islands dwellers can learn a lot from Hawaii—and from this book. It is not without significance that by the time this is in print, Professor Y. Baron Goto, a coffee expert from Kona, Hawaii, will be advising coffee growers in the Highlands of New Guinea. (See PIM, Dec., 1955, page 151). Coffee is Hawaii's third biggest crop; about 8,000,000 lbs weight being exported annually to USA for blending with South American varieties.

FOOTNOTE: We were amused to note that Mr. Day's publishers were victims of the popular "Paradise" phobia when considering anything about the Pacific: The dust jacket of the book bears the legend: *Hawaii and Its People—Paradise and Paradox of the Pacific*.

(Published by Duell, Sloan & Pearce, New York; Little, Brown, in Boston. American price, \$5.)

† Mr. Roy Carlyon, 23-year-old railway engineer and son of Senior-Sergeant A. Carlyon, of the NZ Police, has been selected as one of ten men for the New Zealand Antarctic Expedition. He spent some of his early life with his parents in the Cook Islands. He is a keen alpinist.

## Solution to Crossquiz from page 82



## Fixed Measure in Changing World

DO you wonder, sometimes, how the nations hold the value national currencies, which turn keep world commodity value to a fairly steady standard?

The measuring-stick, or fix standard, still is the ounce of gold and the leading Powers—especially United States—still buy any gold that is offered at 35 US dollars per ounce, or 250/- Sterling. On this basis, the US dollar is worth 7 Sterling, or 8/10 Australian.

Gold has not circulated freely for 30 years—Governments and banks hold enormous accumulations in strong-rooms as backing for paper currencies, on the assumption that if it were released to the world, it would be accepted unhesitatingly in place of paper money.

‡ Miss Talei Tarte, of Taveuni, Fiji was visiting her aunt, Mrs. J. Bremner, in Sydney, in February.

## Social Occasion in Savu Savu



Savu Savu, the chief centre of the western part of Vanua Levu, Fiji, is making social progress. The Hot Springs Hotel, now under the charge of Mr. Robbie Lepper, is catering increasingly for visitors to this attractive district; and the photograph shows a group at a special dance at the hotel, a couple of months

ago. In the picture, left to right, are Mr. Woodward (wife of the Registrar-General), Mr. S. H. Wilson, Mrs. C. G. O. Parr, and the CD Secretary, Mr. Stoddart (who then was Acting Governor). Since then, the Savu Savu people have formally opened new premises for the Planters' Club.

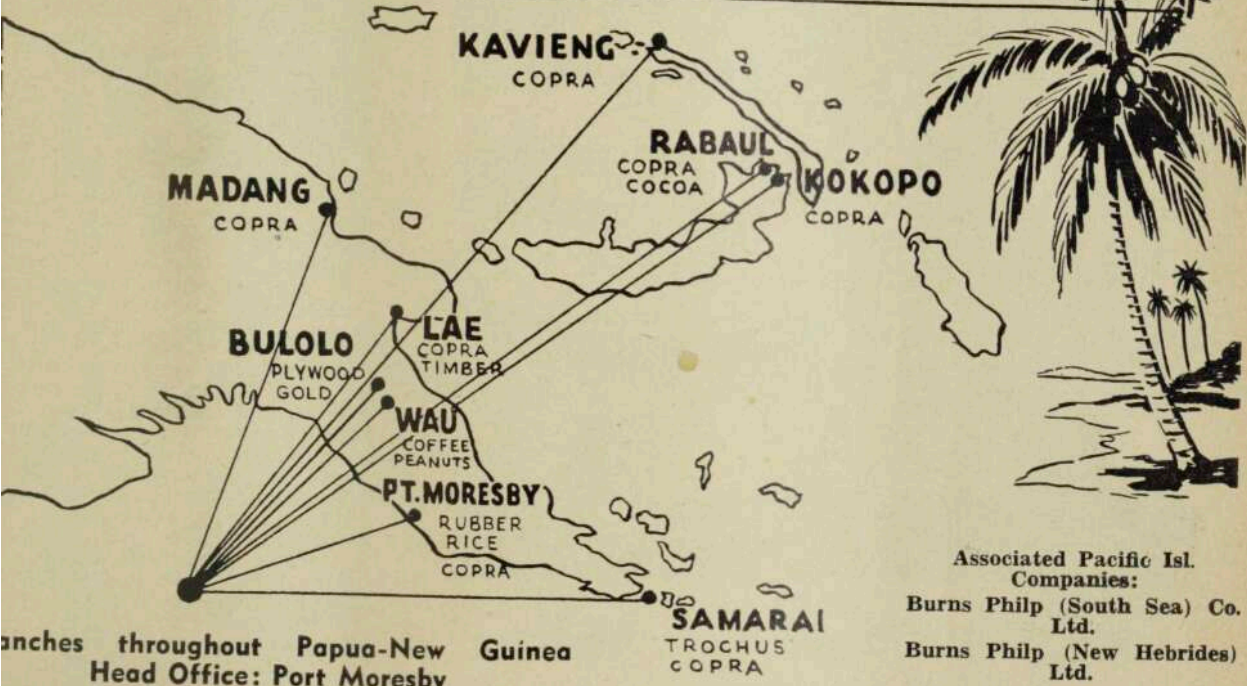


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PACIFIC ISLANDS MONTHLY—FEBRUARY, 1956



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## "Hunter" Snail for New Guinea Indicated

The following item, from "Times" magazine, suggests that a few specimens of the "hunting snail," from the Marianas, could be introduced with profit to New Guinea, to deal with the large snails taken there by the Japanese during World War II, and since multiplied to plague proportions.

Much of the \$10 million the U.S. citrus industry spends annually on pest control goes towards fighting the *Helix aspersa*, a common orchard variety of snail. The *Helix* feeds indiscriminately on leaves, twigs and fruit.

Up to now, the industry has relied on expensive chemical dusts and sprays; unfortunately, they must be applied almost constantly and they are only moderately effective.

Curtis P. Clausen, of the University of California's Department of Biological Control, has announced plans to fight the *Helix* with one of its own kind: the *Gonaxis kibweziensis*, commonly known as the cannibal snail.

A native of East Africa, the *Gonaxis* has a distinguished battle record against the giant African snail in the Mariana islands, in the Pacific.

On Agiguan, in the Marianas, the *Gonaxis* destroyed within two years nearly a million of the 5,000,000 African snails whose ancestors were brought in as emergency food by the Japanese during World War II.

When Clausen heard that 5,000 *Gonaxis* snails had been rounded up on Agiguan for anti-pest assignments on other islands, he put in a bid for a consignment of 200, for California. Currently being fed on a diet of *Helix* snails in the University laboratories, they will be turned loose in the spring in selected orange and lemon groves from Santa Barbara to San Diego.

The *Gonaxis*, less than an inch long, attacks by attaching itself to the foot of the garden snail and devouring it alive with minute, file-like teeth as it retreats into its shell.

Colonel H. T. Allan and Mrs. Allan, formerly of New Guinea, when last heard of in January, were comfortably ensconced in Torremolinos, near Malaga, on the coast of Spain. They were enjoying a "Northeast NSW winter" while Britain suffered under smog and icy gales. The caravanned for 4,500 miles in England, Scotland and Wales before taking their small car over into Western Europe; and they toured in several countries before following the sunshine down into Spain. They probably will return to NSW in mid-1956.



## Rubber Outlook is Still Good

REVIEWS of the rubber industry made in recent months by the world's leading rubber consuming companies all indicate that despite great improvements in synthetic rubbers and the prospects of enormously increased synthetic output in the next few years, there is no cause for gloom on the part of natural rubber producers.

The US Natural Rubber Bureau estimates that world natural rubber production in 1956 will reach 70,000 tons and that consumption will fall short of this by probably 100 tons. However, some of the larger consumers disagree with the assumption figure, and consider that natural rubber demand will continue to exceed supply for many years.

In support of this contention the Dunlop Rubber Co. has just decided to establish new plantations in Sumatra and Malaya—and they will reach the bearing stage for ten years after planting.

This year the world total rubber consumption is expected to be about 60,000 tons, of which 1,135,000 lbs would be synthetic. The pre-

sident of the Goodyear Tyre and Rubber Co. considers that total consumption will rise to about 4,000,000 tons within 10 years. On present plantings the natural output could not increase very greatly over this period. With an increase in better synthetic supplies the price of natural rubber might become "more reasonable," though this seems unlikely in the very near future, as at present consumers are forced to purchase natural rubber for applications where synthetic would be sat-

isfactory, were it available.

The Malayan rubber industry is hampered by a rather heavy export tax which is causing consumers to seek their supplies elsewhere when possible, though the present world shortage seems to assure a market for all Malayan rubber despite the tax.

Natural rubber production in the main producing countries is estimated this year to be as follows: Malaya, 625,000 tons; Indonesia, 720,000 tons; rest of the world 1,870,000 tons.

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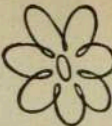
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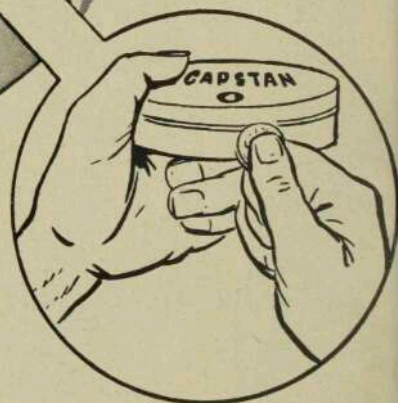
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## AN IT BE DONE?

### Bringing Fijians from Feudalism to Individualism in One Generation

BY R. W. ROBSON

COMPARED with conditions as they used to be, and compared with the rest of the world, Fiji is tranquil — politically, socially and economically.

I think that that is due to two things. All classes in Fiji realise now that Fiji is faced with a socio-political problem of extraordinary difficulty, due to the racial set-up there. And all classes recognise that the present Governor (Sir Ronald Garvey) is using every resource at his command, personal as well as administrative, to provide a solution.

If he fails, the outlook could be very black.

Although complicated by many factors, the main problem can be simply re-stated.

The Indians, who are land-less, outnumber the Fijians, who own most of the land; and they are increasing faster than the Fijians. The Indians are industrious, enterprising and individualistic, and very

eager to make use of all opportunities, especially those based on land.

The Fijians are intelligent, dependable and lovable; but they generally lack ambition and initiative — they are generally content with their age-old, feudal system of life, under which they live comfortably in village communities, and let their chiefs do their thinking for them.

Given time, the Fijians, under the impact of Europeanism, would move from feudalism to individualism, and could take care of themselves. The British, under the Deed of Cession, are pledged to

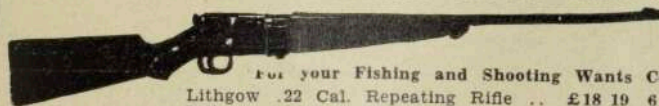
protect them and their lands. There is an excellent relationship between British and Fijians. The Fijians are splendid soldiers.

**B**UT there is no time. The pressure of the growing Indian community's demand for land increases every month. Also, at least twice in the past, the Indians have clamoured for a larger voice in government, based on adult suffrage; and they will start yelling again, any time.

There is no doubt that, if the Fijians were at the Indians' stage of social and political development, the British would accede, in some degree at least, to both demands.

But, under present conditions, the British Government's first obligation is to the Fijians—the indigenous people, who handed over Fiji, in trust, to Queen Victoria, long before the sugar-plantation labourers came in, under indenture, and established an Indian community. (Over)

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Until the Fijian can stand up for himself, on equal terms against the enterprising Indian, the present administrative arrangement must continue.

The present arrangement is a benevolent dictatorship. The Governor, subject to the British Colonial Office, has supreme power. He uses it carefully and wisely, and is guided by his senior officers, and by a Legislative Council whereon all communities are represented—partly by nomination, partly by election.

On the whole, the system works admirably. But Fiji's senior officials know that time is running out. As the Indian community becomes more and more Fiji-born and Fiji-educated, it will become more difficult to keep the Indians out of the administration and the lands.

**A** PART from Britain's determination to protect the Fijians, two or three factors hold the Indians back, in Fiji. One is the hold which old India maintains so jealously over them—in customs, in religion, in traditional thinking.

Another is the sharp racial divisions. We speak of them all as Indians; but there are wide gulfs

between Sikhs and Tamils and Ghujerats, to name three. No other Indian race loves the Ghujerats much, for example, and the largest

and most active section of the Fiji-Indians are Ghujerats.

Another is their well-remembered refusal to assist the British

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World War II, when the South Pacific was so seriously menaced by Japanese. The Fijians volunteered generally, and served most usefully. But the Indians in Fiji did practically nothing.

Another is their stubborn adherence to their own languages. They are going to be—as they hope—the co-bosses of Fiji, the Indians all should learn simple English. Except for two French seas, all South Pacific lands are English-speaking. That tendency will grow, as long as we remain under United States protection.

If that protection is lost, we shall be wiped out by hordes of Chinese and Japanese; and—despite all the arty and hypocritical back-slapping in New Delhi—the Mongolian sections of Asia do not care for Indians any more than they care for Europeans.

And so the Number One question is: How shall we bring the Fijians quickly along the sociological path, so that they may hold their own against the Indians, when Fiji receives a larger measure of self-government?

How shall we bring the Fijians quickly along the sociological path, so that they may hold their own against the Indians, when Fiji receives a larger measure of self-government?

It is quite easy to instruct the Fijians—80 per cent. of them are literate, many in English. But it is not easy to change their nature.

Why should they toil and spin and argue in the market-place, when they can get all their fundamental needs in and around their peaceful villages, without too much work? Why, indeed!

Yet to leave the Fijians as they are, while giving more administrative power to the Indians, would mean simply the exploitation of the indigenous people by the Asians.

This would be followed inevitably the day when the angry and like Fijians would arise and fight with their enterprising neighbours in the way permitted—honoured—in the pre-European days.

Except that they probably would use knife or bayonet instead of the old-fashioned club.

The British brought "Europeanisation"—especially sugar—to Fiji. Sugar made Fiji rich. Britain brought in the Indians to grow the sugar.

Without sugar and without Indians, Fiji would have been like the Solomons—an economic pain-in-the-neck. The Europeans and Indians mainly get the benefit of Fiji's riches—not the Fijians, so far as that goes.

Human justice therefore demands that the British shall now protect the Fijians against whatever politico-economic evils may have come in the train of the primary industries, and the Indians who exploit them.

**T**HE Fijians for the most part are governed through their own native organisation. It starts with local officials in the villages, and leads up through the hereditary chiefs of districts; and this authority goes on in turn up into a section of the official Government, where there is a Fijian Affairs Board.

This administration is strongly influenced and in part directed by a Great Council of Chiefs, which meets every two or three years.

I was much interested to learn from the Governor (Sir Ronald Garvey) that both the Council of Chiefs and the Fijian Affairs Board are strongly in favour of the efforts being made by the Government to shift the mass of Fijians from feudalism to individualism. One somehow expected the old-

time chiefs, at least, to hang on to their old-time privileges.

**O**BVIOUSLY, much thought has been given to ways and means of inducing the Fijian to abandon his age-old ease in his village, where his needs are very simple and very few, and seek a more strenuous life of endeavour.

The planning is directed to increasing the Fijians' needs. As his needs expand, he may be induced to produce more.

Here is an example. The great Wills organisation recently began making cigarettes in Fiji—a pack of ten very good cigarettes is now selling like wildfire for 8d. This development has stirred up another famous firm of cigarette-makers—its representative was in Suva in December, and current report was that its Fiji factory would start

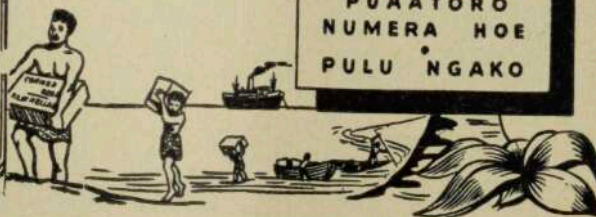
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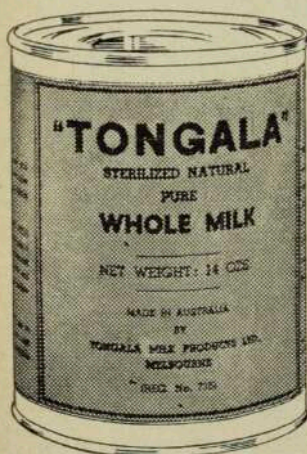
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operations in mid-1956.

The Fijians are going for these cigarettes in a big way. High officialdom heartily approves. The Fijian experiences a new need, to get which he must come out of his village and work or—and this is most important—put his hands to other use. And there also is the likelihood that those cigarette manufacturers, instead of using all imported leaf, will call for Fijian-grown leaf.

To assist the Governor in inducing the mass of Fijians to engage in labour and commerce, there seem to be four main instrumentalities.

These include the Fiji Co-operative Societies, which are a natural successor to the native communal system. Through these, Fijians are jointly marketing their produce, purchasing their supplies and providing transport in this way.

There is the Fiji Development Fund, earmarked for use for the benefit of the native communities. It is built by deducting about £10 million from all native copra marketed, and it now is over £10,000.

There are the Fiji Development Officers, directly appointed by the Governor:

Edward Cakobau, highly educated and an experienced Fijian administrator (he was for a time Colonel in charge of the Fiji

Battalion in Malaya), is Developmental Officer for South and East Viti Levu.

• George Cakobau, his cousin, also well educated and prominent in the Administration, is the Officer for North and West Viti Levu.

• When the Battalion returns shortly its commander, Lieutenant Colonel Ratu Penaia, will become the third Developmental Officer, with Vanua Levu as his Territory.

These three outstanding young Fijians will be the Governor's chief advisers in relation to all matters affecting the Fijians' transition from feudalism to individualism.

**FINALLY**—but by no means least—there is the Fiji Credit Union, under which the individual villages, under the personal direction of Father M. Ganey, are induced to (a) save their shillings on a systematic basis; (b) accumulate funds from which a committee of villagers makes carefully-considered loans; (c) manage the loan funds and see that repayments are made regularly.

Not twenty months have elapsed since the Governor brought Father Ganey over from British Honduras to organise this Union; yet in that time no less than 135 unions have been formed, throughout Fiji, and their modest but regular contributions, to September 30 last, totalled no less than £50,085. Total of loans made in that time was £92,000—of which £51,000 had been

repaid, and most of it loaned again.

The operations of the Fiji credit Union were described in January PIM. I think it has interest and significance for other Territories.

**THROUGH** these and other channels, the Governor and his chief officers definitely are influencing the Fijians in a

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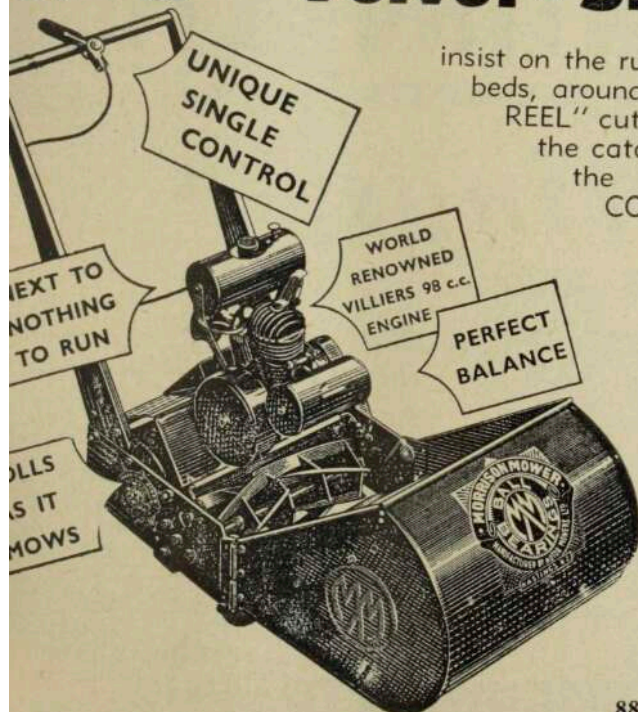
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development which represents probably the only possible way of meeting the new politico-sociological conditions created in Fiji by the growth of the Indian population.

To the outsider, looking in, it does not seem that much more can be done. But time is running out. Such sociological changes are slow—usually from generation to generation—and rarely can they be speeded up.

About the only other field in which the Governor might work is that of the Indian community.

He has some good friends among the Indians—intelligent men of some vision—and if they could induce the Fiji-Indian leaders generally to see that the Britons' responsibility towards the Fijians is also the responsibility of the Indians, and that the situation calls for wisdom and patience, Fiji's Number One problem might be much nearer solution.

That is not a fantastic hope. Some of the European "old hands" say that there have been closer contacts between Fijians and Indians in recent years, and I myself have noticed some evidence of it.

But whether this is merely another expression of land hunger (the child of a Fiji-Indian union is entitled to native land) or a genuine attempt to find a better way of handling the Number One problem, remains to be seen. A bit of both, probably.

## BIG TONGAN FOOTBALLERS FOR AUSTRALIA

WHEN Vaea Tupou, aide-de-camp to Queen Salote of Tonga, arrived in Sydney in January, he stirred Australian football interest by announcing that arrangements were being made for a tour of Australia, in the 1956

winter, by a Tongan team of Rugby Union footballers.

The Tongans have been in hard training for months, and they are expected to average 14 stone. Vaea Tupou himself, who probably will lead the team, weighs 17 stone and is 6 ft 2 in. tall.

"The backs will not be as fast as the Fijians," said Vaea Tupou, "but they will be faster than the Maoris and the All Blacks."

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## Suspected Murder At Rarotonga

POLICE officer was flown to Vancouver and another to Rarotonga from Auckland in January. The body of Mrs. Aiu Vakatini Williams, widow, formerly of Maniaki, and for the past few years resident in Rarotonga, was found in Matangiia lagoon on December 27. There was evidence of foul play. The Union Steam Ship Co.'s trans-Pacific freighter *Waitemata* had been in port at the time. The Rarotonga police asked for expert assistance from New Zealand and a detective was flown to Vancouver to intercept the *Waitemata* and make certain investigations. He boarded the vessel 30 miles at sea from a Canadian police vessel. No arrest was made, and the NZ police would make no statement, except to say that the police officer could be aboard the vessel when it again sailed south for Papeete and Rarotonga about February 7.

## Japs the Answer?

JUST as Eastern Samoa has established a tuna fishing industry worth millions of dollars on basis of employing the right men on a no-fish, no-pay basis, so Australians are being given a practical demonstration of what employing the right men can mean in the northern pearling industry. After great initial opposition, the Australian Government permitted Australian pearling companies to employ 160 Japanese skilled divers and their tenders under a strict system of control. All the men are paid wages. In January, one of Darwin's master pearlmen, an employer of divers, said that already, as the result of using these few Japanese skilled divers, the production of pearls since last June has received a 10 per cent. boost over 1954-55.

*Months and Lash*

## For Indian Father's Cruelty to Baby

GENERAL approval was expressed in Suva when Dip Narayan was sentenced to nine months for six months respectively on charges of cruelty to a child and neglect. The accused expressed himself afterwards as being quite happy at being off with 12 months. Not so when it was explained to him that he had apparently not heard, with it went 12 strokes of the

his wife, Kamla Suresh, was

sentenced to three months on the charge of neglect, and acquitted on the cruelty charge.

Both accused had told the police and a doctor that the baby had fallen off the bed on to a box with the result that it had two broken thighs.

Later the wife left Narayan and went to her parents, from where she sent a letter to the police stating that she saw her husband slapping the baby's legs. He had threatened to stab her with a knife if she told the truth. Later in Court she gave evidence against her husband, admitting that what she had first told the police was all lies.

## BSIP Broadcasting Improvements

HONIARA broadcasting station now has a short-wave outlet on 5960 kc/s, with the call-sign VQ02, operating in parallel with transmitter VQO on 1030 kc/s in the broadcast band. The new transmitter has 100 watts input.

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Hours of broadcasting now are 0700-0800 GMT daily with the exception of Wednesday, when transmission commences at 0630 GMT.

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- 30-oz. Pears.
- 30-oz. Apricots.
- 16-oz. Raspberries.
- 30-oz. Raspberries.
- 16-oz. Loganberries.
- 30-oz. Loganberries.
- 16-oz. Gooseberries.
- 30-oz. Gooseberries.
- 16-oz. Cherries.
- 16-oz. Fruit Cocktail.

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- 12-oz. Camp Pie.
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FISH CANNERIES OF TASMANIA PTY. LTD., Tasmania. ("Flair" Canned Fish).  
GARTSIDE PRODUCTS PTY. LTD., Victoria. ("Gartside" Canned Vegetables).  
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Branches.—N.S.W.: Riverstone Meat Co. Pty. Ltd., 255A George Street, Sydney. QLD.: Redbank Meat Works Pty. Ltd., Stanley Street, Sth. Brisbane.



## Fear of Coffee Slump

(Continued from Page 63)

rt), there is an increasing tendency throughout the world to substitute international control (export quotas, advance payments, and stockpiling) for the ancient law of supply and demand.

But in this—as in all cases where we try to set aside natural laws in favour of over-riding State action—there is a weakness.

International governmental control comes into action only after a surplus has been created. To be completely effective, it would have to take control of production, and place a limit there, when international surveys show that world production has completely overtaken world demand.

But that, of course, would be an interference with (a) freedom of the individual producer and (b) freedom of the individual government. For that reason, no Western government has been game to tackle the problem at the point of production—although most of them, in years, to prevent economic disaster, have been taking control of the stage where a surplus has usually developed.

THIS is a good example of how any State interference with the law of supply and demand (that any Socialistic interference) just naturally leads on to more and more

control, until the freedom of the individual is lost altogether.

State control leads inevitably into Socialism; Socialism, of course is the logical precursor of Communism; and Communism inevitably becomes Totalitarianism, which is the complete subversion of the individual to the State.

What starts the process? Human selfishness and greed.

If the individual producer would accept advice and guidance regarding world markets, instead of rushing in to grab the largest possible amount of the high prices before the market sags, he could be left free. But 90 per cent. of him never does.

If he wants a sure market, through Government protection, he must be prepared to accept bureaucratic control of production, as well as of marketing. He cannot have it both ways.

## NGG PRODUCTION

New Guinea Goldfields, Ltd., has reported that for the month of December, 1955, the following returns were received: Golden Ridges Mill, 1,213 fine oz gold, 1,457 oz of silver; Golden Ridges Alluvials, nil; Koranga Alluvials, 333 oz of fine gold; Tributes, 119 oz of fine gold; Timber, 230,907 super feet.

## SANDY CREEK PRODUCTION

Advice has been received from Sandy Creek Gold Sluicing, Ltd., that during the month of December, 1955, approximately 68 ounces of gold were recovered from 5,650 cubic yards of material treated.

## BOOM COMING?

### Whales for Mink

IN a recent interview, Mr. Alan Anderson, managing director of Anderson's Meat Industries, which operates the whaling station at Byron Bay, NSW, and is establishing a station at Norfolk Is., said that the NI station should be ready to commence operations soon after the beginning of the whaling season, mid-1956. The firm had a license to take 150 whales per season, and would use the two whale-chasers based at Byron Bay.

A two-storied building is being erected at Cascades, NI, and machinery imported from Norway would soon be installed. Whale oil and cattle food would be produced and about 75 Norfolk Islanders would be employed in this, the only factory on the island.

There were two other items of whaling news in January: A representative of a mink-breeding organisation in the United States was in Sydney seeking to purchase the entire output of Australian whalemeat for these valuable fur-bearing animals; and it has been announced that a whaling station on Great Barrier Island, out from Auckland, will be established.

¶ A daughter was recently born to the Rev. and Mrs. S. Geddes, of the Methodist Mission, New Guinea.

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## News of the Small-Ships

**IT HAPPENED IN FEBRUARY:—** Just 50 years ago this February, Lever Brothers' 1,141-ton steamer *Upolu* arrived at Suwarrow atoll, Cook Is., on one of the most interesting commercial operations ever to be carried out in the South Pacific.

The story is told in PIM for November, 1935, in a report from Captain Charles Menmuir, former master of *Upolu*.

The vessel left Sydney in January to transfer a cargo of live gold-lip pearl shell from Torres Strait to Suwarrow atoll. On arrival at Sunday Island (Torres Strait) 30,000 shells were gathered and placed in barrels, holding roughly a dozen shells each. The barrels were mounted on frames arranged in tiers in the 'tween decks, and were so arranged that a constant flow of pumped sea water percolated

through them. Only gold-lip shell was taken, black-lip shell being already plentiful at Suwarrow where Lever's Pacific Plantations Pty. Ltd. maintained a pearling station.

The price difference between gold-lip and black-lip shell at that time was £A90 per ton, and the commercial cultivation of gold-lip shell at Suwarrow seemed a sound business proposition.

A successful passage was made via Suva, with negligible loss of shell. At Suwarrow the shells were placed in wire frames and lowered into the lagoon. *Upolu* then departed, leaving an English conchologist, Mr. (later Sir) Seville Kent, in charge of the experiments. His assistant was Mr. James Huddy, of Torres Strait, who afterwards became manager for Levers, at Gavutu, Solomons.

Subsequently, said Captain Menmuir, the shells spatted and produced young shells, but they were not quite the success hoped for. Unfortunately, before further necessary experiments could be undertaken, Lever's lease of Suwarrow expired and the New Zealand Government declined to renew it. After the New Zealand authorities took over the Island, Captain Menmuir reported,

very little was done to continue the experiments, and eventually they were abandoned.

To-day, after years of idleness, the lagoon is being looked at with renewed interest by the Cook Islands Administration, especially as the Manihiki lagoon has now been closed for a rest period.

The operation by *Upolu* is believed to be the only one of its kind, on such a scale, ever undertaken in the South Pacific.

**FIRE DOWN BELOW:—**Papeete was aroused at 1 a.m. on December 28 when a fire broke out in the fo'c'sle of the 56-ton MV *Suzanne* lying at the waterfront. The Police Captain and his Assistant, the Fire Department, Army, and Police were quickly on the scene and a good save was made.

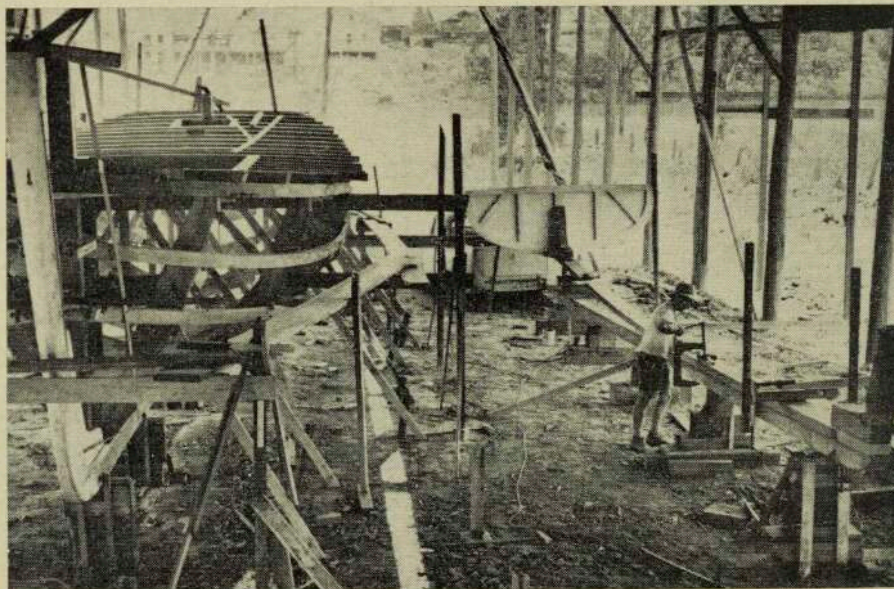
Fortunately, there was no wind. The schooner *Tiare Taporo* lying close alongside might also have been involved. *Suzanne* was originally built for M. Emile Martin, a well-known Tahiti business man, and named after his daughter, now Mrs. Massal wife of Dr. Massal, of the South Pacific Commission. The vessel is now listed as belonging to the Palmer Estate.

**STRANDED:—**According to a message from Honolulu, the fishing schooner *Commonwealth* was ashore on Palmyra atoll in March.

### MARINE SPARES

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- All Classes of repair work undertaken. Early delivery of all stock vessels.

### PLEASE NOTE:

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**CAPRICORN CHARTERS MARYBOROUGH, Q'LD.**





vember or December and is apparently considered a total loss. Owned by the Kahler-Dahl fishing company of the US Pacific Coast, *Commonwealth*, based on Honolulu, has been carrying out a tuna survey of Line Islands waters over the past several years without notable success. About a year ago the company's other vessel, *The Brothers*, engaged in this work, was lost with all hands between French Frigate Shoals and Honolulu.

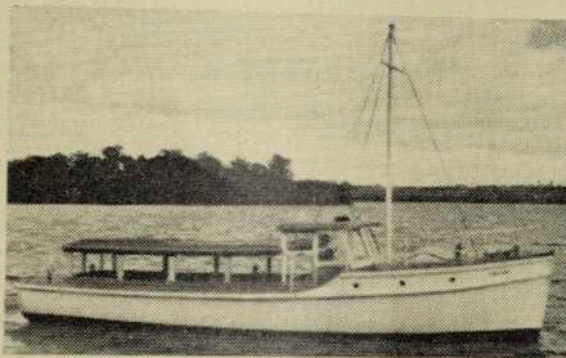
The crew of the stranded *Commonwealth* was picked up in December by Fish and Wildlife Service research vessels. The *John R. Manning* picked up five men, and about the same time the *Hugh M. Smith* called and picked up the

other four, both vessels arriving back at Pearl Harbour on December 17. Details of the disaster are unknown.

**THEY COME AND GO:**—Completing her contract term, the Japanese tuna-fleet tender *Saipan Maru* sailed for Japan in December after servicing the Pago Pago-based tuna fleet for the past six months. The vessel had 115 tons of sundry uncannable fish aboard. She was accompanied by the fishing vessels *Koshitata Maru* and *Yoshu Maru*. To replace one of the latter, the *Kyowa Maru* No. 8, 90 ft x 18 ft x 9 ft, with a fish storage capacity of 61 tons and a crew of 25, arrived.

Another vessel, *Nikko Maru*, not attached to the Pago Pago fleet,

## 40 ft. Workboats



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ER: Captain J. H. Von Dahler, mentioned in the recent story of the World War I ship "S. N. Castle" which carried German prisoners from Papeete to San Francisco, and, years earlier, carried home the bodies of American seamen drowned in the Apia disaster. CENTRE: The Chilean motor-boat "Tres Damas" in Papeete. LOWER: The motor-sailer "Penzance" in Papeete.

—Two lower photos by Oscar Nordman.



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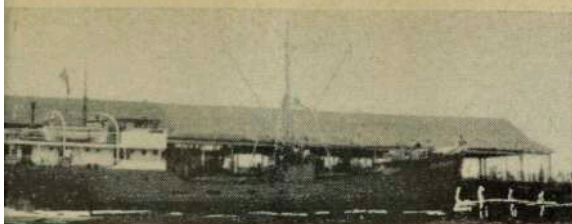
**Herbert St., St. Leonards, N.S.W.**

Telegrams: "FERREOUS", Sydney

Telephone: JF 1215







P (SS), Ltd.'s, new "Zephyr II" of 257 tons gross, which arrived Suva January 15 from NZ. She will be able to carry 2,800 sacks copra and 300 tons of general cargo, but there is no accommodation for passengers. Capt. Fred Smith is in command, with a crew of 15. "Zephyr II's" maiden Fiji voyage was to Lautoka. (See January PIM for other details.)

—Photo by Jack Thornton.

ne in there for urgent engine repairs, after the necessary permission had been obtained from Pearl Harbour by radio. Such permission applies to all Japanese fish-vessels not attached to the Pago Pago operations.

**CAP TARIJA SOLD:**—A chartered aircraft was expected to arrive New Caledonia from Manila in January bringing a crew to take over of the 2,177-ton *Cap Tarifa*, which has been sold to a Philippines firm. *Cap Tarifa* was built in France in 1920 as the *Depute Maurice Bernard*. She was later renamed *Maurice Bernard*, and, under Societe Le Nickel ownership has traded between Noumea and NSW, bringing coal and coke to the smelters in Noumea over the past 15 years. She will be used for a cattle transport

was reported during January to have been sold to Mr. Roy Gubbay, of Santo, as the vessel lay at Wellington, NZ.

A veteran of the New Zealand coast, she was considered one of the ugliest yet most seaworthy vessels in the South Pacific. Built as *Argus*, in 1928, she became the *Holmglen*, in 1932, when purchased by the Holm Shipping Co., of Wellington.

NHT & S Co. purchased her several years ago and she has operated between Santo and Sydney, and latterly on the trans-Tasman timber trade. It is believed that she will now return to the Sydney-New Hebrides trade.

(In Sydney, on February 1, Mr. Gubbay said he has no fixed plans for the vessel as yet, except for

between Philippines and Australia.

With her disposal, the Societe Le Nickel now has an entirely up-to-date fleet of two 3,000-ton motor vessels, and a 5,000-ton steamer recently acquired.

**VILA STAR SOLD:**—New Hebrides Trading & Shipping Co.'s 465-ton *Vila Star*

"usual Pacific trading." He has been freighting with other ships in the New Hebrides area and his last ship, *Bateman's Bay*, was recently sold to the New Caledonian Government for use as a research vessel).

**CREW TROUBLE:**—Following her lengthy refit in Suva, the Noumea 209-tonner *Lorraine* apparently acquired a substantially Fiji crew

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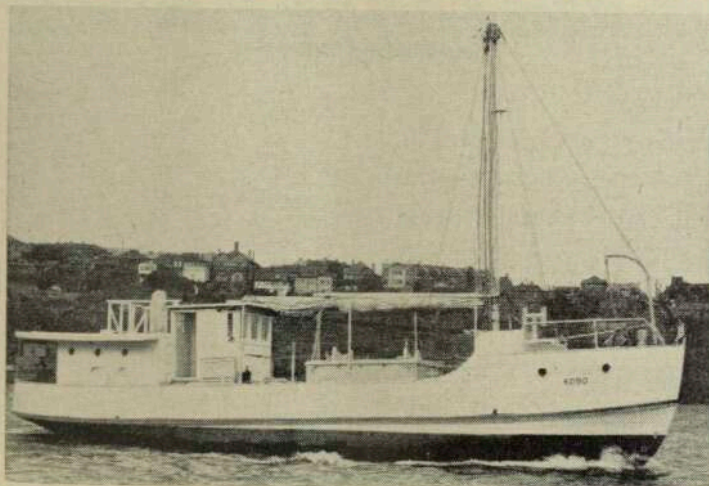


Photo shows 56 ft. Gardner Diesel powered K class Copra Vessel built by us for Steamships Trading Co. Ltd. of Port Moresby. Hold capacity is 2,000 cubic feet—25 tons of copra below decks on approx. 5 ft. 6 ins. draft.

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(not necessarily Fijian) before returning to her normal New Caledonia coastal run.

In December it was reported that these men walked off the vessel at a northern port and travelled back to Noumea by land to protest against the working conditions on board.

**SOLOMONS MISHAP:**—Fairymead Sugar Co.'s auxiliary vessel *Makila* was reported on a reef at Rua Sura Island, off Guadalcanal, late in November. RSC *Kovala* and the trading craft *Cape Torrens* and *Monokai* rendered aid. In first attempt to refloat *Makila*, the towing hawser parted. *Cape Torrens* made a hurried voyage to Honiara for another tow-line and the vessel was finally pulled clear without serious damage. Luckily, the weather was good.

**LEAVING PACIFIC:**—The Anchor Shipping & Foundry Co., of Nelson, NZ, has sold the 3,566-ton turbine passenger vessel *Ngaio*, well known for many years in the Hawaiian inter-island trade as the *Hualalai*. She was built in San Francisco, in 1929, and acquired for the Nelson-Wellington run in 1950, but proved too large and expensive to operate, for the traffic offering.

She has been sold to Gulf Steamships Ltd., of Karachi, Pakistan, and was to leave Wellington under a Pakistani crew in January.

**MORE WRECKAGE FOUND:**—Wreckage which could possibly have come from *Joyita* was brought to Suva late in January by the local vessel *Ai Sokula*. The wreckage—remains of a skylight, painted green, and a small cushion filled with kapok—was found on Yanuca Island north of Taveuni, Fiji.

**OOPS!:**—With most of Thursday's Christmas cheer aboard the LST *Wewak*, in recent years in the North Queensland cattle trade, was up on a mud-bank 300 miles north of Cairns on December 5, and was unlikely to get clear before the next Spring Tides, making it unlikely that she would reach the island.

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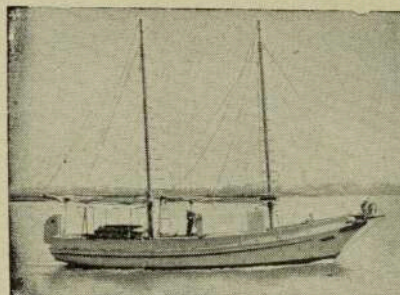
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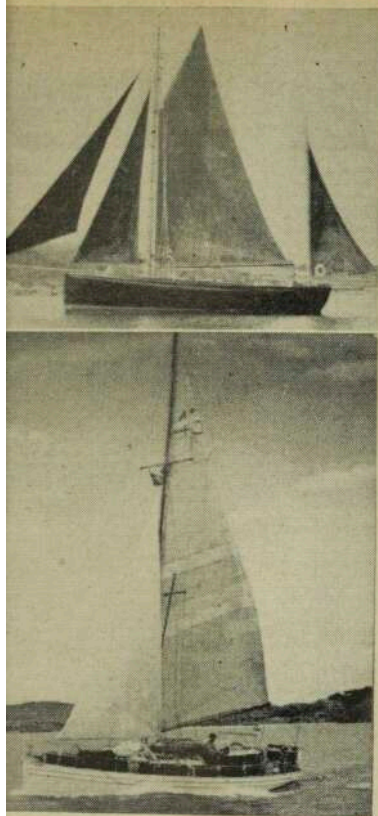
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per, the Falmouth yawl "Diana", lately  
Papeete; and lower, the English cutter  
me" in which Danny Weil is bound round  
world on a one-man radio amateur  
dition (see section "For Pacific Radio  
eers).

e. The stranding occurred when  
vessel was discharging stores at  
only station in a tidal river.

**OME WERE LUCKY:**—Over-  
flowed by the disappearance of  
ta, another sea drama took place  
Gilbert Islands waters in No-  
ber. On November 5, AMP  
none and a companion, Te  
aere, went fishing off Tarawa  
the MV *Aratoba's* launch. They  
ed to return. Presumably a  
ch was made, but the missing  
ch was not located until on  
ember 18, the Japanese fishing  
el *Koyo Maru* reported that the  
had been picked up 200 miles  
of Tarawa.

ey were to be landed at Ebon,  
shall Islands, on November 23.  
American vessel was to return  
men to Tarawa in mid-De-  
ber. The launch drifted at  
oximately 15 miles per day from  
of breakdown.

**ELAYS & TROUBLES:**—Work  
refitting A. B. Donald & Co.'s  
Islands trader *Charlotte*  
ald, at Auckland, is taking  
er than anticipated and the  
el is not expected to clear Auck-  
before late January.  
eanwhile, during January, the

bosun was admitted to a sana-  
torium and the cook was landed  
following a nervous breakdown.  
One fit member of the crew to be  
seen high up the mast in his fav-  
ourite spot each day, scraping and  
oiling, was old seaman Tangaroa,  
who is well into his 70's.

In charge of the refit is Captain  
Tony Thompson, son of Captain  
Andy, who was taking furlough and  
will resume the command. Captain  
Tony will then go Mate of *Maui*  
*Pomare*, under Captain Hare when  
that vessel resumes the running  
in late March or April.

**TIGHTENING UP:**—Gradually,  
following marine disasters, small-  
ship regulations are being tightened

up by the various South Pacific  
Administrations. In the Cooks, the  
number of passengers which may  
be carried is now being regulated.  
This was seen in a recent announce-  
ment that the Brixham trawler  
*Inspire* is limited to 35 passengers  
in the Southern Group trade, and  
to 15 passengers when on Rarotonga-  
Northern Group voyages. The vessel  
has also been fitted with an efficient  
radio transmitter.

**CALLED TO AID:**—With *Char-*  
*lotte Donald* called away to Auck-  
land for early refit this season, the  
Cook Group has been left with an  
acute shipping shortage, only *In-*  
*spire* and John Harrington's small  
*Manu* being afloat. (Over)

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**WORKBOAT** about 38 ft. x 11 ft. 6 in., Gardner 5LW marine diesel with  
reduction, copper sheathed, in first class condition, good buying at £3,500.

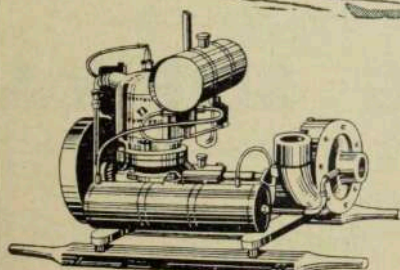
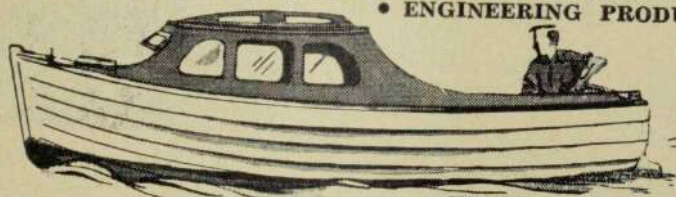
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Gardner with reduction, el. and hand start, two-way radio. A seaworthy  
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**WORKBOAT**, 30 ft. x 9 ft., twin Lister 21-H.P. marine 2/1 reduction. £1,600.

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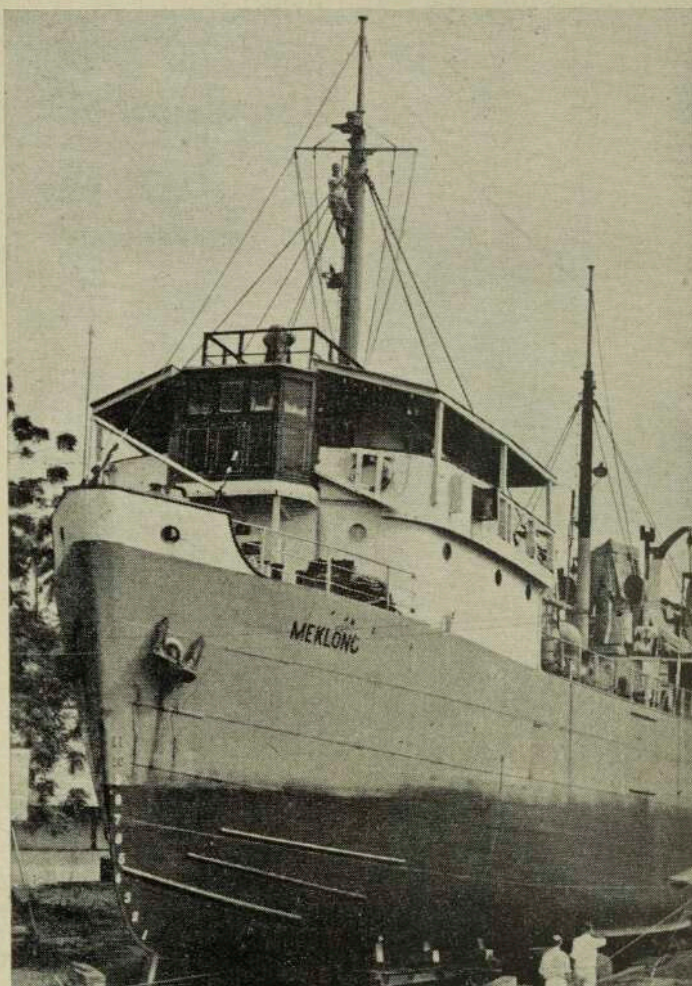
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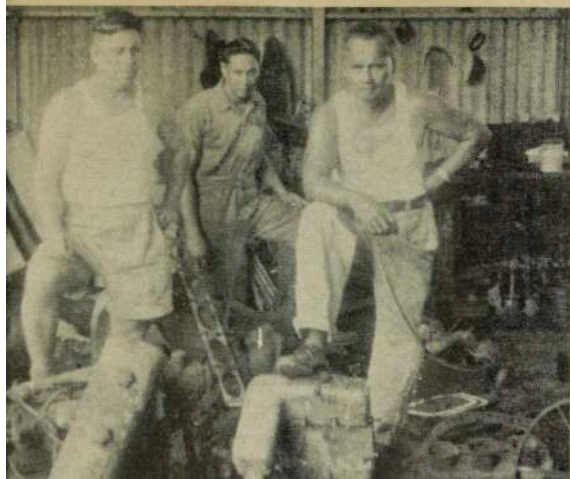
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*Managing Director: N. Grieve.*





request of the "Joyita" owner's legal representative in Suva, "Joyita's" engines were recently taken out and stripped at the Bay workshops of United Engineers. The firm's managing partners, Mr. Tom Cavendar (left) and Tom Pickering (right), shown here with the dismantled engines, have reported that they could find no mechanical cause for an engine breakdown on the "Joyita". At the Inquiry Counsel said he would prove that "engine and cooling m were defective and parts missing". (See elsewhere.—Ed.).

Photo: Jack Thornton.

o ease the situation, the D. C. own firm came to an arrangement with the Honolulu 48-ton motor-yacht *Fiesta*, which has ly made two voyages to the th and was expected to make a thern Group voyage. The yacht

two of the names, less the (NZ) portion, are already held by vessels on the New Zealand Register—*Rata* and *Matai*.

**VITI MOVEMENTS:**—Viti, one-time Fiji Government vessel, lately acting as stand-in for *Maui Pomare*

brought 20 tons of MOP shell south on the first voyage.

**TWOMEYS:**—According to an Auckland report, the Lepers' Trust Board would like to name the three new medical vessels now building in Auckland *Twomey I*, *Twomey II*, and *Twomey III*, after Mr. P. J. Twomey, soon retiring following 30 years Secretaryship of the Board.

Mr. Twomey, however, would like them to be called *Rata* (NZ), *Rimu* (NZ), *Matai* (NZ)—and these may be the names which they eventually receive, although at least

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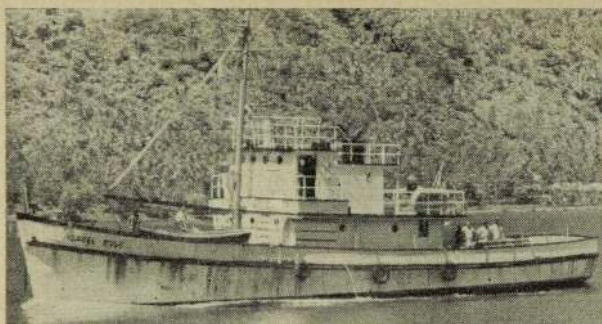
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Latest addition to the Eastern Samoa fleet, John and William Steffany's "Isabel Rose", and, right, the crew which delivered her from the



Pacific Coast to Pago Pago. From left to right, Captain Payes, who is also harbourmaster at Pago Pago, owner William Steffany, Bernard

Russmussen, Bosn. Fautua, Faatau'a Talam, Maea Tago, Tosina, Ripine Ripine, Peter Helsa and engineer James Sword.

—Photos by Pan American Press

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on the Cook Islands run from Auckland, has completed her charter with the Government and will return to the trans-Tasman quick-frozen freight trade in which very high freight rates about 4d per lb—are offering. The vessel, which has just undergone a partial survey, may go to Hong Kong for the next major survey.

As the owners, Tasman Steamships Co., are insolvent, the vessel is meanwhile for sale, but it is hoped that the company may become re-established if the ship is able to maintain in her present lucrative trade.

**ISABEL ROSE ARRIVES:**—*Isabel Rose*, former Army Patrol Craft type, 103.3 ft x 21.3 ft x 8.4 ft, and more recently a fishing vessel, arrived at her new home port, Pago Pago, on December 4 under command of Captain Robert C. Payes, Pago Pago's Harbour Master and also master of *Manu's Tele*.

The vessel cleared Sausalito, California, on November 8, after refitting there. Owned by Joseph and William Steffany, who also own the vessel *Samoa*, *Isabel Rose* is powered by a 500-hp diesel and has a cruising range of 3,000 miles at a service speed of 9½ knots. The purchase price was reported to be about \$35,000 (£A15,500).

Shortly after the vessel's arrival at Pago Pago she was chartered by New Zealand authorities to make an urgent trip to the Tokelau Islands for medical assistance for a polio outbreak.

Captain J. Jones, Harbour Master at Apia, was apparently in command for the voyage, which was the first made to the Group since the fated *Joyita* voyage.

**MOTHBALLS ASHORE!**—The 1,050-ton reserve cable-ship *Mothballs* dusted out her mothballs at Wellington, NZ, and departed that port on January 19 with a team of experts aboard to repair a cable fault near Norfolk Island.

The fault had developed during the heavy weather of December at a point on the Norfolk-Suva section of the trans-Pacific cable a few miles off-shore.



**COLLECTING MOLLUSCS:**—The schooner-yacht *Gloria Maris*, named after one of the world's rarest shells, is about to commence a scientific investigation of the sea-bottom in the Geelvink Bay area of the Netherlands New Guinea.

A photo of the schooner appeared in December PIM and details of her work appeared in earlier issues. Completing a refit at Koror, Palau, the schooner proceeded to Biak and, where she took aboard Mr. W. B. Powell, assistant director of the Auckland War Memorial Museum, to head the team of eight fine biologists.

The expedition is led and financed by Mr. A. J. Ostheimer, of the Philadelphia Academy of Natural Sciences, and the schooner is manned by some well known amateur yachtsmen, including Captain Chamberlain and William Black, also Miss Mickey Douglas. She will be remembered in the future—now married to the chief engineer of the schooner. She was formerly in *Arthur Rogers* and *the Heron*.

On completion of the scientific surveying programme at the end of which, *Gloria Maris* will be available for charter to any scientific or private party. She is not a cargo vessel. Mr. Ostheimer can be contacted for the vessel at Biak, the base for operations.

**WANTED TRADE:**—Fruit Distributors Ltd., the company handling the importation of citrus and pineapples into New Zealand, is seeking a ship-owner with a fast refrigerated vessel suitable to enter this trade.

Such a vessel would probably need to be 3,000-4,000 gross tons. Indicating that the company is urging the Union Steam Ship Co. to build such a vessel, Mr. Harvey Turner, head of Fruit Distributors, recently said there was an opportunity for shipping companies to provide the Island fruit trade, though it had shown little interest.

On the contrary, more than one company has shown interest in the trade, and the reason that they have not entered it is found principally in the Union Steam Ship Company's inability to strangle such operations by pressure in many quarters.

**MIR AGAIN:**—The three-masted barques *Pamir* and *Passat*, known in Pacific waters, were taken over by a German Trust in 1914 from the bank which has since then owned the vessels.

The Trust has been formed by 40 West German shipping companies who will operate the barques in their present trade—South American trade as cargo ships for German mercantile marine cadets.

**REFIT:**—The Tonga Government despatch vessel *Hifofua* was

expected in Auckland for refit in February.

**MISSION FLEET NEWS:**—As reported last year, the Melanesian Mission decided to replace its *Southern Cross VII*, still for sale in Sydney, with two smaller vessels. The first, and smaller, of these is now under construction with the Ballina Slipway & Engineering Co., northern New South Wales. This is a wooden 50 ft x 16½ ft x 7½ ft moulded depth, single-screw vessel, with fore-cabin accommodation for native crew and two-berth chart-room wheel-house aft. A 4-cylinder Gardner diesel will supply the power. Delivery date should be about mid-1956.

The larger vessel, 87 ft overall, is being designed by Sydney naval architect Arthur Swinfield, who specialises in Islands craft and has been associated with some South Pacific government vessels. Plans for this vessel were to be completed by late January, whereon tenders will be let in Sydney and Auckland. This, too, will be a single-screw wooden vessel but she will have more accommodation, including accommodation for the Bishop.

The present Bishop, a master mariner, will himself command her.

**DISPOSAL OF RANNAH:**—Some months ago Mr. F. A. Wells, of Wells Brothers, Pelorus Sound, New Zealand, arrived at Rarotonga after

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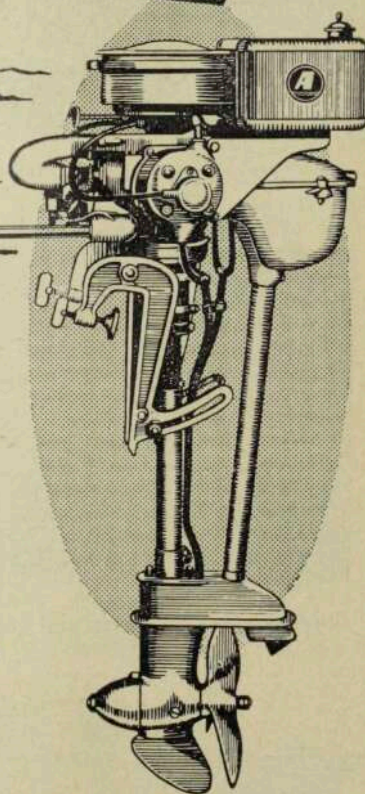
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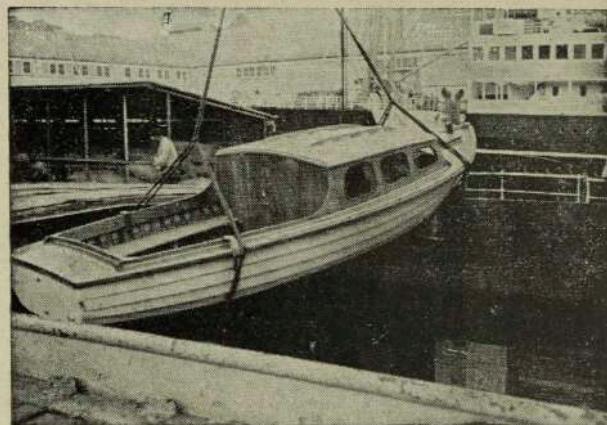




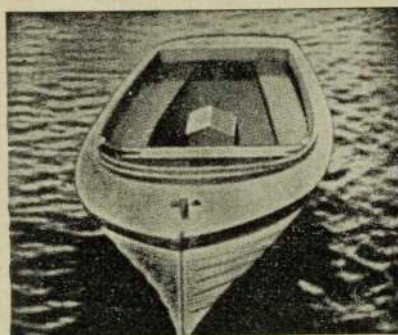
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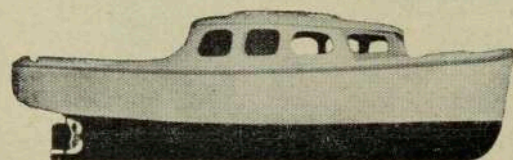


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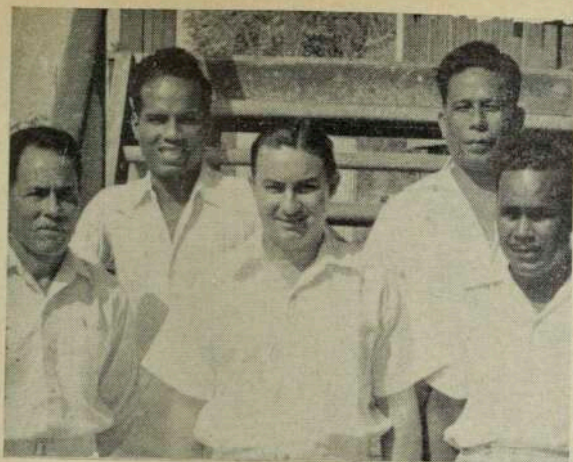
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men are, left to  
senior tele-  
ist, telegraphist,  
les Wright (Officer-  
arge), telegraphist,  
technician. (Photos  
ther Island coast  
n staffs are ac-  
le.)

ht: The little  
h yacht "Jellicle",  
westbound from  
na. PIM's corres-  
nt, M. R. Hart of  
a, is standing at  
ow in this snap.



hasing the wreck of MV *Rannah*.  
e 300-ton *Rannah* went on  
ua's reef on November 16, 1954,  
g a northerly gale. Acting on  
Wells' instructions, a local  
ng company auctioned the  
ah's hull and equipment on  
mber 10, 1955.

e complete set of refrigerating  
ment, masts, booms, water and  
tanks, and a considerable  
nt of other gear were sold. The  
was purchased by a syndicate  
ive, headed by a Rarotonga  
r.

SU WAS OK:—Suva's bush

telegraph was definitely out of order  
in January, when, for a couple of  
days, it was rumoured that the  
*Vasu* had met with trouble on a  
voyage from Tarawa to Suva.

Speculations began after the Fiji  
Broadcasting Commission had broad-  
cast messages to the *Vasu* request-  
ing the ship to call Suva on a  
specified wavelength at a certain  
hour, and continued till the *Vasu*  
sailed into port one Sunday morn-  
ing.

Enquiries showed that the *Vasu*  
had failed to keep pre-arranged  
radio schedules, and this had caused

authorities ashore to broadcast  
messages seeking news of the ship's  
position. However, all's well that  
ends well, and some of the crew  
seemed surprised, on arrival in Suva,  
to discover that people had been  
wondering about the safety of the  
ship.

**TARAWA RADIO WATCHES:—**  
Advice was received from the Chief  
Wireless Officer, GEIC, early in  
January reporting that Tarawa  
Radio-VSZ will cease to listen for  
R/T calls on 6280 kc/s after Feb-  
ruary 1. The local smallships fleet  
will fall into line with international

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arrangements by transferring 4104.4 kc/s, VSZ replying on 441 kc/s. There will be watch on 410 kc/s from 1745 to 0015 GMT daily including holidays, with traffic call at 2000 GMT, and also at 0400 GMT. At the latter schedule watch will only be maintained on the frequency until traffic is cleared with vessels checking in.

**TRIELLIS:**—Still expanding Pacific phosphate fleet the British Phosphate Commissioners have just ordered another 14,000-ton vessel for the Nauru-Ocean-Australia-New Zealand trade. With the agreement of Lady Ellis, the vessel will be named *Triellis* in memory of the late Sir Albert Ellis, New Zealand Commissioner for 31 years and father of the Nauru-Ocean phosphate industry. The vessel should be completed in 1958 and will have accommodation for 12 passengers.

**GOVERNMENT SCHOOL URGED:**—The Belshaw-Stace plan for the economic development of the Cook Islands urges the New Zealand Government to acquire a base at Penrhyn atoll a school with "accommodation of a reasonable standard for six to eight passengers" and room for a small quantity of cargo. The vessel would be used for general administrative purposes and "to counter any tendency to undesirable monopoly practices on the part of trading concerns." The Belshaw-Stace report cites a case of such "practices" which is hindering the development of the Northern Group islands.

**ANOTHER S. TERETIA FOR G & E:**—The Sacred Heart mission in the Gilbert and Ellice Islands Colony has purchased, through Captain W. L. Kennedy, Sydney shipbroker, a replacement for *S. Teretia*, which was lost just a few days ago.

The new ship—present name *N. A.* although it is believed that the mission will change her name to *Santa Teretia*—was launched at Nowra, NSW, on January 28. She was built by W. Crampton & Sons there and her keel was laid some years ago. Although almost complete, work stopped on her in 1949 while her builders awaited a buyer. She will go to Sydney in mid-February to the Berry's establishment of Bjarne Halvorsen Ltd., where she will be sheathed, have extra cabins built and be supplied with a launch. This craft is already powered by a Ruston & Hornsby diesel engine.

This should be *Santa Teretia*—*Santa Teretia II*, which was beached onto the reef at Nikunau, Gilbert Islands, in January, 1955, was called *Halgard* when she was purchased in Australia in 1949, and was renamed *Santa Teretia* after her earlier mission craft.



**OPERATION YAWS COMPLETED:**—The Papua-New Guinea Health Department's patrol vessel *Duru* was beached at Daru, eastern Papua, early January. A floating log in the Fly River is believed to have damaged the vessel's engine shaft.

The ship had just completed a medical patrol to Lake Murray and the Fly to Kiunga. During the days patrol the entire native population of the Lake Murray area had been given a penicillin injection as part of the PHD's anti-yaws campaign. Dr. Harmos, Medical Officer at Daru, was in charge.

The P-NG Health Dept. has two other patrol-vessels—*Hekaha*, which is being used for mass X-ray in Trobriands in January, and *we*, which is based at Rabaul.

**TWO APC SHIPS WRECKED:**—Australasian Petroleum Company lost two ships in the bad mid-winter weather that affected large areas of Papua-New Guinea. The ships were the 400 tons *Davara* and the 40-tons *Protrero*. They went up a reef off Bari Bari, about 25 miles from Port Moresby.

The ships had been sailing together in heavy weather with a lot of machinery for Moresby on the *Davara* broke down. *Protrero* then took it in tow. When about 25 miles from Moresby a fierce gale blew both ships on the reef.

The crews of both ships consisted of four Europeans and 21 natives. Five passengers were landed on the beach while the crews fought to save the ships.

On the night of January 17 heavy seas pounded *Protrero* into *Davara*. *Protrero* had to be abandoned. Both crews now on *Davara* the ship went on to save the vessel another 24 hours, *Davara* was abandoned and the crews set up camp on the beach.

Another APC vessel picked up the survivors on January 20; the passengers were previously sent on to Moresby in another vessel.

**RECEIVER OF WRECKS, P. MORESBY:**—*Davara* was refloated and towed to Moresby, end of January.

**TRIMARAU STILL IN SYDNEY:**—S. Berg and Co.'s *Kurima* (formerly BSIP Government ship) was still in Sydney early January. It was expected that she would be out of dock, where she has been undergoing hull survey, by the end of the month and when necessary, would begin loading for Port Moresby.

S. Berg would not confirm that *Kurima* will work for APC in Papua (as stated in December PIM); he says "she will enter the P-NG service."

Even Kwato mission boys went

down to Sydney in December *Malaita* to crew the vessel on her first north-bound voyage.

**DEUTGAN GETS AWAY:**—The 211 tons ex barge *Deutgan*, owned by Mr. Marcel Marinacce, of Santo, New Hebrides, got away for home in early January after something like nine months in dock in Sydney. She went to Sydney last March and PIM reported at the time that she "expected to be there for several months"—which turned out to be unduly optimistic.

*Deutgan* was bought in Sydney about four years ago and converted for trading round the Hebrides group. She traded there for three years before coming to Sydney for

docking, and in view of the delay experienced it seems likely that it will be another three before Mr. Marinacce risks it again.

## News of Cruising Yachts

● *LA CANTUTA* continues to push towards French Oceania from the Galapagos; meanwhile some further details of this balsa raft and the early stages of the voyage have come to hand from our Balboa correspondent.

A photo in a Panama newspaper shows the raft surging along under what appears to be a big nylon square-sail. On the sail is a cleverly painted spray of the Cantuta flower with a line of music superimposed. Unlike its predecessors, this 30 ft. x 13 ft. raft appears to have a sawn-timber house, with glass windows like the wheel-house of a launch on the fore side. The voyage is variously reported

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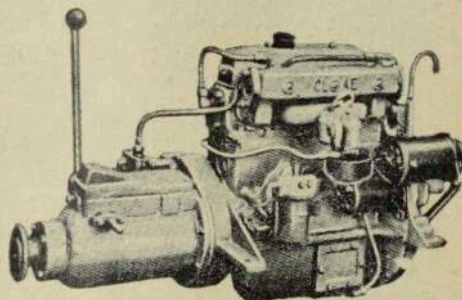
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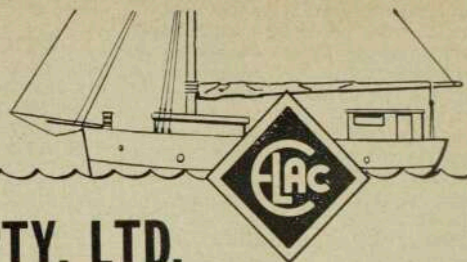
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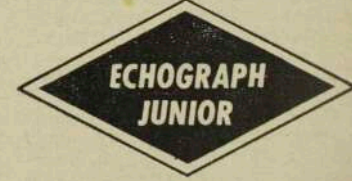
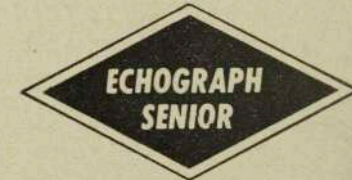
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commencing from Talara and Païta on  
ember 4 or 5, and the name is given as  
TUTA, LA CANTUTA, and CANTUTA DEL  
stant R/T radio contact was being main-  
d with amateur radio stations in Panama,  
Guayaquil, and with the only one in  
Galapagos, up to December 26 when the  
was 50 miles southeast of Santa Isabella  
d, Galapagos.

earlier reported, due to the woman aboard,  
Natalia Muzuelo, becoming ill, a call was  
at Villamil, Isabella Island, over the  
mas period. On December 26 CANTUTA  
towed to sea for 18 hours by the fruit-  
ster TROPIC TRADER and left in an area  
favourable currents well clear of the island,  
ntinue on westward. The crew then said  
might reach French Oceania within a  
t, but this would seem impossible.

Distance from Galapagos to Marquesas is  
3,000 miles and to the Tuamotu over  
miles. KON-TIKI averaged 42.58 miles  
day. This would mean about 72 days  
e Marquesas and about 81 days to the  
tu—March 7 and March 16 approximately,  
ding on direction. (see also FOR PACIFIC  
AMATEURS this issue.)

HAPPY RETURN, which should perhaps  
ave been classified as a yacht in this  
n, has apparently ended her voyage in  
Landing up on a reef 2 miles from  
e Pass after clearing that port December  
New Zealand, the fishing vessel was  
ed by owner Acland and sold to Mr.  
Guilbert of that port for a reported  
0 Pacific francs. Mr. Acland departed  
NZ per WAIKAWA on December 18.  
thereafter the damaged vessel was re-  
and taken to a Papeete slipway for  
She will probably soon enter the local

CASME, English Morecombe Bay prawn-  
r, arrived at Papeete westbound on  
ber 9, was still there late in December  
likely to remain some time (see Radio

Notes elsewhere). Owner Daniel Weil flies the  
Blue Ensign.

● ZONDA III, 30 ft. Argentinian sloop of  
Yacht Club Argentino, Buenos Aires, cleared  
Balboa westbound December 5. Aboard with  
owner Hiliary Chiswell was Carlos Paiva. The  
voyage commenced June, 1953, two years being  
spent in Rio de Janeiro. The yacht is heading  
for NZ and Australia via Island ports. She  
weathered a hurricane last year in West Indies  
waters, then provided important communications  
in the Windward Islands following much damage  
ashore.

● DIANA of Falmouth, 43-footer, cleared  
Balboa westbound December 6. With owner  
Norman E. Young, 63, were retired 68-year-  
old banker M. C. Palmer, and F. C. Woodhouse,  
RN (Retd.), aged 56. These two companions  
may return to England from Polynesia. DIANA  
left England in June, 1954. Later advice from  
the Galapagos indicated that this yacht and  
ZONDA III cleared there early January for  
French Oceania.

● JELICLE, 25 ft. o.a., and 20 ft. w.l.,  
claimed to be the shortest waterline vessel  
to attempt the Pacific crossing, cleared Balboa  
westbound December 24 on a voyage from  
Plymouth, England, to Auckland. With owner  
Lieutenant-Commander "Mike" Bailes, RN, is  
Gabriel de Sousa of Madeira.

The owner has a year's leave from the  
Royal Navy to make the voyage. He plans  
to offer the yacht for sale in Auckland and  
return immediately to England.

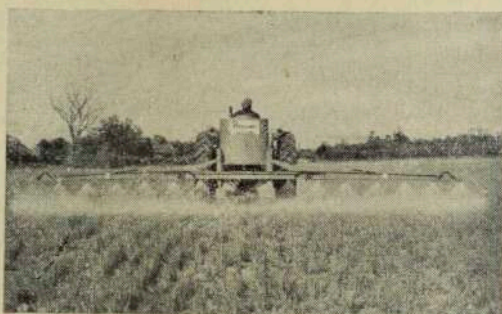
JELICLE is a sloop of English FOLK BOAT  
design, with no motor. She is identical to  
NOVA ESPERO which crossed the Atlantic both  
ways several years ago. The voyage commenced  
last August 16.

● VIXEN, 35 ft. Atkin-designed gaff-rigged  
cutter of Miami, Fla., cleared Balboa westbound  
in December. The yacht is owned and manned  
by James and Jean Stark, "each about 30 years  
of age". They are out on a 4-years circum-  
navigation.

● FIESTA, Honolulu 72-footer, returning west

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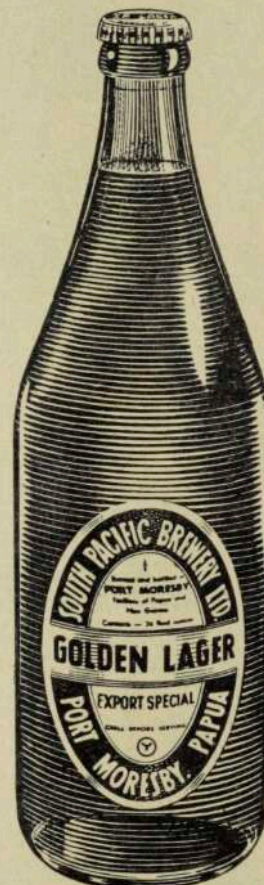
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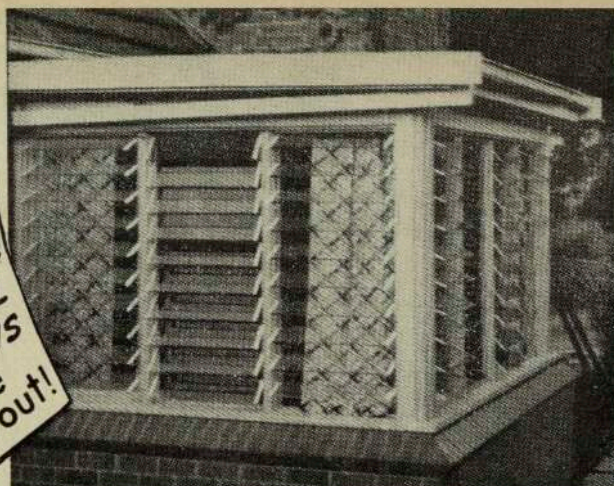
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Cables: "Robergill."

from Papeete, has tarried a while in the to assist in running urgent cargoes as a of a temporary acute shipping situation.

● PHOENIX of Honolulu, resting in Auckland had to cancel a coastwise cruise in January when it was discovered that the foremast had been seriously drilled by a large boring which had apparently been in the spar. It was rigged in Japan. A new mast is being readied.

● OMOO of Belgium, which cruised the Pacific in 1952, is recalled with publication of a book on the cruise, "The West in My Life" by Annie van der Wiele.

● ABRAXAS, 16 footer, bound from Suva to Thursday Island, appears to have disappeared near Double Island Point, 1000 miles north of Brisbane, late December. She was sailed by lone-hander German artist Sponholz, 26. Wreckage with the name of the yacht was found, but no sign of Sponholz.

● English yachtsman and writer E. Allcard is to sail in March on a lone-hander circumnavigation in a 9½ ton, 43-year-old yacht which he has completely refitted.

● KORRIGAN, it will be recalled, wrecked in mid-1955 in the New Hebrides. American owner, Bob Grant, is still in the area. Now manager of Mr. Graziani's plant at Hog Harbour, Santo. There is a link with another famous yacht and yachtsman, the ISLANDER and American owner the late Pidgeon. The yacht was wrecked at Hog Harbour shortly after the war when Pidgeon was on his second world cruise, and Graziani has in his possession a very valuable ship's clock from that wreck.

**£25 for Two Bottles  
of Beer**

A SEAMAN who was apprehended as he got into a taxi near the wharf in January was subsequently fined £25 because he was carrying two bottles of beer on which he had not paid duty.

The taxi which he had ordered was seized and "confiscated."

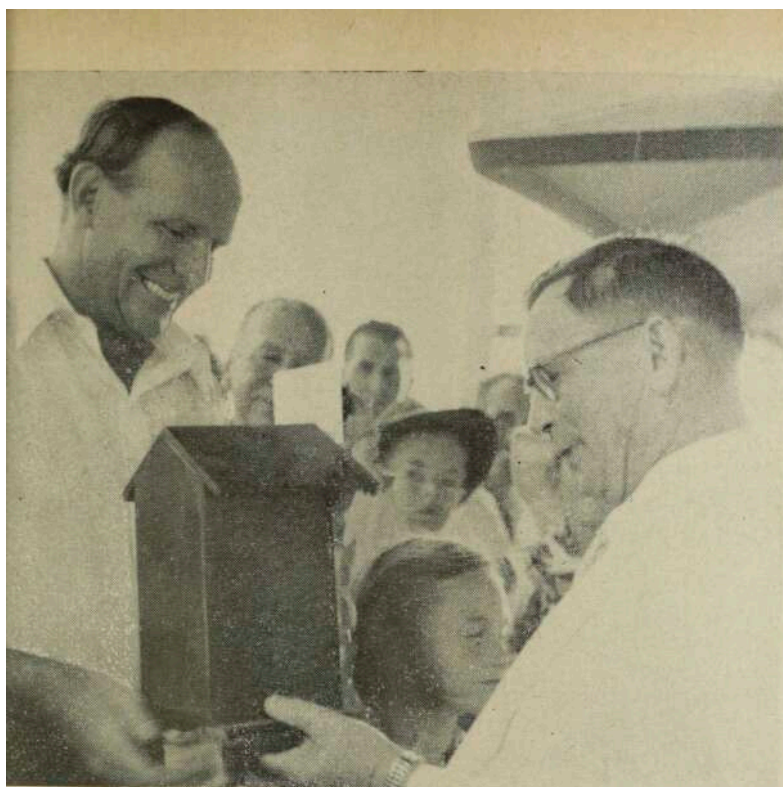
Had the man been apprehended on the wharf before he got into the taxi his penalty would have been lighter and the unfortunate driver would not have been involved in the case.

The Suva magistrate who heard the case, Mr. E. Light, said there was no alternative charges which could have been made and the minimum penalty for "carrying liquor" was £25. The law also provides for confiscation of the vehicle carrying the goods. He said that the owner could apply to the Governor-in-Council and the Customs department would not oppose his application.

In the meantime the taxi driver suffers loss of earnings. Many residents, regardless of what the legal aspects of the case are, are of the opinion that in this instance the law is an ass.

Mr. Len Usher, Fiji Public Relations Officer, returned to duty at the end of January after 9 months' leave on seas leave.





## Papua-New Guinea News Notes

(Continued from Page 48)

they would be regarded as being under full administration influence. This was when an unarmed native Police constable could be sent into the area to arrest an offender and return safely to base.

He added: "In some cases, you can't do this in parts of Australia."

Mr. Roberts said that in the restricted areas it was necessary for a non-native to have a permit to enter. This was to protect the person himself as well as the natives of the area.

### NATIVES BUILD ROADS AND BRIDGES

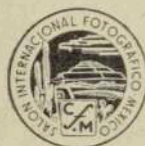
A 120-ft bridge on the road from Finschhafen to Lae was officially opened this week.

The bridge—built by Wabim natives—crosses the Kwalamsam river and opens up the Busiga area. Meanwhile the primitive Kuku-

Mr. Colin Sefton, of Kaitaki, accepts a trophy (letter-box or cuckoo-clock?) from P-NG Assistant Administrator Wilson at the conclusion of the race-meeting held in Port Moresby on January 2. Proceeds went to the local swimming-pool fund.

—Photo by Papuan Prints.

## Winner of the Lion's Share in Photo-Prizes



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PACIFIC ISLANDS MONTHLY—FEBRUARY, 1956

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kuku natives in the Menyamya area of the Morobe District have constructed 20 miles of roads in the vicinity of the Menyamya patrol post.

The long range plan is for the construction of a road to go through to Bulolo, a distance of about 50 miles.

#### GIVING THEIR BLOOD

More than 200 Europeans and 250 natives were registered as blood-donors with the Red Cross Blood Transfusion Service in Port Moresby at the beginning of January, but more were urgently wanted. Following this appeal, more than two hundred people, the majority of them natives, registered

with the Red Cross in Port Moresby on two days in mid-January.

Steamships Trading Company made part of their main showrooms available to the Red Cross to receive donors.

Figures show that 220 calls for blood were made by doctors at European and Native Hospitals in Port Moresby last year. In December alone, 38 calls were received.

#### AMBITIOUS PLANS OF RS

Three important resolutions passed by the Rabaul Branch of the I will be on the agenda at the S Congress meeting of the League which will take place in Lae this year.

The resolutions were passed at the Annual General Meeting of the Branch in mid-January.

They deal with the recently announced sale of expropriated properties in the Territory; land settlement; and a request to the Commonwealth Government to approach the Territory of New Guinea. The resolution also asks the Commonwealth Government to approach the Dutch on the question of Australia taking over the development administration of Dutch New Guinea.

#### ACTING PS COMMISSIONER

A former Chief Electoral Officer and Commonwealth Public Service Inspector, Mr. Eric Dwyer, reached Port Moresby in January as Acting Public Service Commissioner, relieving Mr. T. A. Huxley, who is at present on leave.

The Acting Public Commissioner is 38, and has spent 19 years in Commonwealth Public Service.

#### CLAN CAMERON WELCOME (O STYLE) FOR LORD ROWALLAN

Native troops of the Pacific Islands Regiment drawn up on the apron of Jackson's Airstrip in Port Moresby on January 17 provided a colourful start to a 12-days' tour of Papua and New Guinea by the Empire Chief Scout Lord Rowallan.

The tall, erect Chief Scout was welcomed to the Territory, as he stepped from the Qantas aircraft by the Administrator, the Assistant Administrator and Scouting officials.

Lord Rowallan was pleasantly surprised when he noticed that the pipes of the PIR Pipe Band were draped in the tartans of his clan, the Cameron clan.

Lord Rowallan had only about an hour in Port Moresby before flying on to Lae. He went to Rabaul on 18th and later to Madang and Goroka before returning to Port Moresby, where he spent some days.

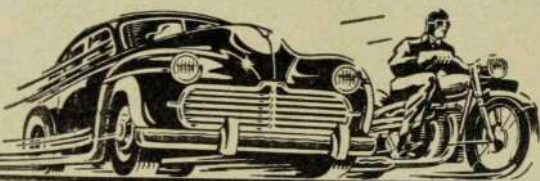
#### DARU'S SUCCESSFUL SOCIAL CLUB

Some idea of the general progress of the non-European population of Daru is seen in a report to-day that natives there are taking dance lessons—European style.

Classes are held twice weekly at the recently formed Western O



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Nat. Phys. Lab. Report 2/9/38

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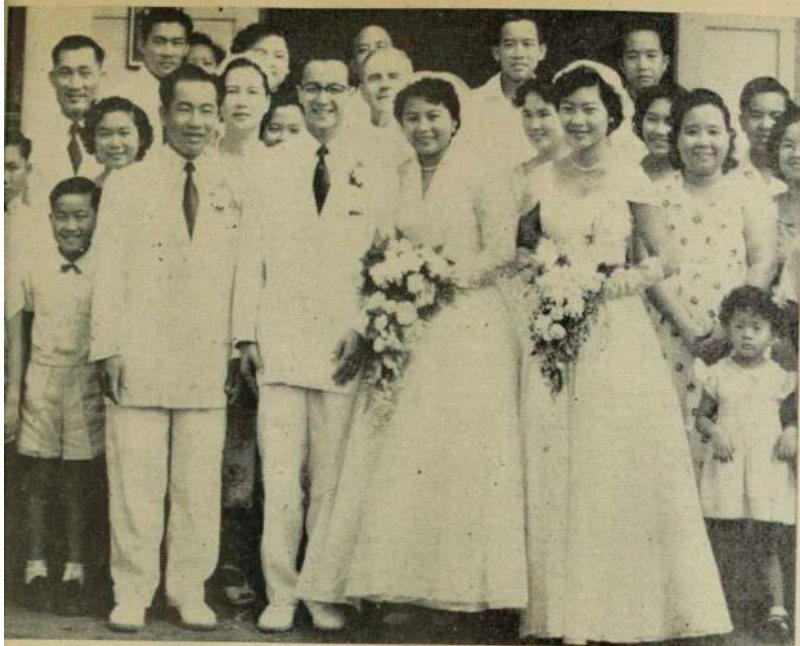
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Miss Tereasa Ng, of Rabaul, was married recently at Rabaul to Mr. Robert Ngan. The wedding party is shown here, with bride and groom in centre, Mr. Thomas Chow, the best man, standing next to the bridegroom; and Miss Alice Shan, the bridesmaid, is next to the bride. The Rev. Father Dwyer officiated at the ceremony in the Rabaul Catholic Church.  
—Photo by C. H. Meen.

Daru and there is a formal dance every week. Europeans may attend.

The Club was formed principally for non-Europeans (natives and people of mixed descent) and

already has a membership of nearly 200. Plans are in hand to raise £1,000 to put up a club-house. At present, dances and dancing lessons and other recreational activities are being held in the new school building at Daru.

From membership fees, the Club has already purchased a radiogram and is now buying an additional stock of records. (Over)

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Tom drained his glass slowly and appreciatively. "Nice drop of rum. What is it?"

"Valiant."

"H'm. Plenty of character I'd say . . . Don't mind if I do have another!"

\* \* \*

To say that "Valiant" Rum has "character" is a pretty good way to describe this unusual rum.

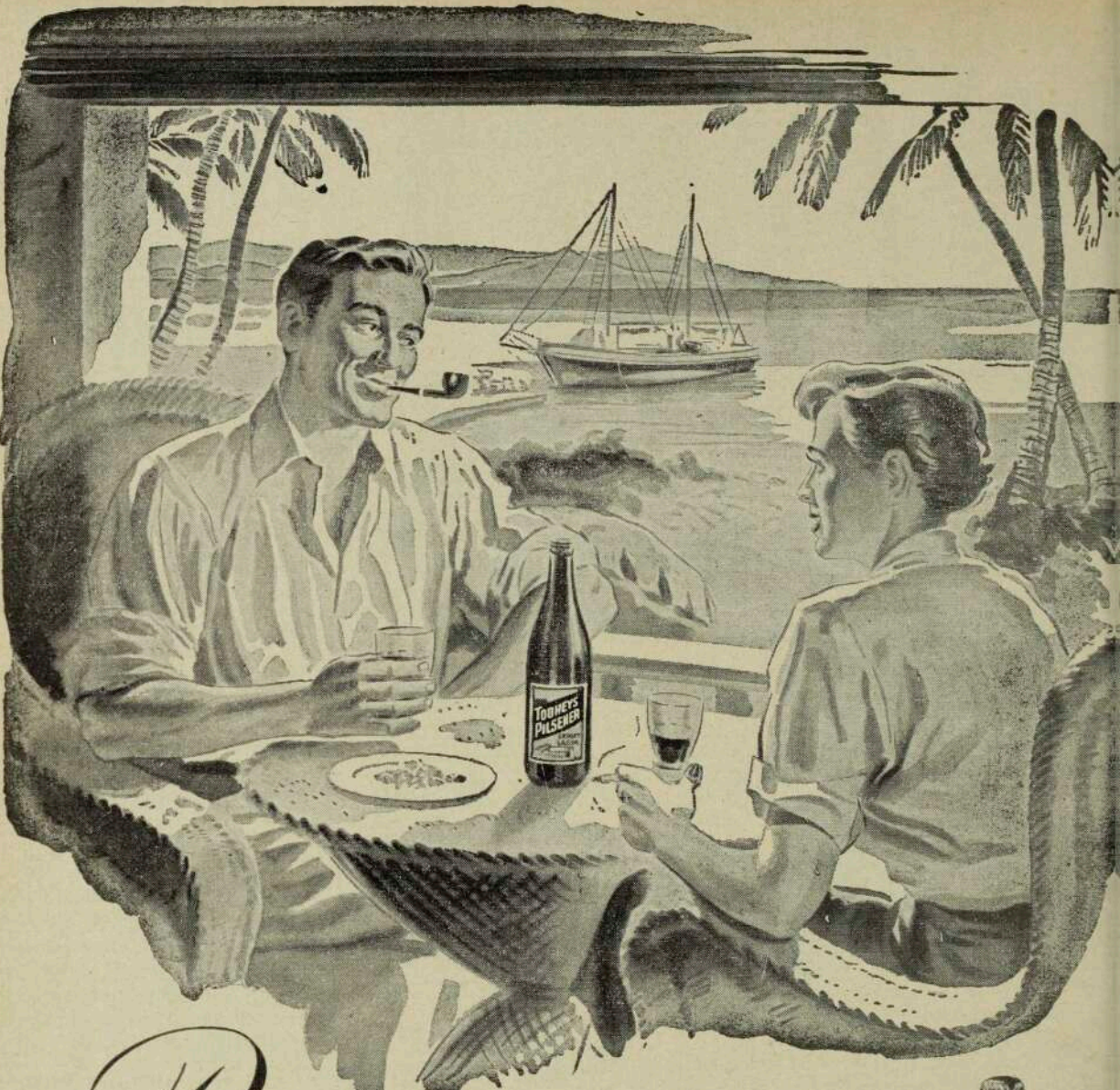
Character, as you know, is the result of a combination of distinctive qualities. In this instance, it is the happy blending of smoothness, richness and mellowness which causes so many discriminating men to say: "Valiant" is a rum with character!

If you have not enjoyed "Valiant" Rum as yet, the best time may be your next opportunity. You'll find that "Valiant" makes a very pleasant first impression indeed and improves on further acquaintance.



**"Valiant" PURE RUM**  
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The illustration depicts two men in a relaxed setting. On the left, a man in a light-colored short-sleeved shirt and tie sits at a table, holding a glass of beer and smoking a pipe. On the right, another man in a dark short-sleeved shirt sits with his back to the viewer, also holding a glass. A bottle of Toohey's Pilsener stands on the table between them. The table is set with a white cloth, a plate of food, and glasses. In the background, a body of water features a sailboat, with palm trees and a distant shoreline visible under a clear sky.

*Relax with*  
**TOOHEYS**  
EXPORT  
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FEBRUARY, 1956 — PACIFIC ISLANDS MONTH





At Left: Miss Maria Gorogo, a prominent Girl Guide leader in Port Moresby, was married at the LMS Church, Pari, on January 14, to Mr. Morea Pako.  
—Photo by Papuan Prints.

Below: Natives of Rabaul too, like European-style weddings. This photograph was taken in December when M. P. Paulias married Lavinia. The two bridesmaids are L. Luia and M. Yakurai.  
—Photo by C. H. Meen.



The Acting District Commissioner, A. C. Jeffries, and the Education Officer, Mr. H. Bitmead, assisted in the formation of the club, which is reported to have aroused great interest among the non-European people in the area.

The general progress of the non-European population of Daru is shown by the fact that four students from that area have secured Native Scholarships for secondary school education in Australia. Two were awarded this year, another student now starting his third year of scholarship study in Australia, and a fourth is commencing his second year. The third-year student, Patrick Samson, who is a member of the Charters Towers Thornbury College school cadet unit, was selected for an NCO course, and is now in an army camp in the Brisbane area undergoing this training. A Club for natives was recently formed in Goroka, Eastern Highlands. Its primary purpose is to provide a social meeting place for natives from other parts of the territory who work in the Eastern Highlands—Papua and New Guinea carpenters, drivers, medical orderlies, fireman, policeboys, etc. There are present 270 members and membership is expected to increase rapidly. The club house is a European-type building, equipped with kitchen, commonroom and canteen. Members elect their own president, secretary, treasurer and 10 committee members, who work under the guidance of Assistant District Officer Mathie.

Mr. E. A. James, both of Port Moresby; Mr. Robert Bunting, of Lae; Mr. George Greathead, of Goroka; Mr. Ronald Galloway, of Rabaul; Mr. Charles Julius, the Administration Anthropologist,

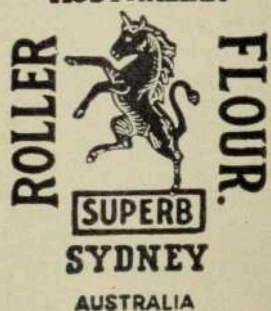
#### TRUSTEES FOR THE NEW ART GALLERY

The names of the Trustees of the Papua and New Guinea Public Museum and Art Gallery were announced in Port Moresby on January 20. They are Mr. Justice Bignold and

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and Miss Ruth Carter, the Principal Librarian of the Administration.

The appointments are for five years.

A President will be appointed by the Administrator after the first meeting of the Trustees, which is to be held shortly. (So far, of course, there is no building for the Museum-Art Gallery.

#### FOREIGN MISSION MAY BECOME CHURCH

The Lutheran Mission in Papua-New Guinea might soon cease being a foreign mission and assume the status of an independent unit of the Lutheran Church.

It is estimated that there are 130,000 native adherents of the Lutheran Church in P-NG and some Lutherans believe that the time has come for the natives to run their own religious affairs.

A Theological Seminary in the Territory for training native clergy would follow the establishment of a church.

The President of the American Lutheran Church, Dr. Henry Shoe, and the Director of Finance, Dr. George Schultz, are at present visiting the Territory for discussions with local Lutheran Missionaries.

#### 2,000 SYDNEY-SIDERS RANG MORESBY

In the 12 months to the 31st of March, 1955, 2,000 radio-telephone

calls from Sydney were received in Port Moresby; in the same period, 1,033 calls were made from Port Moresby.

As a result, an evening session, from 7 to 8 p.m., Mondays to Saturdays, has been added to the afternoon and morning schedules.

A radio-telephone service from Rabaul to Sydney also operates—but it will not have the extra evening service.

#### NATIVE MINERS IN THE MONEY

Several hundred pounds worth of gold is being mined each month by natives working in the Watut River, in Morobe. This was a well-known alluvial area for European mining before World War II.

Native miners in the Kainantu area of the Eastern Highlands won about £10,000 worth of gold last year.

There was no native mining before the war. Possibly, they (as were the Chinese) were specifically excluded from the industry except as labourers. In any event, they appeared not to be in the slightest degree interested.

#### MINERS AGAINST PAPER WORK

The recent regulation that requires all miners in P-NG to make monthly returns was heatedly debated at the January meeting of the Morobe District Advisory Council.

It was declared to be quite un-

necessary and a burden on the small mining community. The Council passed a resolution asking that monthly returns be discontinued in favour of yearly returns.

#### A SECOND RADIO STATION

The Administrator of Papua and New Guinea will recommend to Canberra that a second Government Broadcasting station be established in the Territory.

However, this does not mean that the station—if Canberra can bring itself to agree—will be in Rabaul, suggested by the New Britain Advisory Council which brought the matter to the Administrator's notice. But the Administrator thinks that it should "be in New Guinea."

#### DRUNKENNESS IN NEW CALEDONIA

THE New Caledonian Commissioner of Police (M. Luiggi) said that 429 arrests were made for drunkenness in 1955. About 80 per cent. of these were natives and 20 per cent. were Europeans.

M. Luiggi was addressing the Committee recently formed in Noumea for the "defence against alcohol."

He said that although it was the European who became a chronic alcoholic, the natives were more easily affected by alcohol.

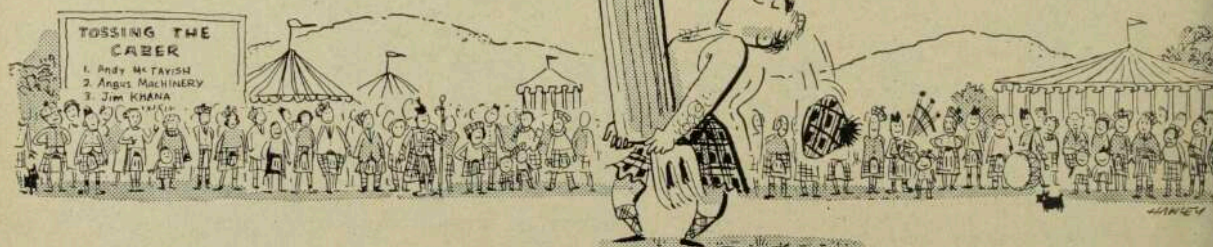
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## Tolais Have £25,000 1956 Budget

THE five native village Councils of the Tolai people of the Gazelle Peninsula, N.G., will in 1956, collect tax revenue of £25,000. They will spend this on education (£7,000), medical and sanitation services (£5,000) transport (£6,000), water supplies (£3,000) and administrative expenses (£5,000). An Administration spokesman in Port Moresby at the end of January said that it was a pity that even 25 per cent. of the Territory's native people were not like the Tolais, and that it would have a tremendous overall effect on the economy of the Territory if they were. It is interesting to note that even among the Tolais this modern trend is evident:—One-fifth of total revenue is eaten up by administrative costs.

## Famous Suva Hospital Closes Down

AFTER 32 years of valuable service to Fiji, Miss Grace Morrison, OBE, closed her nursing home and "called it a day" in a garden party on December

1955. To this farewell function came Miss May Christina Anderson, RRC, under whom Nurse Anderson worked before she herself took over as matron. During the 32 years that the hospital has been in existence, 1,588 youngsters were born there. There was talk of the Fiji Government building a 24-bed maternity hospital, but no government institution is likely to take the place of these two well-loved women known to mothers of two generations over the South Seas.—A. A. Jones.

## Other Newspaper and Radio For Lautoka?

ACCORDING to a statement made by Mr. N. Chalmers (solicitor and prominent member of the Kisan Sang, an association of rubber growers in the Northern districts) Lautoka is to have a new newspaper and possibly a radio station. Mr. Chalmers stated that some members of his association and others were interested in the formation of a newspaper at Lautoka. Some of the equipment was on order and some had already arrived. He said that they were getting New Zealand people interested in the venture. They had also applied for a licence to operate and a broadcasting station.

## This Nun Rides a Motor-Scooter

THE mechanical age, coupled with the generosity of friends in the Warwick district of Queensland, have come to the aid of a Roman Catholic nun in Papua.

For the past two years Sister Marie Louise has pushed a bicycle 8 miles each day from her convent to the Mission school at Orokolo, in the Gulf District, and 8 miles back again to the Convent after school.

In future, however, she'll do the

16-mile round-trip on a motor-scooter.

Sister Marie Louise is at present visiting her mother at Warwick. When friends in the district heard of her daily bicycle ride, they got together and collected enough money to buy her a motor-scooter.

Sister Marie Louise will take delivery of the scooter before she returns to Papua, and will also be taught how to ride it.

¶ Mr. D. A. Donald, who has been senior agricultural officer in Solomon Is. since 1948, was an inmate of St. Vincents Hospital, Sydney, in January. He had undergone an operation but was doing well.

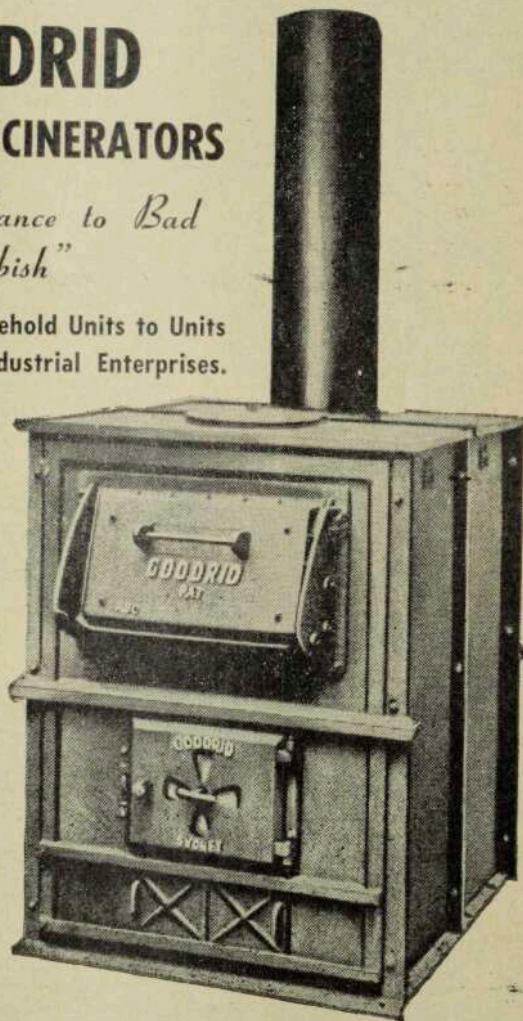
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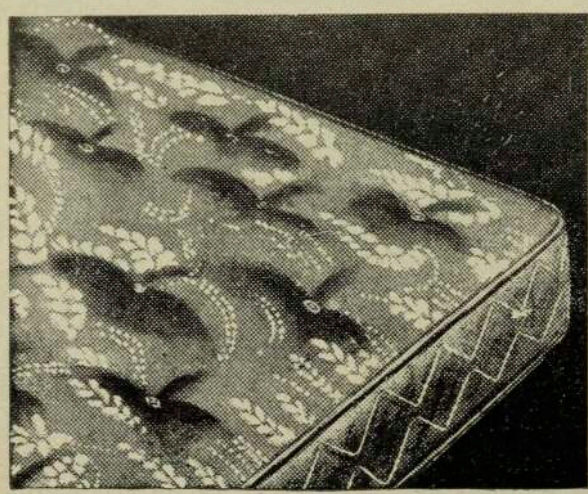
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FEBRUARY, 1956 — PACIFIC ISLANDS MONTHLY



TWEEN MOROCCO AND  
HITI

## The Ultimate Fate of Ex-Sultan Sidi Mohammed Ben Youssef

THE people of Tahiti must have watched recent developments in North Africa with a certain amusement. They saw the ex-Sultan, Sidi Mohammed Youssef, restored to the throne of Morocco.

According to official statements made early in 1955, ex-Sultan ben Youssef then was headed for the South Pacific, as an honoured prisoner of the French, and was expected to make his permanent home in Tahiti.

Tahiti was thus to be favoured, because, of all desirable French territories, Tahiti was farthest away from the troublesome Morocco, and the troublesome folk who wanted ben Youssef back again.

Morocco, in common with most British and French colonies, has a long nationalist movement; and years ago Sultan ben Youssef undoubtedly favoured the nationalists, which to the chagrin of the French. Finally, the patience of the French gave way. They deposed the Sultan, and they sent him and his considerable entourage—including three or four wives and a large gaggle of cubines—to a comfortable residence on the northern shore of the Mediterranean.

But the nationalist sentiment in Morocco did not grow less; and finally the French held evidence that the ex-Sultan was in communication with the anti-French elements in Morocco, and that the anti-French Spaniards of Spanish Morocco were actively pro-ben-Youssef.

So, without any loss of time, the Sultan was uprooted from his Mediterranean residence, and transported by air—with wives and cubines—to Madagascar.

It was felt that, even there, he was not far enough away from the fermenting scene in Morocco. And the decision to move him on—with wives and concubines—to Tahiti, was made, and announced.

TAHITI got quite a kick out of it. Tahiti, though geographically isolated, is by no means sophisticated.

But, among all the unconventional lionaires, and yachting lovers, common escapists who have been temporarily in Tahiti, there has been a North African march with a plurality of wives and a handsome team of cubines.

Tahiti's enterprising Tourist Bureau felt that the Moroccan ex-Sultan's residence would add con-

siderably to the lovely island's tourist attractions.

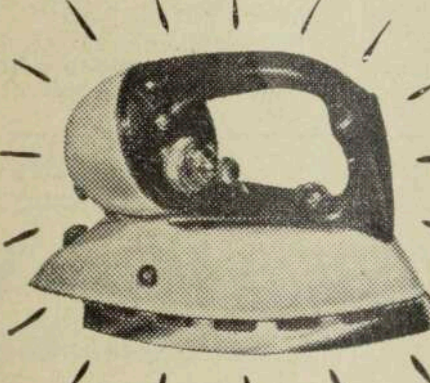
But the months passed, and there was no more word of Sidi Mahommed ben Youssef; and no explanation of the delay.

The PIM guessed that there was a real problem of transportation:

How did one convey, from Madagascar to Tahiti, in proper dignity and style, and reasonable economy, the entourage of an ex-Sultan of Morocco. The PIM tried to find out from French officialdom when the ex-Sultan would arrive: but French officialdom was elusive and uncommunicative.

NOW, of course, we know what happened. The removal of Sidi Mahommed ben Youssef from his palace in Rabat, and the installation there of the more amenable Sultan Moulay ben Arafa, had achieved nothing, except even more subversion. The Moroccans' voices increased slowly and steadily

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in volume: they said they wanted Sidi ben Youssef back again.

The French are having all the bad luck in the world in the administration of their colonial empire in this post-war period of aggressive nationalism. But they are no fools. They decided that, while the situation fermented slowly to a show-down, they would keep the ex-Sultan right handy, at his not-very-comfortable residence near Antsirabe, in Madagascar.

As 1955 passed, the Moroccan troubles quickened.

By the end of last August, the harassed Frenchmen were hard at work digging Sultan Moulay ben Arafa out of the Moroccan palace wherein they had installed him, and trying to persuade ex-Sultan Sidi Mahammed ben Youssef to drop the "ex", and forget and forgive, and return to the Sultanate in Rabat.

And so it was arranged. Ben Arafa did not go without a struggle—but he went; and ben Youssef, with a "considerable entourage", plus two wives and his gaggle of concubines (variously estimated from 5 to 15) flew from Madagascar back to Morocco, practically on his own terms.

There have been many disturbances and endless argument since in Morocco, and a certain amount of bloodshed—Morocco is like that. But the net result, as seen here in the South Pacific, is that Tahiti has lost whatever chance it once

had of cherishing a famous and amiable ex-Sultan and entourage.

## Polio Outbreak in Tokelaus

REPORTS of an outbreak of poliomyelitis came from New Zealand's Tokelau Dependency on January 18. A RNZAF aircraft was despatched from Suva to drop medical supplies to the native medical practitioner. Later it was

reported that there had been cases and four deaths on Atafu, the north-western island of the group, and seven cases with one death Fakaofu in the south. The outbreak was said (mid-January) to have halted.

On January 20, the vessel *Isabel Rose*, of Pago Pago, was chartered by the New Zealand authorities and left Apia with the Western Samoa Medical Officer of Health, Dr. L. L. Jepson, and a relief team of Samoan medical practitioners and nurses and the necessary drugs.

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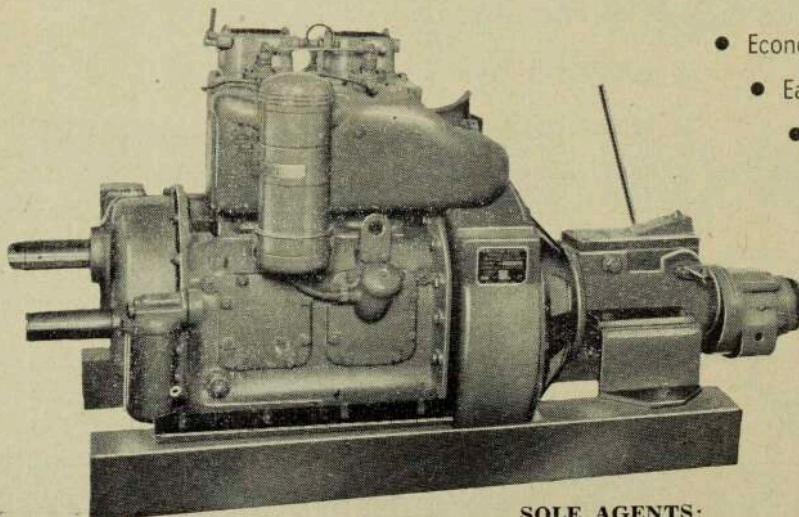
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## Year Left to Find The Rest

WARDS of 35 million rounds of light ammunition has been destroyed in the past five years by an Army Bomb Disposal Unit working in Papua-New Guinea. Five million rounds of heavy ammunition and 1,700 tons of bombs have been destroyed also. The largest concentrations of unexploded ammunition were found in

the Gazelle Peninsula, at Lae, and in the Sepik District. Smaller dumps have been located in many parts of the Territory, in some cases up to 30 miles away from wartime Japanese bases.

One of the surprise finds since the war was the location of a stack of 725-lb Spigot Japanese mortar bombs on Vulcan Island in the Rabaul area.

The Director of Civil Affairs, Mr. S. Lonergan, said to-day that army Authorities in Port Moresby were again seeking information as to the whereabouts of remaining unexploded ammunition so that disposal work in the Territory could be finished this year. It's expected that the Army Unit will be withdrawn by December.

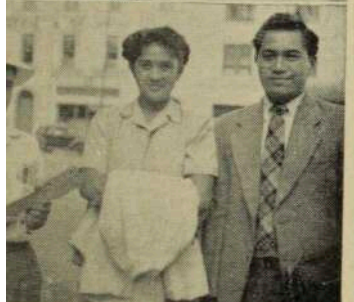
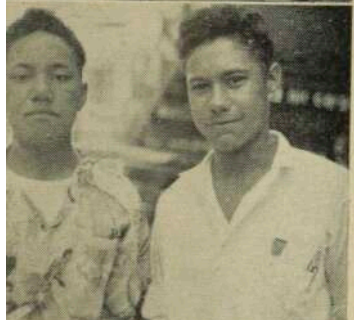
## P-NG'S BIG LABOUR FORCE

THERE were over 74,000 natives employed in Papua and New Guinea at the end of December, 1955, over 47,000 of them employed in New Guinea and the remainder in Papua.

It is interesting to recall that doubts on the ability of the Territory to go on supplying increasing numbers of native labourers were expressed when the total was around 40,000.

The employment of large numbers of Highlanders in other parts of the Territory has been the reason why the native labour pool has not, as forecasted, run dry—yet.

## Air Travellers from Polynesia



Coral Route passengers in January, top to bottom: Mr. Harry B. Lorimer, ga power station, Mr. R. K. Davidson, assisting the "Joyita" inquiry com- and Mr. B. L. Bridger, "Joyita" com- secretary, leaving Auckland. Rarotonga students, Turepu Turepu and Turepu, who returned to New Zealand vacation. The former is at Timaru High the latter at Northland College, Kaikohe. Tangaroa and Miss Turou Rikau, from ga, who were met by Mr. Tukua of P. & T. Radio Department, Auck-

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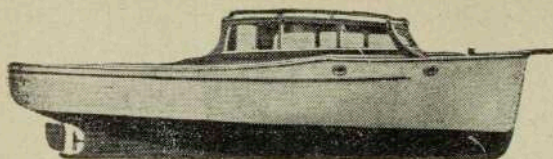
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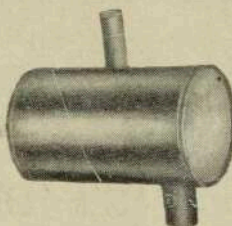
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(Left)



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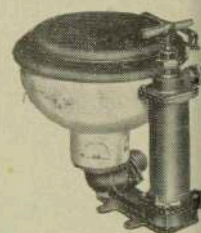
(Left)

Copper petrol tanks 1½, 2, 4, 6 and 8 gallons. Complete with filling cap and sump. All fittings available.

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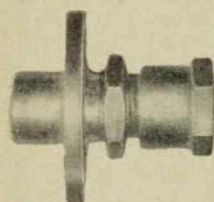
(Right)

Kopsen yacht toilets for above or below water. Easy to operate. Positive in action. A necessity in every boat.



## STUFFING BOXES

(Left)

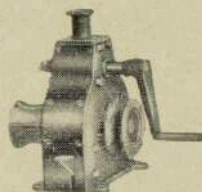


Bronze stuffing boxes and stern bearings. All sizes from ½ in. to 3 in.

## KOPSEN HAND WINCH

(Right)

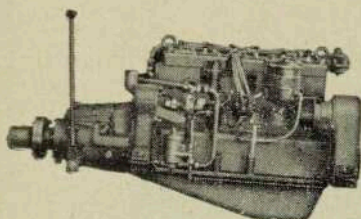
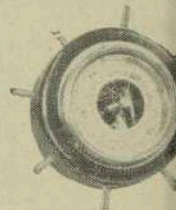
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(Right)

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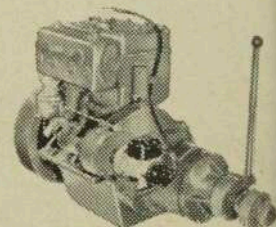


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AGEDY OF 1880

## st Link With De Rays Horror

(see also Talk-Talk this issue)

THE last known surviving link with the cruel Marquis de Rays hoax of the early 1880's was broken on May 14, when Miss Josephine Pinthe Niau died in a private hospital in Sydney, aged 83. She was the daughter of a French couple who had been sent alive from the colony, named Nouvelle France, established by the Marquis at Port Breton, at the northern tip of New Ireland.

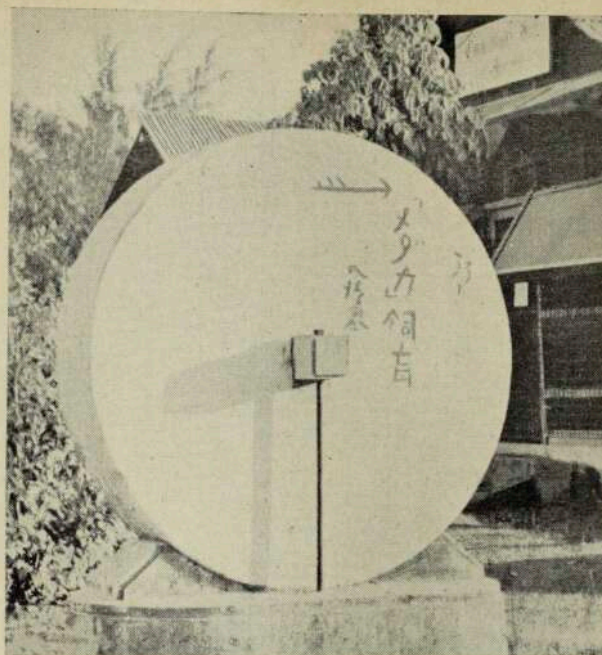
The shameless publicity, the Marquis induced some 600 French, Italian sympathisers and would-be colonists to subscribe about £1000, and he shipped about 600 of them to the new country in four badly equipped ships. They were so poorly provisioned, and the Marquis was so palpable, that the British Government would not allow the ships to sail. The Marquis beat the French laws by sending his agents to Dutch and Spanish ports, and the ships sailed from there. No less than 100 of the passengers died of hardships on the four-months' voyage. The conditions on the ships were terrible, they were luxurious compared with what the wretched passengers experienced when they landed in desolate, primitive Port Breton. They had insufficient provisions and equipment, they were constantly attacked by the jungle diseases, and they succumbed quickly to malaria and other tropical diseases.

More than half the people died in the next 18 months, before they were rescued, mostly by parties from Australian colonies. The survivors mostly settled in New Guinea and Australia. The Marquis in due course was seized by the French Government and sentenced to six years' gaol. Miss Niau spent her life in Sydney as a teacher of languages. She wrote the monstrous De Rays hoax in a book entitled *Phantom Paradise*, published about 20 years ago.

The full story of the de Rays hoax was published in the PIM in May, 1949. At that time we had sent a photograph of an old millstone (see above) marked with these characters with the intention that it was a monument left behind by the Japanese. Actually it was the millstone which the Marquis had sent out to his starved colonists to "grind their wheat." The colonists, of course, never had wheat or anything else to grind, but, no doubt, their teeth which probably ground plenty when they thought of the Marquis). The old millstone had been rescued

from Port Breton in the late 30's, towed across to Rabaul on a raft by Commander C. J. Webb, then harbour-master at Rabaul, and erected in the town, with an appropriate brass plaque (supplied by Wunderlich Ltd., of Sydney) attached.

While the rest of Rabaul was completely levelled during the Allied blitz between 1942 and 1945, the old stone remained. We do not know what the Japanese characters meant, but someone has suggested that they meant "This way to the canteen."



The millstone photographed after the war by Whites Aviation, "Tolala", who visited Rabaul in 1955, says it now is in Mango Ave.,

with no identification on it. He says most Rabaulites think it a Jap relic. What about it, you historically-minded Territorians?



# QUALITA CON ECONOMIA

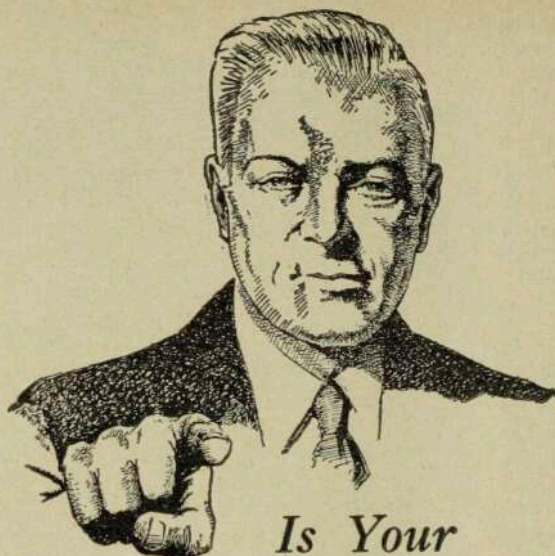


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### LAVE HAS TROUBLES

## Islands Boxers Abroad

**K**ITIONE LAVE, Tongan heavyweight, knocked out a German boxer in the second round of a scheduled 10-round contest at Newcastle, England, on January 15. The cabled news of this fight was somewhat confusing, however. Prior to the fight the German was said to be Hugo Salfed. After the fight his name was given as H. Brendemuhl.

Queen Salote, then on holiday in Australia, had asked Lave to arrange for a movie film to be made of the contest.

Friends of Lave in Auckland reported that he is now inquiring as to the possibilities of further contests in New Zealand.

It was reported from London on January 25 that Lave wanted to buy out the contract he has made to box under the management of Bruce and Billy Woodcock, a month previously—after his unpopular defeat on points against former British heavyweight, Birmingham (See January PIM). He said that he intended to return home.

The Woodcocks said that Lave offered £250 for his contract, "ridiculous"—that it was worth £2,000 and, anyhow, that they wanted Lave to stay and box under their management for five years and win the British Empire title which he was capable of doing.

Lave's last word on the subject was that Queen Salote was sending him a Tongan lawyer and that she had advised him to go to the United Kingdom if he could not satisfactorily settle his affairs in England.

It is quite obvious that Lave is not happy in England and that his present frame of mind, and as a Tongan, is much more likely to take the advice of his Queen than that of any amount of boxing promoters in the UK. Queen Salote has taken a personal interest in Kitione Lave ever since he began to have success as a boxer in New Zealand some years ago.

It is a pretty safe bet that all their dealings with the peramental boxers, United Kingdom promoters have never before considered the influence of a Queen on their proteges.

**J**OVECI BAU of Fiji is scheduled to meet Ken Brady, former Australian champion, as the main event of the opening of the 1956 boxing season at Carlaw Park, Auckland, on February 21.

Bau beat Brady on points in winter, and has been back in New Zealand in recent months. He is also likely to meet the Tongan, John Halafihi, in a New Zealand fight this winter, and may also meet Barry Brown, former New Zealand and Empire welterweight champion.



## Territories Talk-Talk

(Continued from Page 31)

cial altar, and is then deemed guilty, the expenses should be departmental liability; or, as low-dressing, be a charge on the abo Plan Grant. Particularly is a policy necessary in these days of aff shortages, else where will future Native Affairs officials?

### Marquis De Rays

#### Broken

Josephine Hyacinthe Niau, whose *Tom Paradise* was published in Sydney in 1936, has passed to rest, and thus another link with the unfortunate Marquis de Rays' expedition to New Ireland in the 1870's and early 1880's is broken. (elsewhere this issue).

It would seem, strangely enough, the only concern to benefit by the particular "South Sea Bubble" is the Catholic Mission. Two naries, attached to the third fourth expeditions, returned to and were instrumental in the shipment of the Sacred Heart on New Britain in 1882.

A cabin-boy from Belgium, with the expeditions, survived the got a job later with Mr. Tom and Queen Emma and ally took up land on his own igunan (near Kokopo), which later, in the 1930's, sold to the for a comfortable consid-

ater had many irons in the fire, among them *The Rabaul*

The name of the one-time a-boy was Jean Baptiste as Mouton. He retired to a e Hill home and died shortly he cessation of War II.

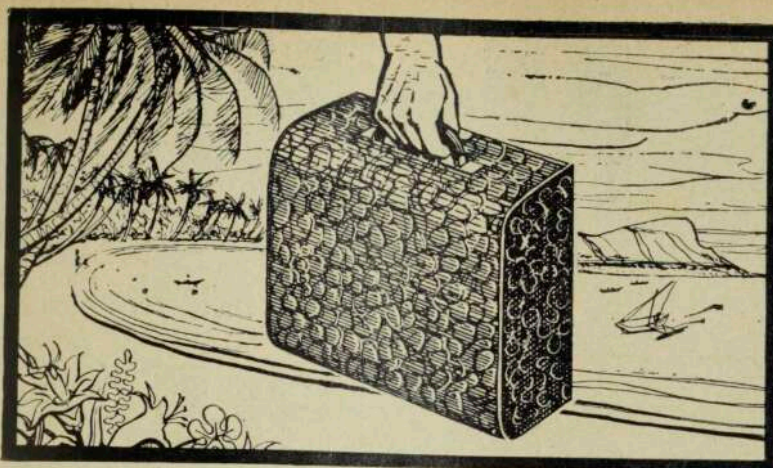
with Josephine's death at the 83 goes another link. She was t of the Niau family of nine by the adventurous Henri, who after his escape from eland found Australia a more ial country in which to settle.

### Dynamite

ld cobber of mine, who has ed to survive 30-odd years of e in TNG, dropped me a line y anent the Council-Schools- argument, and amongst his s was one which particularly e food for thought.

mentioned a top-ranking Councillor, who was an avid of English literature, obtain- rom the local library. A at his library-card revealed ding included such contro- tomes as *East Africa Speaks*, *On the March*, and *East Fights Back*.

utions are taken to prevent fied persons dealing in drugs, s and various contrivances



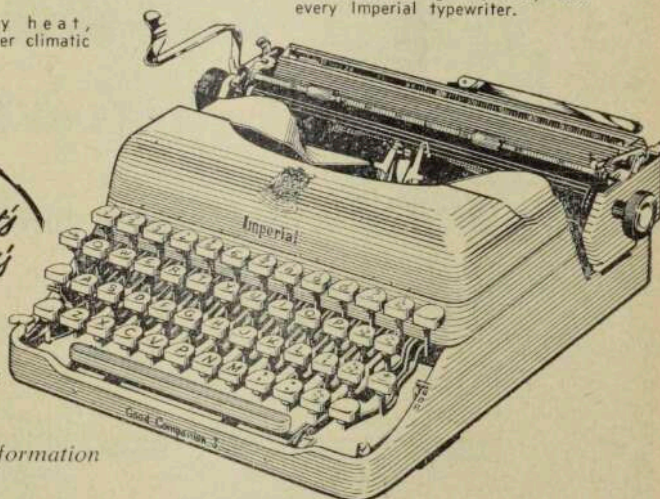
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could cause physical damage through lack of training: A medical "tul" is trained; a motor driver is trained; in the old days a "shoot" and a "dynamite boy" were employed (supposed to be, at any rate) efficiently efficient before obtaining permit to shoot pigeons or fish. with mental dynamite and far hazards no particular qualifications are required before initial weapons are placed in the hands of those who could occasion old damage far greater than the of an arm or limb from material es. purely literary dynamite should be dled with a certain degree of and restrictions placed on its ulation. Or would the idealists upon that as an infringement uman Rights, or a repression of ocratic Freedom?

## ve Progress

### Moresby

According to recent Press reports ern living conditions are rapidly nning prevalent in the capital of G, including larrikin activities he procuring of native women the use of the "knuckleduster." e appearance of the latter ised" weapon which, according he Police "is one of the first in Port Moresby," was a well-n weapon over in TNG for a year. A legacy from the alian troops from War I, and a native technician have I diligently filing a soldered ring, the necessary protuberance in liness for some prospective ee. And many a time have I eated them.

my memory serves me aright, gulation was introduced at one declaring them illegal.

regards procuring native n: It amazes me to read of ublicity given to a racket which operated in and around Port by for years. It is certainly ews in any sense of the word. however, does not excuse the in element which has created resent publicity. That is a r which is the responsibility h the Administration and the firms which enable this type ropean to put foot into the ory.

hout appearing to be class- ous I do contend that the ory Administration should e a keener screening of those eek admission. I leave it at

### y to Meet!

Medical check-up occasioned a lsory visit to the city for me day. And I was glad, for met some of the New Guinea love to see: Tall, handsome, oomed Norman Whitely down Manus. "No," he said, "I'm

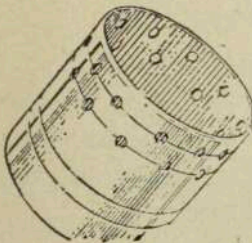
## Beer's On At Boroka



Beer was free in the new Boroko Hotel, Port Moresby, when the establishment opened on January 18. The hotel cost £80,000 to build. So far 20 bedrooms have been completed and another block to accommodate 40 people is going up. A lawn and beer-garden will be added later. As soon as the first bedrooms were

finished, the Administration took them over permanently for female employees—which leaves travellers very much "as you were". The management says accommodation will be available for travellers shortly. Our photograph shows some of those who had drinks on the house on January 18.—Photo by Papuan Prints.

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not returning for awhile." partner, Tony Edgell, has been there having a look-see; taking bus-man's holiday from his Sydney executive job.

Rolf Cambridge, manager now the Robinson River plantation in the Abau area, and one of the I knew him when he was at Sorra in Bougainville, back in the and a most popular and efficient man he was—and is.

And old-timer E. J. Wauch from Awar; a great host. Just of hospital where he had been ing some eye repairs; cheery as

Harold Bell, one-time skipper BP inter-island copra-catchers, later on the China Coast, hale hearty as ever and still living Seaforth way.

Vic. Pennefather and Ken Neship made a happy pair, despite Ken's arthritis which only seemed emphasise Vic's eternal youthfulness although he is a Boer War Veteran and was a District Officer in when Australia took over old German New Guinea.

And there were other Rabaul timers: "Monte" Moncur, I changed since his Police Inspector days; Jim Burke, of the Treas phlegmatic as ever, happy in his retirement from red tape. And in another place, who should I but Pat and May Holmes, down in Brisbane, hob-nobbing with Baylis and his wife. And what nostalgic session followed!

Pat, for many years Secretary Lands in Rabaul and, incidentally champion runner at the local sports (although he is a Boer War Veteran in the 20's; now they are retired), living in the Bananaland camp while Tom is still scratching for a few odd 'weights up Bulolo way' appears to be getting by, thanks very much!

There were happy memories and sad recollections all interwoven the fabric of time and, of course like all stodgy old-timers the way over, the good old days were always better than the present, and the country is sliding quickly to dogs.

We said the same after War I even more so after War II and pearls to peanuts it'll be the same after War III—if anyone is alive to have a winge.

## Rabaul "On The Air"

I think more attention should be given to the complaints of Rabaul District Advisory Council in connection with the broadcasts from Moresby. I heard some nice remarks about 9 PA's service which was up there last year; but I heard some adverse criticism



ning reception and quality of programmes. The latest development, the Administrator's announcement that there would be no consideration given to the establishment of a commercial station, is altogether a happy one.

How does such a ban on another broadcasting station tie up with our much-vaunted Freedom of Speech?

Assessors in

tion

and talking of the BSIP: The Capital, Honiara, dubbed "the smallest capital in the world," made news early this month as a result of the much over-publicised murder trial.

An interesting point was the election of three Assessors sitting the case with the Judge. An old-established BSI procedure, and a decision which was also to be heard in the TNG Courts but, so far as I can remember, was never used for either by Prosecutor or Judge.

It may still be on the Statute Book all I know. Another point of interest is that this is the first trial of a white man for murder. In the past such cases were tried by natives—and with such a temperamental folk as Malaita-men who always sought a head for a head, taking them to Suva was a bad idea.

at-Name Name?

Andre Ure's appeal for a common name for the PNG indigenes has no forrader—except to rule out "Nuan" for both Territories.

Wonder some enterprising body has not started a "Give Him a Name" contest, offering an attractive prize for the most suitable. One might be (and I have not heard it mentioned yet), New Guinea. Spell it "Nuginese" if you

and Pieces

Janet Wayne, of Lawson (NSW), recently married to Timothy Brill, of Gisborne (NZ). She was given away by her uncle, Sir Stevens. Janet's father was late Ron Wayne of Rabaul, well-known for many years as Interpreter of the Supreme Court. . . . Returned from Europe recently, Diana Martell (Coote) with husband Henry. They were married in Cornwall and live in New Britain, where her mother, Mrs. Rhoda Coote, resides. Passed on: Huntley B. Carter, son of the late Bill Carter (for many years in Rabaul), died on January 27, at Gloucester House, age of 49.

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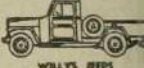
  
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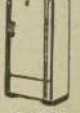
  
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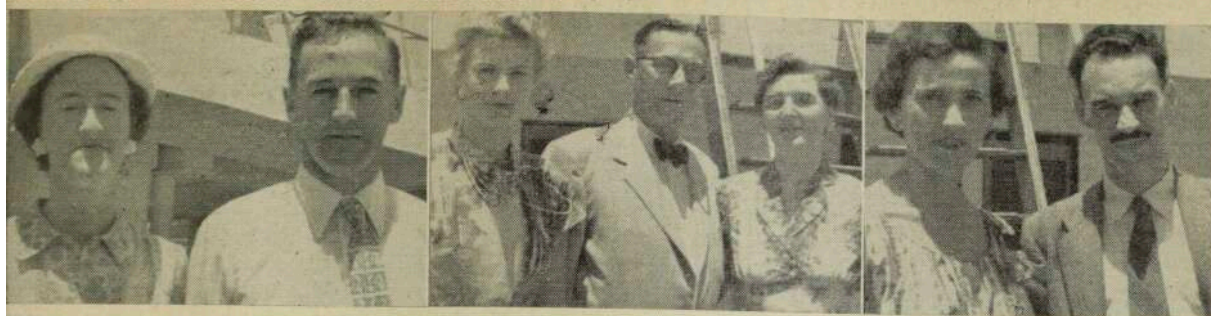
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## Northbound Travellers from Australia . . .



"Sinkiang" passengers, in January, from Sydney to ports in P-NG included (left to right): J. Roache, of Steamships Trading Co., who is returning to Port Moresby with Mrs.

Roache, after leave; Mr. and Mrs. R. S. Bensley (centre and right) were farewelled by a friend when they left for Madang, NG, where Mr. Bensley has now joined Colyer Watson

(NG), Ltd.; the couple spent some time in Samoa prior to World War II. Major and Mrs. D. Keary, who were returning to Bougainville, after leave.

## Tongan Premier may Visit Japan

HERE were reports from Tonga in January that Crown Prince Tungi, Prime Minister of Tonga, is to visit Japan. Among subjects to be discussed there, is possibility of establishing in Tonga a tuna industry similar to that now based on Pago Pago, employing Japanese know-how and fishing vessels.

Tungi also may investigate the possibility of obtaining cement for new Nukualofa wharf and other public works, and may discuss with Banno Brothers the reopening of the firm's branch in Tonga.

Mr. Gonni Banno visited Tonga several months ago. This Japanese firm became established in Tonga in the 1930's, and Mr. Gonni Banno married Miss Jessie Lyden, daughter of a well-known Tongan family.

Banno properties were confiscated and dispersed in World War II, and Gonni Banno and his wife were interned, first in New Zealand and later in Australia. There, Mrs. Banno became an official interpreter for the military censorship service. After the war, the couple were sent to Japan, and

Banno is now in charge of female Japanese staff at the Zealand officers' club at Kure. It is known that Mrs. Banno would like to return to Tonga, with her husband, to settle.

It is understood that the Banno Brothers now represent the Tongan Government in Japan.

### CONCERNING THE BANNO BROTHERS

On the subject of the Japanese (Banno) firm in Tonga, it is interesting to recall an article which appeared in the May, 1942, issue of the PIM (nearly 14 years ago). The PIM, for years before we were struck at us in December, had been warning the South Pacific countries of dangerous domination of the South Pacific by

Japanese, and we had always regarded the Banno set-up with suspicion. This is the essence of what we said in May, 1942:

#### BANNO BROTHERS DEPART

MANY times, during the past six or seven years, the "PIM" has referred to the appearance, establishment and growth of the Japanese trading firm of Banno Brothers. It appeared in Auckland, it "horned in" on the Tongan trade, and then it spread its operations to Samoa and Fiji.

We did not like it because it was Japanese, and we could see no reason why the distributing trade of the South Pacific should pass out of European hands.

But we disliked it more because all the information available—there was not much, but it was significant—indicated that there was a

close tie-up between this firm and official Japan. To put it in blunt words, there was reason to suspect that the activities of Banno Brothers had as much to do with information as with commerce.

The business was carried on by Banno and his brother-in-law. They evidently knew what was coming, and got out early.

Banno arrived in Sydney about the middle of 1940. The editor of the "PIM" learned that he was here, and called on him, to ask him about Japanese buying of copra. Russia had just entered the war, and the track from Japan to Germany across Siberia was closed.

"Now," we said to Mr. Banno, "Japan can buy our South Pacific copra, and be under no suspicion that she is sending it to Germany. This should be a good thing for both the British and the Japanese."

But Mr. Banno did not want to talk about copra. He was very vague, and he eyed the

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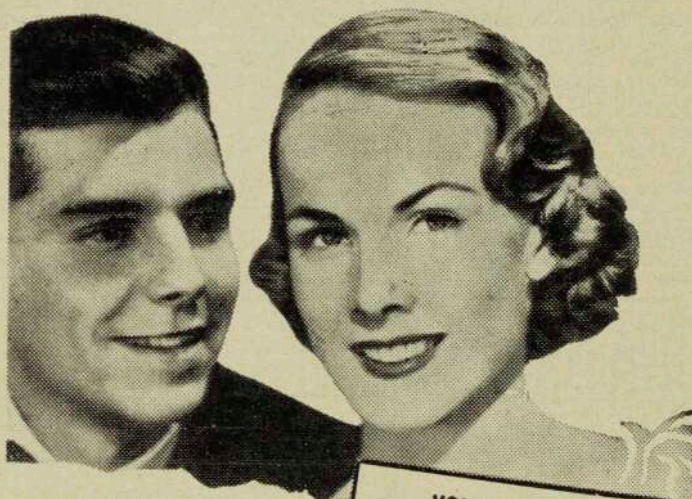


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editor of PIM warily. In fact, he did not seem to like the editor at all: so the interview ended.

He did not say he was leaving, but his bags must have been packed. Mr. Banna left Sydney a few hours later on a ship bound for Japan. His brother-in-law left Auckland for Japan in August.

It was formally announced in New Zealand early this year that all the interests of Banna Brothers had been bought by a group of New Zealanders, and that the name of the firm has been changed to Wales and Mackinlay, Ltd. It is emphasised that "the business now has no connection whatever with Japan".

154 INCHES

IN 1955

## A "Drought" at Lae

WHAT amounted to a drought occurred at Lae, New Guinea, in 1955—although the visitors to that part of the Territory were unlikely to have noticed it.

Only 154 inches of rain were recorded—which was four inches below the previous record low of 158 inches in 1950.

Our correspondent neglected to say what is the average annual rainfall of Lae—although even enthusiastic residents admit that it is considerable. The configuration of the country—with the deep Huo Gulf and high surrounding mountain ranges — provides a natural area of precipitation.

The meteorological office in Lae in early January explained that the NW monsoon had not then crossed over New Guinea and there have been fewer thunderstorms than usual.

Reports from other areas show that some parts of the Pacific also had drier years than average in 1955.

PORT MORESBY — which has a very dry climate for the tropics — had only 39 inches of rain instead of the average 46. Driest year was 1953, when only 33 inches were recorded.

SAMARAI: This small island which is usually very wet, had severe drought in recent months. Most household tanks were dry, very low and water was being rationed by the District Office. However, in mid-January the drought broke, tanks were filled and rationing ceased.

GOROKA: This Eastern Highlands town had only 63 inches in 1955 instead of the usual 77.

SUVA: Fiji, on the other hand, had a wetter and hotter year than usual in 1955. Total rainfall for the year was over 158 inches instead of the average 124.1 inches. September was the wettest on record (22.5 inches); and the wettest day of the year was June 21—with 8 inches.

Mr. A. V. Beel, of the Department of Health, Rabaul, N.G., returned to the Territory in January.



## JOYITA INQUIRY

(Continued from Page 21)

helpful in providing details of the vessel's earlier history and information of use to the commission of inquiry. Allegations that the rights of American citizens had been ignored were without foundation.

### FORMER ENGINEER'S THEORY

Most important evidence before the Commission, up to February 9, was by R. L. Sutherland, of Suva, who was engineer on *Joyita* up to her last voyage.

He had examined the ship after the voyage, and he was convinced that the key to the ship's fate was provided by a rusted and broken pipe of galvanised iron, which had formed a connection between the water-cock and the cooling system on the auxiliary engine. It had corroded the port bilge below the floor; and, with the sea-cock open, water was supposed to be going through to the bilge. The cooling system would actually be going through into the engine-room. This was his theory:

"I believe the engine-room became flooded down below in the darkness the crew could not see."

To stop the leak the engineers cut off the flow of water to the cooling system of the auxiliary engine. The auxiliary engine became heated and the engineers stopped it.

Next, the engineers started up the emergency auxiliary engine to get the electric pump into action and keep on top of the water leak.

But the auxiliary was probably not in working order, so they decided to use the bilge pump which is run off the main engine. But the bilge pump does not work.

How to find out what was causing a leakage in the bilge pump—it was always a minor trouble—they stopped the main engine and investigated.

With the engine idle '*Joyita*' would drift down. The seas would rock her and pour water through the hatch.

All the time the water is rushing in the engine room.

Now the batteries become wet. The lights go out.

The radio is run off the batteries and with no power they cannot send an SOS."

### NO RADIO SIGNAL

Apia Radio Superintendent, Ernest Ham, said that from the time *Joyita* left, she was never in communication with Apia. Captain Miller agreed to contact him at 10 a.m.

4 p.m. daily. On October 9—four days after *Joyita* left—he picked up faint signals but could not positively identify them as from the ship.

### WITNESSES FROM FIJI

The following persons from Fiji attended to Apia, Western Samoa, on February 5, by special plane, to give evidence about the *Joyita* disappearance:

Captain E. L. James, assistant harbourmaster, Suva.

R. Hayman, radio inspector, Suva.

L. Cronin, mechanical engineer.

C. F. Wooley, Department of Customs.

R. L. Sutherland, former engineer on *Joyita*.

A. E. Jones, District Officer, Northern.

H. W. H. Bellamore, of Nadi airport.

### PLEA FOR FURTHER SEARCH

Mr. P. L. M. Morgan, a member of the W. Samoan Legislative Assembly, urged that a sea and air search for *Joyita* survivors be resumed—it was stopped far too soon. With so much deck cargo, including timber and empty drums, the *Joyita* should have left a broad trail—but not one thing identifiable as deck cargo had been found. Mr. Morgan thought that was significant.

Harbourmaster J. W. Jones thought that more evidence about *Joyita* would appear; and gave instances of people being found in that area after drifting for 42 days and 107 days. He calculated, by the amount of fuel used by *Joyita*, that

she had broken down 6 or 7 hours out of Apia, and just out of sight of Savaii. He said he had no explanation to offer as to what happened, but continued:

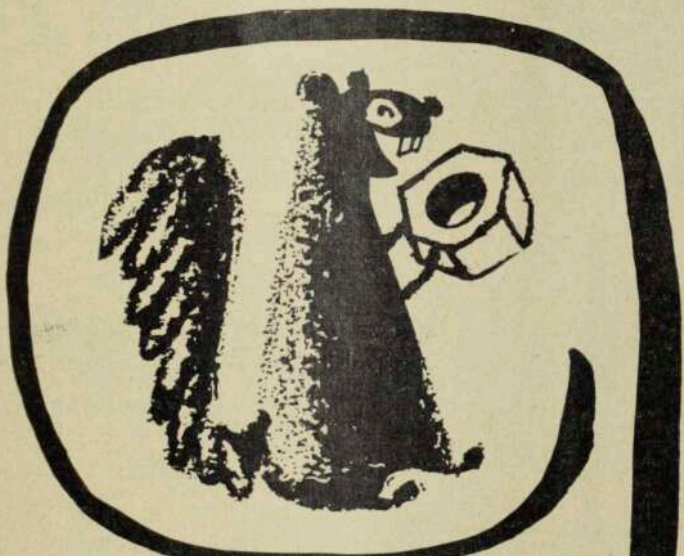
"No man in his right mind is going to leave a floating vessel and board a raft with unknown perils facing him unless he is sure of his chances of reaching something better."

"I do not believe the crew could have persuaded the passengers to leave *Joyita* for rafts unless they could actually see land."

The inquiry ended on February 13. In his final address, Mr. R. K. Davidson said the '*Joyita*' was no longer a mystery, and that the key to the whole disaster was the fracture of the pipe carrying cooling sea-water to the engine.

Mr. Davidson believed that the ship was lightened by jettisoning cargo. There was little evidence to make a conclusion about the survivors.

The charter by Capt. Miller to Coxons was illegal as the owner had stipulated that Miller should not sub-charter without the approval of US maritime authorities.



**TALK ABOUT DIGESTION!**

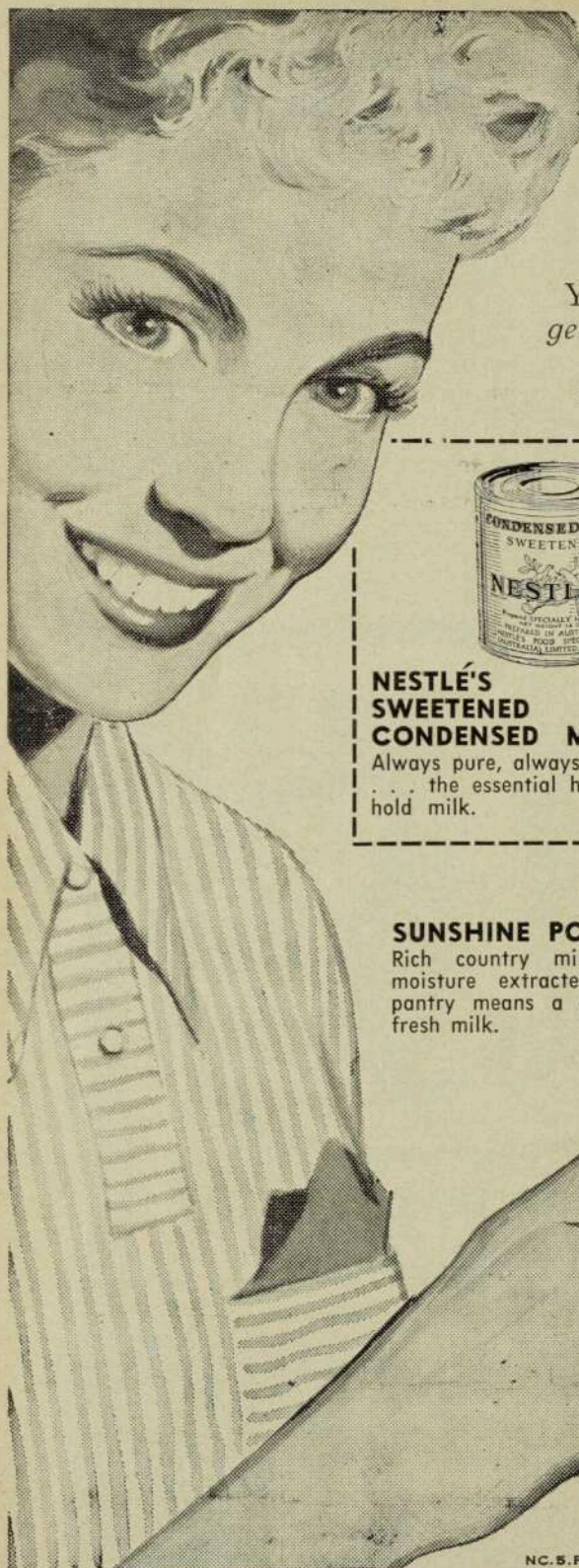
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THE FINAL EXTRA?

## Journal of the P-NG Agriculture Dept.

must have come down on a Very Slow Boat from China because the copy of the *Papua New Guinea Agricultural Journal* which we received in January, 1956, dated January, 1955.

In the past we have received Fiji's *Agricultural Gazette* months after date shown on it—but it has never been a year behind, so it seems that P-NG has established some of a record in this respect. Although the articles in the issue scarcely be regarded as "hot news," they are interesting; they would be even more interesting if they covered events later than 1954, which they do not.

Mr. G. S. Dun, Senior Entomologist for the P-NG Department, contributed a lot of information on the insect pests of the economic crops of the Territory—fortunately, his information, too, dates in 1954, at the time when the coconut leafminer—usually known as *Promecotheca*—had reduced coconut production on Lindenhafen Plantation on the south coast of New Britain to about 75 per cent. of normal. The reader is naturally interested to know what happened at Lindenhafen after mid-1954, but at this rate of progress have to wait until January, 1957, and out.

It can be argued, of course, that a scientific article has an undatable date. Nonetheless, a great deal can be done to agriculture—on both the economic and scientific fronts—in years. It is assumed that the primary purpose of the *Journal* is to inform producers, and that it should be regarded as a record of pure research. Therefore, it would surely be of greater value if it were more up-to-date.

WANT TO BUY  
A MINE?

## Ex-Jap Properties for Sale in N. Cal.

AMONGST the sequestered goods and chattels of the Japanese formerly living in New Caledonia which are now the property of the French Government are some valuable mining leases.

The long negotiations of the peace treaty with Japan has resulted in these properties being unproductive for nearly 15 years. However, the mines are to be shortly offered for auction—except iron, copper and gold mines.

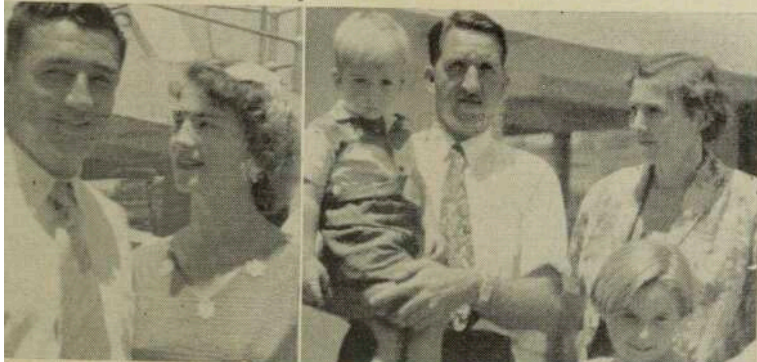
Most of the iron mines were owned by the Societe du Fer and are situated on the edge of the Plain des Lacs some 80 miles from Noumea. These mines are being examined by the Government Mining Bureau. Thus it is the nickel mines which will be most in the picture.

The mines have been grouped in 22 lots. They will be offered for public auction commencing about March 19.

The mines are scattered over most of New Caledonia and the reserve prices are extremely variable. Three million francs (£A21,000) for a group of six nickel mines on the East coast is the highest, and a manganese mine way up North for £A350 is the lowest.

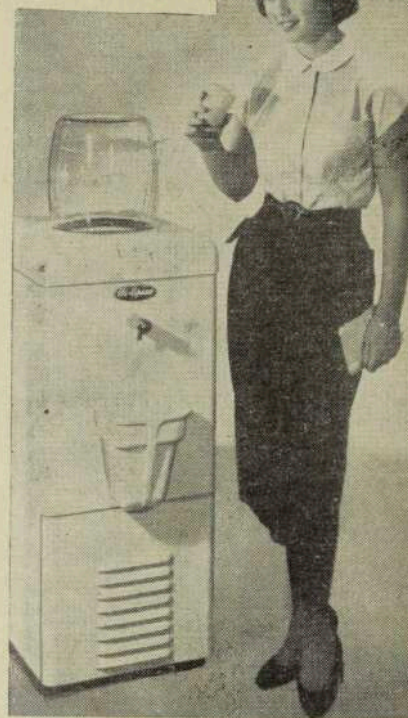
† The many friends of Mr. Gus Smart, well-known in many parts of the Papua-New Guinea Territory, will be sorry to hear he is in Repatriation General Hospital, Concord, Sydney, for a general check-up. He is in Ward 28 and would welcome any P-NG visitors at the stipulated times.

## They Got Away Before the Strike



Among those sailing in the "Sinkiang" from Sydney to P-NG on January 13 were, left to right, Mr. and Mrs. R. Neville, who are going to Wewak where Mr. Neville has been posted as patrol officer; Mr. T. Souness, health Department officer, who is going to Wabag, NG, with Mrs. Souness and Richard and Robina.

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## Editors' Mailbag

(Continued from Page 18)

School." . . . "There is only one Fijian who has qualified for the title of Doctor (medical) and that is our well known Dr. Dovi."

Our correspondent is quite right. There has been a tendency, in recent years, to give the graduates of the excellent Central Medical School of Fiji the title of "Dr." But that is misleading. Their correct title is AMP (Assistant Medical Practitioner); and their qualifications, while valuable, are far below those acquired (after Matriculation) in six years of hard study by the men and women who

get a degree in Medical Science at a recognised University.

Some AMP's, practising in the Islands, have shown a remarkable aptitude for medical service and, in the opinion of some, are the equal of some fully qualified men in their handling of uncomplicated cases. Nonetheless, they are not entitled to be called "Dr."; and to give them that appellation could lead to grievous error.

### Moira Macdonald

I applaud your piece in December on the perfidy of the way Sydney papers played up the *Joyita* story (writes GBB).

You probably don't propose to launch a continuing one-man campaign against the over-Americanisation of the local press; but I hope you'll spare two or three inches to comment on the ballyhoo appearing on p. 33 of the issue of *Peace* of January 11.

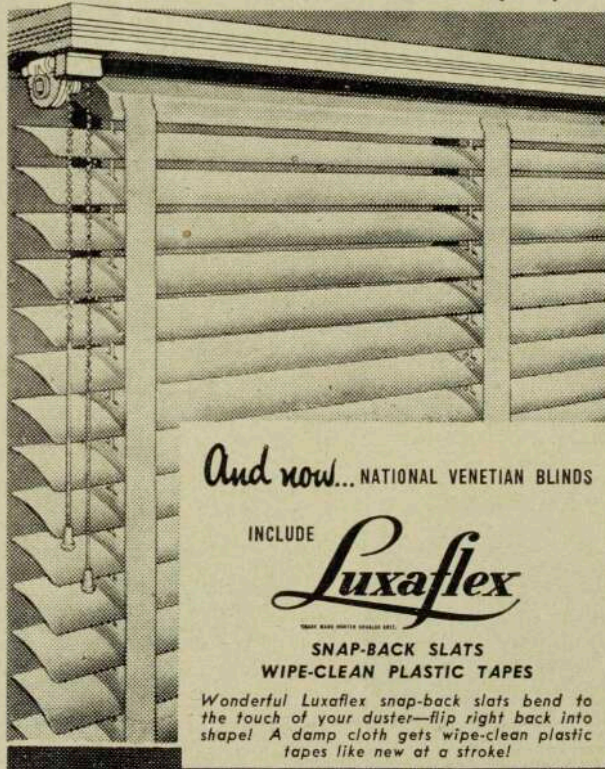
It is presumably a hand-out from a film company. Heading: *The girl who refuses to go to Hollywood*. First paragraph: "Film stars, from time to time, make bitter attacks on Hollywood, but . . . only one, Marie Saint, has deliberately turned her back on Hollywood."

Samoans reading this will exclaim "Pepelo!" (Phooey!). For Moira Macdonald, of Apia, the very beautiful Samoan girl who starred with Gary Cooper in *Return to Paradise*, turned her back on Hollywood a year ago, and without any fuss and two-page flutter in the weekly.

Last June and July I was in Apia and saw her, back at her in the bank where, occasionally, she attended to me when I called on business. Her trip to Sydney for her personal appearance at the theatre screening her film, and to attendant publicity, had obviously NOT dazzled her; she was the same politely attentive little lady whom I noticed there before the film-makers "discovered" her, and I am sure that Hollywood's offers had already been submerged by thought of her coming marriage—since reported in PIM.

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### SOUTHERN CROSS VIII

## Shaw Savill Assists Mission

THE Shaw Savill line has raised more than £200 towards the cost of building a new Melanesian Mission ship (*Southern Cross VII*) by allowing public inspections of the new 20,000-ton liner *Southern Cross* at the Australian and New Zealand ports of call on the vessel's last two voyages.

It is likely that the practice will be kept up for the liner's next voyage.

The reason for Shaw Savill's gesture is that for 100 years the Melanesian Mission has had mission ships named *Southern Cross*. *Southern Cross VII* is tied up in Sydney Harbour at present awaiting a buyer. In addition to Number VIII of the series the Mission intends having another smaller boat built for work in the islands, and it is understood that one tender has already been let to a NSW ship-builder, while the other will as possibly be let there.



Suva, April 23 - May 3

## THIRD SOUTH PACIFIC CONFERENCE

PREPARATIONS now are in hand for the Third South Pacific Conference to be held under the auspices of the South Pacific Commission. It will take place in Fiji, near Suva, in the fortnight between April 23 and May 3.

Delegates representing the native peoples will proceed from all the separate Countries (or Administrations) of the South Pacific, and the American Trust Territory of Micronesia, in the latter part of April, to Suva, where arrangements are being made for their reception, transport and accommodation.

Administration officials and representatives from each Territory will accompany the delegates; so that the total personnel to be expected for is well over 100.

The First Conference was held in Suva, and the Second Conference, in 1954, in Noumea.

### PLACE OF FUTURE CONFERENCES

It had been hoped that this Conference would be held in Australia or New Zealand Territory—New Guinea or Western Australia had been suggested—but the organisers evidently found the problem of accommodating over 100 persons for two weeks, under ideal conditions, could not be solved in either of those two Trust Territories. Transportation is a major problem. New Caledonia, in 1954, presented many difficulties in assembling and dispersing the delegations, and the organisers did not want another experience.

Those who favour New Guinea, however, point out that New Guinea is as easy of access as Fiji. The delegations were brought to Suva; they could easily be sent to New Guinea by ship or plane. But the cost factor is important—and probably Suva is the cheapest point of assembly in the South Pacific.

But observers hope that, by making arrangements well in advance, it may be possible to hold the Fourth Conference in New Guinea. Wau or Goroka, in the Highlands, would be an ideal place for such a gathering; and, given sufficient warning, the Administration should be able to provide all necessary accommodation and facilities.

In Fiji, the organisers make use of the extensive modern buildings of the Teachers' Training College at Suva, a few miles out of Suva. The First Pacific Conference was held here.

### SCOPE AND VALUE OF CONFERENCES

The Islanders, at these Conferences, are encouraged to discuss most of the numerous conditions which affect their common life in the Islands — especially matters which have been dealt with by the Medical, Economic Development or Social Development Sections of the SP Commission's Research Council. The subjects are numerous—the

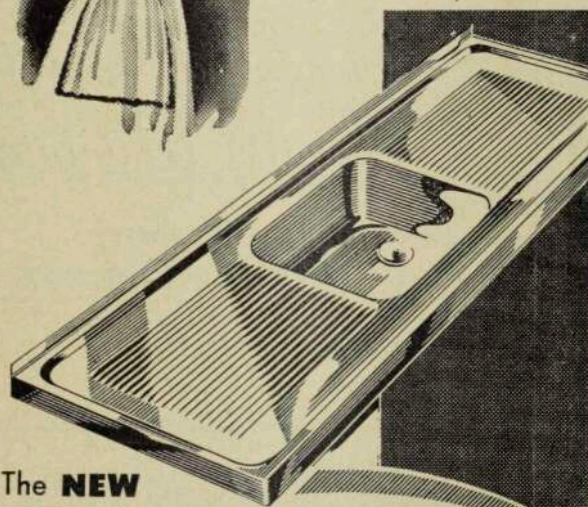
treatment of common diseases, trends in education, the development of new food sources, the training of Islanders for administrative duties, the growth and control of co-operative societies, the introduction of new industries, technical training, control over immigration, standards of housing—are only a few of the matters in which all Islanders have a common interest.

The plan, when the South Pacific Commission was established in 1948-49, was that the recommendations of these Conferences, after being vetted by the Commission, should go forward to the six interested Governments (Britain, Australia, France, United States,

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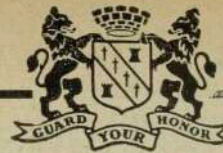
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Zealand, Netherlands), to be dered and if thought suitable ecome part of their Islands nistration policies. would be interesting if an al survey were submitted at Third Conference, showing has happened to the emendations made at the First Second Conferences. That the people interested could s the real and practical value ese Conferences. wever, apart from the debates ecommendations, the Con- ces are good for the Islanders. is the only opportunity ded the people of 14 South ic Territories of coming her and, in a fortnight of association, getting to know other. They all speak different e languages; but practically he delegates are literate in English or French.

#### CATTLE IDY SCHEME

### ly Seven Make Grade

Papua and New Guinea De- partment of Agriculture received applications for participation scheme—launched last October freight subsidy on cattle im- to the Territory under certain ions.

applications cover 4,602 head

le. early January, it was aned that seven applications for al of 350 cattle had been ved; 10 applicants (for an ate of 2,952 cattle) must make vements to their leases before are eligible; and in respect of wo remaining applicants—for l of 1,300 cattle—it is said that is no record of these persons g pastoral property in the ory."

ppears, on the above figures, ne number of cattle for which subsidies are requested rises erse ratio to the degree of al manifested by the Depart-

That is, the seven approved ants wish to import an aver- f 50 head each; the second, which comes into the "may- ategory, wishes to import an e 295 head; the two appli- in the third, "wishful-think- ategory, wish to import an e 650 head each.

freight subsidies range from head for young beasts to £55 lls.

as thought, when the scheme first announced in early r, that it would cover an ex- period, but applications (for

### Brown-Robinson Wedding in Kavieng



A wedding unofficially opened the new Catholic Church in Kavieng, New Ireland, recently when Miss Margaret Joan Robinson was married to Mr. T. Brown, of Soubu Plantation, East Coast. A wedding reception was held in the RSL Club.

Our photograph shows (left to right): Mr. W. Lussick, who gave the bride away; Mrs. M. Robinson, the bride's mother; the groom and his bride; Mrs. R. Bygrave, Matron-of-Honour; Mr. R. Bygrave, best-man.

—Photo by F. Kersken.

this financial year, anyway) closed smartly in mid-November, which so far as Papua and New Guinea is concerned, gave would-be applica- tions scarcely time to think about it.

Perhaps the Administration will again open its heart after June 30. The scheme, if not wrecked by pro- visos, time limits and delay in get- ting the cattle into the Territory, should have real merit and be a means whereby the Department of

Agriculture can be of real assistance to the cattle farmers in the Terri- tory—which, PIM has heard tell, has not always been the case in the last couple of years.

† The two Solomon Islanders who have been selected to represent the BSIP at the South Pacific Confer- ence at Suva in April are Silas Sitai, BEM, and the Rev. L. Alafourai.

## Warnock Bros. Limited

AUCKLAND, N.Z.

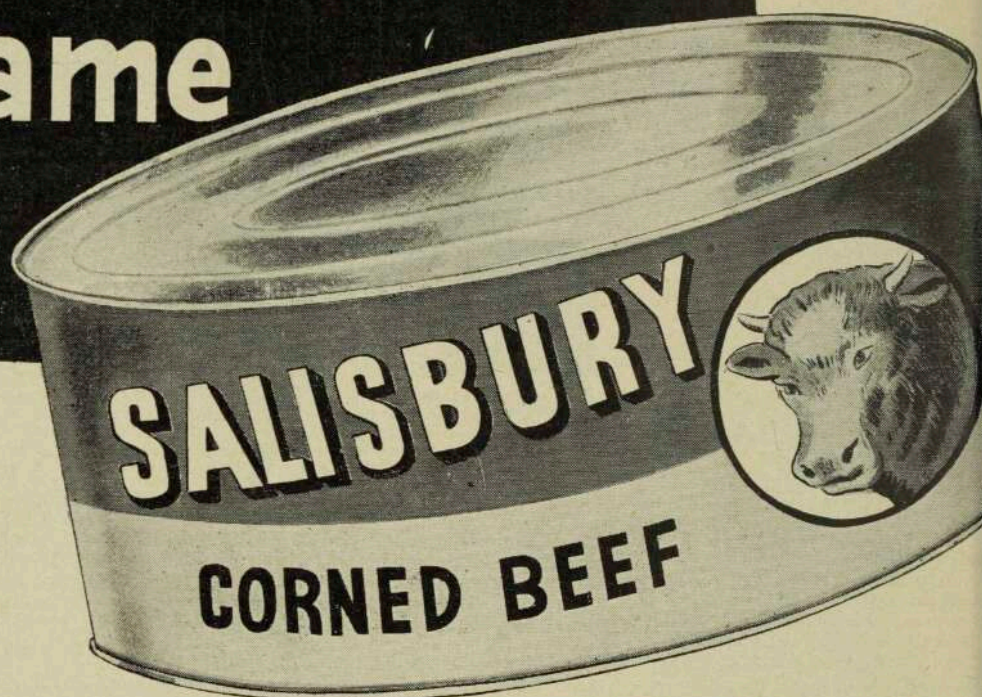
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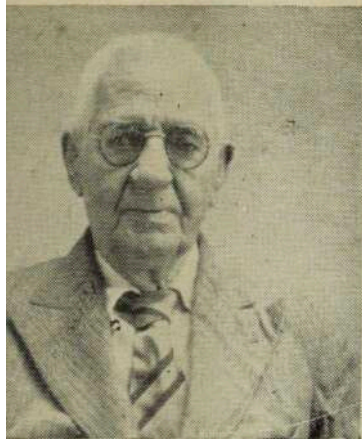


## DEATHS OF ISLANDS PEOPLE

### MR. ALFRED COWLEY

Mr. Alfred Cowley, long-time resident of Nukualofa, died there December 22, aged 96.

He was born in England in 1859, accompanied by his wife and family, went to Tonga in 1895, and first employed as a baker by Barnard, and, a year or so later



The late Mr. Alfred Cowley.

growing up in a bakery and general business on his own account.

In addition to operating this business, Mr. Cowley acquired a plantation at Fatai, a few miles from Nukualofa, in 1911. He sold this to the Mormon Mission in 1947.

Mr. Cowley is survived by a son, Frank, and two daughters, Mrs. John and Mrs. Flemming, all of Nukualofa, and another daughter, Newman, of Palmerston North, New Zealand, as well as by grandchildren, some of whom are in Tonga.

### CAPTAIN F. K. ALLEN

Captain Frederick Kenneth Allen died in Auckland in January, aged 66.

He was well known as a seaman and owner of trading stations in the South Pacific in pre-World War I days.

He was in command of the *Maui* on her maiden voyage from Auckland, in 1922. In the First World War he served in AIF signals, and in the second World War served in the small-ships section of the U.S. Navy Transport Service in New Zealand waters.

He was a prominent member of the New Zealand Company of Master Mariners in Auckland.

He is survived by his wife.

### RUAREI A TOOMARU

He was a chauffeur to a long succession of Governors of French Oceania,

Ruarei a Toomaru, died in Papeete recently.

He was a source of many stories in Tahiti. On one occasion, while driving Governor Maesttracci, the Governor called to him to increase speed. Ruarei turned and said, "Tout a l'heure casse la Gueule"—not easily translated into English, but not quite the reply usually made to a Governor. It was about equivalent to saying: "If we go any faster we'll break your boko!"

### MR. CLINTON CHAPMAN

Mr. Clinton Chapman, son of the

late Benjamin Chapman, member of an old established Tahiti family, died there on January 16, aged 70 years.

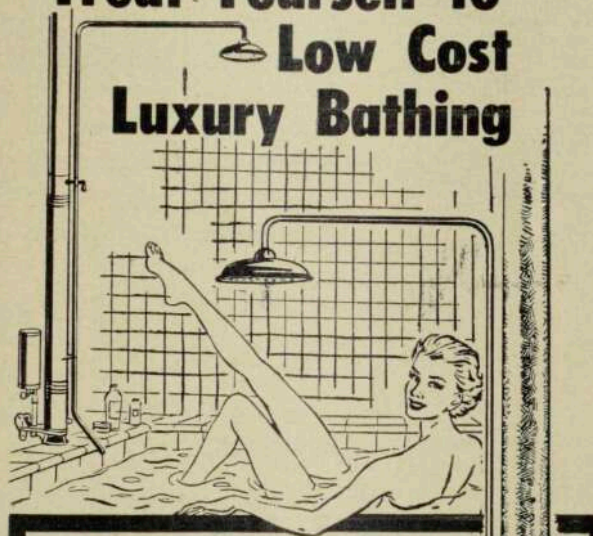
Originally from the United States, the Chapman family were leading ship builders at Benecia, California, at the close of last century. The Tahiti branch of the family has been established at Paea for nearly a century.

### DR. CHARLES MCBETH DAWSON

Dr. Charles McBeth Dawson died on February 5, aged 86 years.

It was due to Dr. Dawson that the Central Medical School, Suva, came into being, though credit

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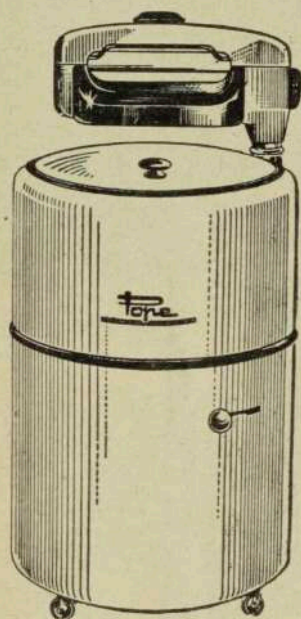
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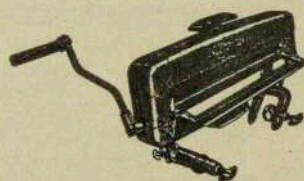
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usually goes to the late Dr. H. Lambert for actually founding the school which has meant so much to the territories of both the South and North Pacific.

Dr. Dawson was chief medical officer at different times in Fiji, Samoa, Tonga, Niue and the Cook Islands in the years prior to World War II. He is remembered by the older generation in each of the territories.

Dr. Dawson is survived by his wife and a daughter.

**COMMANDER W. BURROWS**

Commander William Burrows, a long-time resident of Fiji, and one time a member of the WPM staff in the Gilbert and Ellice Islands, died in England in mid-January. He was 73.

Commander Burrows had a cultivated mind, was interested in many things pertaining to the sea—reefs, shells and sea-birds—and was a contributor to many magazines and journals, including the PIM. He was a Suva correspondent of the *London Times*.

In many respects he appeared to belong to the Victorian age, rather than the 20th century, although Victoria was already an old woman when he was born in Devonshire.

As a youth, he entered the Royal Naval College, Osborne. He served with distinction in the Royal Navy in World War I and in the early 20's joined the Western Pacific High Commission.

He was later District Commissioner in many parts of Fiji until the outbreak of World War II, during which he saw active service again, in India and Malaya.

He lived in retirement in Fiji until 1953, when he went to the UK.

**MRS. HOWARD KING**

Mrs. Howard King, a sister of Mr. Oscar Nordman, of Tahiti, died in Beverley Hills, California, in January. She was formerly Agnes Thompson, a granddaughter of the American, Mr. Isaac Thompson, who settled in Tahiti a long time ago, and was thus related to many people in French Oceania and New Zealand. She married H. Rambke, a member of a family associated with the once famous German organisation, DHPG; and she left Tahiti with him nearly 20 years ago. When he died, she married Mr. Howard King, of California. In accordance with family wishes, her body has been sent to Tahiti, for interment in what she regarded as her own country.

† Miss Jill Wood was married in Rabaul, in January, to Mr. MacCully. Both are on the staff of Robert Gillespie.



# VE RECORD

## MALAYA

### ii Battalion Home June

**AFTER** three years of distinguished service against the Red Chinese terrorists in the jungles of Malaya, the Fiji Battalion will depart from Singapore on the *Devonport* on May 30, and is expected to embark in Suva on June 10.

The wives and families will travel the ship with the main body.

One officer and 4 men, comprising Pay and Records staff, will go to Fiji to Malaya in April, to collect records, pay, etc.; and a Malayan advance party of 1 officer and 10 men will arrive in Suva in Malaya on May 20.

This will end a notable chapter in the creditable military record of the Colony of Fiji. The Fijians who served in Malaya, by their courage and dependability in the jungle, and their exemplary conduct on all other occasions, have won praise from all who came into contact with them—except the terrorists.

Their score of kills, in dealing with a sneaking enemy of a deadly type, has exceeded that of any of the other 20 or more Battalions engaged in this jungle war. The Royal Hampshire had the next best score.

#### STRALIANS NEVER HEARD OF FIJIAN!

The Pacific Islands suffer a good deal in many ways, from the attention of Australia's sensational and possible newspapers. The disappearance of the *Joyita*, and the story of a mission youth charged with a murder in the Solomons, are not cases in point. So the friends of Fiji suffered in philosophical silence while the Sydney newspapers' brightest young men ran riot in Malaya lately.

An Australian Battalion, a few months ago, arrived in Penang; and the course was introduced to the exercise known as tracking the Red terrorists. With them came some of the hysterical boys of the Australian press.

Australian troops are world-famous fighting-men, and the Fiji Battalion—although pampers in Penang—probably are the sons of their AIF fathers.

If one were guided by the rubbish published in Australia from the "Special Correspondents in Malaya" one might believe that the troops in Malaya are Aussies, and that they have the terrorists everywhere on the run.

Apparently, the "Special Corre-

spondents" had never heard that men from the South Pacific were there three years before the Australians and had trapped and skittled hundreds of Communists.

Actually, there are some 20,000 English and Indian (Ghurkas, from Nepal) troops in Malaya, and some of them have a notable record of successes.

The most publicised achievement of the Australian troops, up to date, is the confusion that ensued when a party, ambushed by Terrorists, shot dead their own sergeant.

If the Australian troops in Malaya are worthy of their fathers' fame, they should string up most of the Australian reporters there to the nearest rubber tree.

One excellent article about the Fijians has appeared recently, however—in the *Brisbane Courier-Mail*. The author, Philip Luker, told Australians that their soldiers had an almost impossible task to equal the Fijians' record either in fighting or in sport.

He said, amongst other things, that the Fijians were anxious to get their 200th Terrorist before they went home.

They achieved this on January 21—with about four months left to spare—when patrol of "B" Company, 1st Battalion, Fiji Infantry Regiment, under the command of Major H. W. R. Petersen, contacted three Communist terrorists, killed one and captured some equipment.

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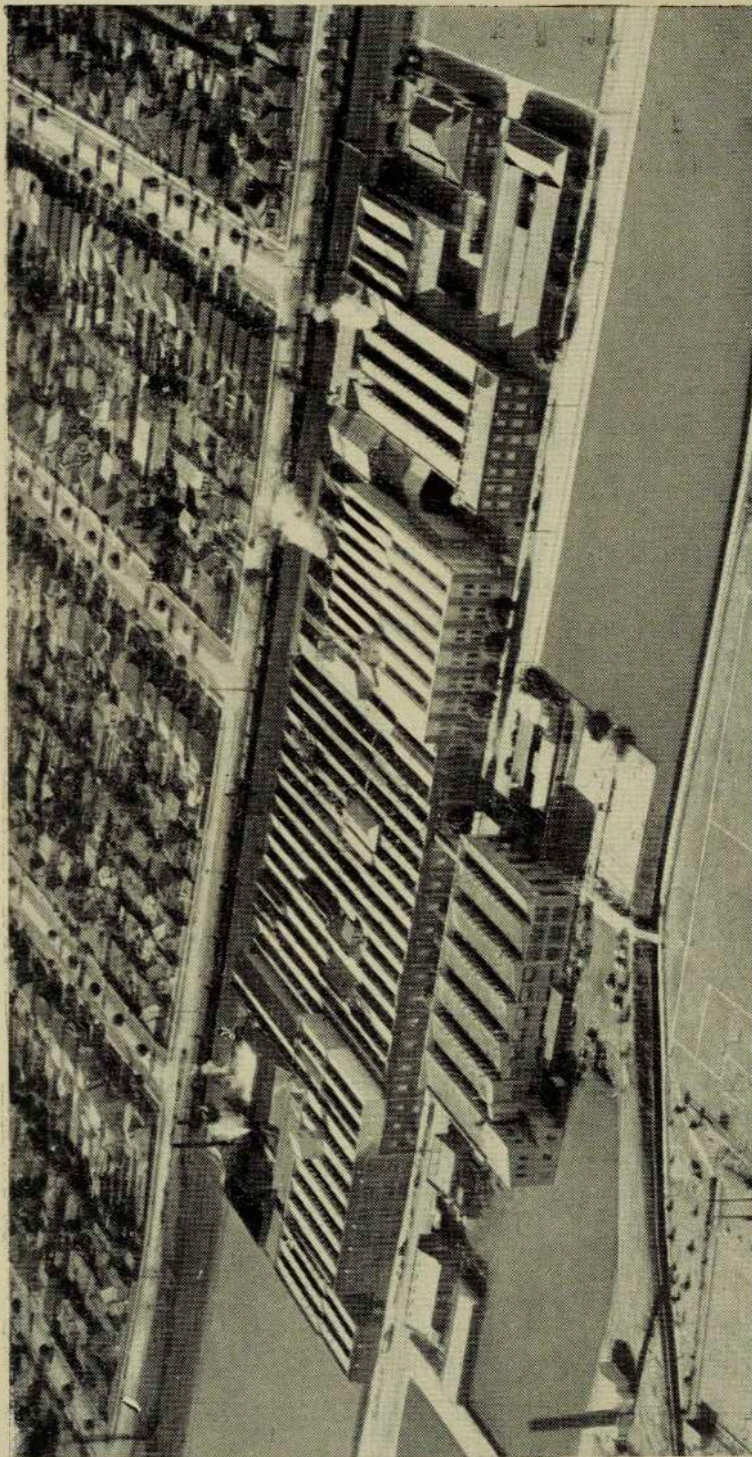
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## New Book on German New Guinea, 1914-20

ALTHOUGH hundreds of books about the Pacific Islands have been written and published in the last 30 years, there is none that either comprehensive or accurate covering the pre-Australian period New Guinea.

The Germans took over North-east New Guinea and the Bismarck Archipelago about 1880, and the Australians occupied the German territory in 1914, as a result of World War I. But no one has really told the story of the German colonisation effort in this part of the Pacific; and—except for a war story written very much from the military angle—no one has described what really happened in German New Guinea between 1914 and 1920. The latter gap now is being closed. The Melbourne University Press is expected to publish, this year, a book by Mr. C. D. Rowley, Principal of the School of Pacific Administration, entitled "The Australians in German New Guinea, 1914-21." Mr. Rowley, an indefatigable worker, has devoted years to research, and believes that the period has been well and thoroughly covered.

Now, who is going to do the book on German New Guinea, 1880-1914?

## GLAND DISCOVERY RESTORES YOUTH IN 24 HOURS

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**Vi-Stim**  
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## Tax Proposed for NI Whales

THE energetic Norfolk Island Progress Association's suggestion that the new Whaling Company be levied £100 per whale caught did not receive the backing of the Advisory Council, which thought that the Company should be in operation and making profits before any such plans were considered.

The Association's idea was that the money be used to help amortise a loan which it proposes to raise to finance the building of a breakwater at Ball Bay, at which place it was suggested the whaling station be built.

However, the Company has now prepared ground at Cascades, and is

pushing ahead with construction work.

It is understood that some Councillors are of the opinion that Ball Bay would not be a satisfactory harbour, even if a breakwater were built there.

Outside interests are investigating the prospects of building and operating a licensed hotel on Norfolk Island. In the meantime, a new guest house is being built in Grassy Road to help accommodate the growing influx of tourists.

¶ In February, the Empire Chief Scout, Lord Rowallen, was making an official visit to Fiji and Western Samoa.



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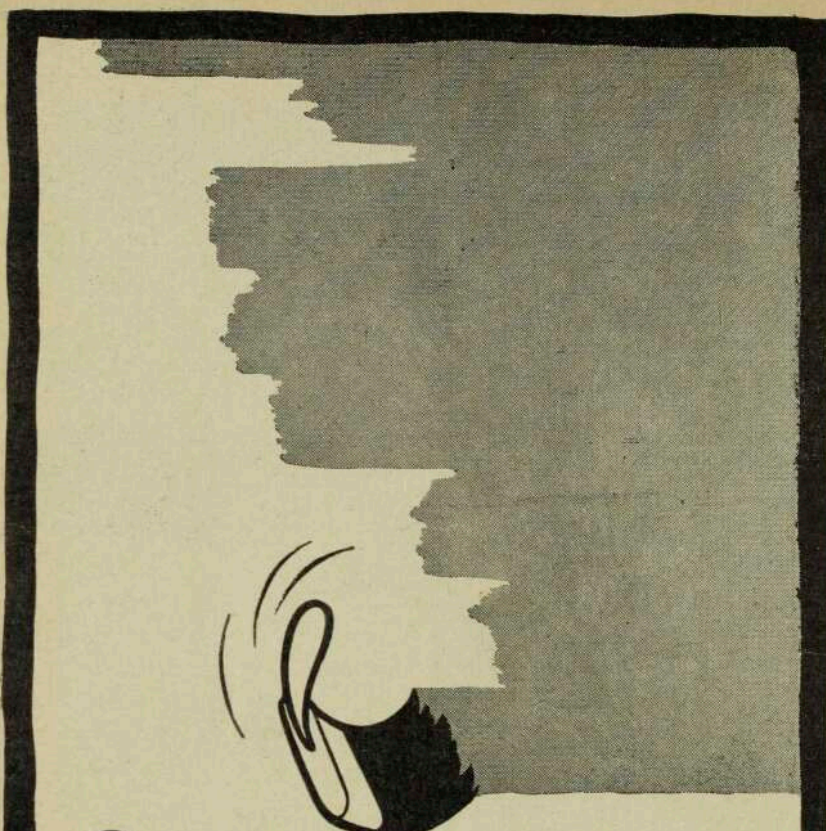
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AT PUBLIC  
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## Easter Islanders Continue World Tour

**T**HE five Easter Islanders who reached Atiu Island in the Cook Group in late November, after a 54-days open-boat voyage from Easter Island, travelled by local schooner to Aitutaki to connect with the TEAL aircraft due there on January 20.

After flying to Tahiti they will travel to Panama by sea in late January. The New Zealand Government is advancing their fares as far as Tahiti, and will be advised later by Chilean authorities as regards to the disposal of the boat which the adventurers sailed.

(The high-spirited sort of adventure indulged in by the Easter Islanders makes world headlines but the cost to long-suffering taxpayers is considerable).

## Enterprise (NG) Issue Million 1/- Shares

**A**FTER years of battling against official unwillingness to allow oil-seekers in New Guinea country as yet only partly under control, Enterprise of NG Gold and Petroleum Development NL (the mouthful could be reduced perhaps to ENGAPED) is now really getting move on.

The company has authorised the issue of 1,038,300 new 1/- shares, at a premium of 1/-. Each holder of three shares is entitled to one of the new issue.

It is planned thus to raise, in February, £103,830; and the money is to be spent in the company's special area, in the Sepik country on a gravity-meter survey, other geophysical work and, probably, some scout-boring. The directors say that a geological survey in 1955 proved the existence of a sedimentary gas trap, covering some 300 square miles. This evidently is regarded as promising country.

Like all oil searches, it is a highly speculative enterprise, calling for huge funds. The company's present shares are quoted at between 2/7 and 2/9.

### SANDY CREEK GOLD

Sandy Creek Gold Sluicing, Ltd., of New Guinea, has just issued its report for the year ended March 31 last. During that year, the company won gold worth £8,225, and mining operations and administrative expenses were just over £7,000, leaving £1,197 to go to P/L Account. The company reports that it was seeking a better area to be worked, across the river, and that it was having difficulty finding reliable European personnel.

† Mr. A. D. Bonham Carter, director of Unilever, was visiting the combine's interests in Australia and New Zealand in January-February. In keeping with the magnitude of the combine, Mr. Bonham Carter is 6 ft 7 in. tall.



## SI HAS NEW STAMP ISSUE

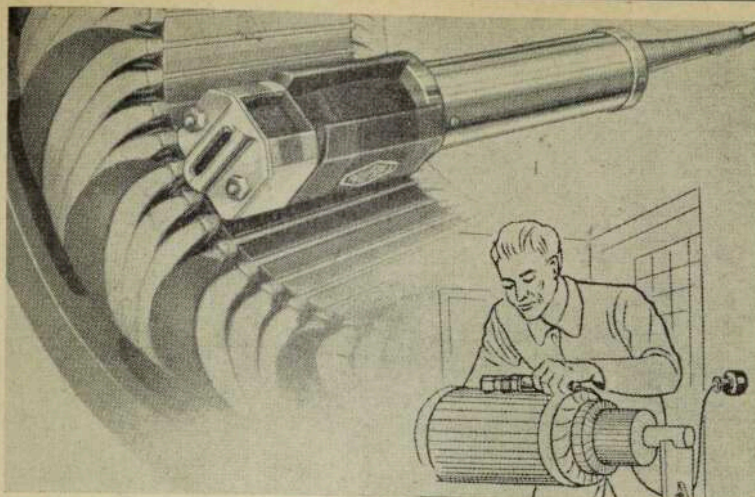
A new issue of British Solomon Islands stamps expected to be on sale at all Post Offices in Protectorate on March 1, 1956.

The new series comprises the following stamps: 1d, Ysabel canoe in violet; 1d, Roviana lagoon in orange; 1½d, artificial island of Lae, current issue colours unchanged; 2d, lagoon house, current issue 2d in green and brown; 2½d, prow of canoe, portrait, and canoe in black and blue frame; 3d, Malaita canoe as current issue 5/-, colours unchanged; 5d, map of Protectorate, black on white ground with blue frame; 6d, trading schooner, black and blue-green; 8d, Henderson Airfield, black and blue.

In the higher values, 1/- shows the voyage of the "Swallow", black and orange; 2/-, Mt. Ulaka volcano, current issue 2/-, black and brown; 2/6, native house, Reef Islands, current issue 10/-, purple and bright green; 10/-, Mendana and ship, chestnut; 10/-, conch and chief, current issue 1d, sepia with red in white background; £1, Protectorate coat of arms in black and red.

The £1 stamp will not be available when the new series is placed on sale, owing to the change in the design of the coat of arms.

In response to requests by merchants and others the Cook Islands Administration will in future publish annual trade returns. The returns will provide fuller information than that contained in the existing Annual Reports published in Wellington.



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A new edition of this novel with a new preface specially written by the author. Set in the last years of the nineteenth century, "Mrs. Craddock" is the story of an impetuous marriage. 18/9d plus 11d postage.

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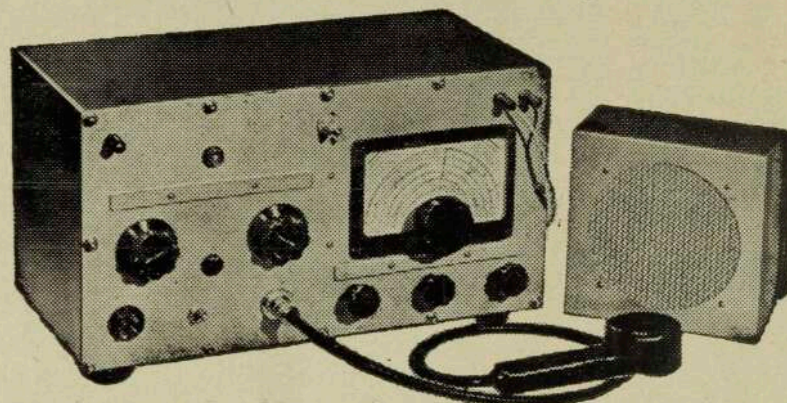
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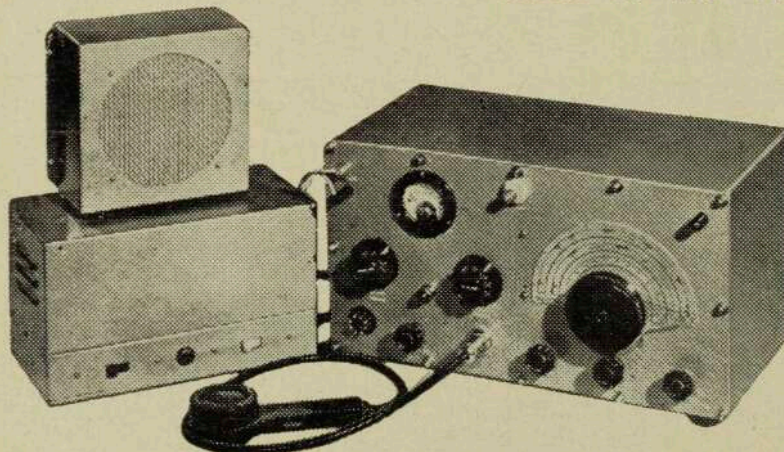


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## CRAMMOND'S CTR 12 — £110 (ex. fac. Brisbane)

Vessels now equipped with this transceiver have communicated with other fishing boats over 600 miles. The broadcast band is provided and the two working frequencies used by fishing boats are crystal controlled and therefore do not require tuning. Press to talk switch in microphone automatically changes from receive to transmit when pressed. Operation is from 12 Volt D.C. All steel cadmium plated enamelled cabinet to prevent harm from salt spray. Loud speaker in cadmium plated enamel box for bulk head mounting.

## Here is the New Model CTR 8



This is a more variable transceiver than the CTR 12 and is designed for ocean going small ships requiring day-light transmitting, also for bushfire control and other services where a set is necessary that can stand up to the worst conditions. Ranges up to 750 miles. A six valve triple wave receiver, using one stage of radio frequency amplification, is incorporated in the CTR 8. "Press to Talk" switch in microphone. 12 volt DC operation. Price complete with microphone and loudspeaker, £179/10/- (ex fac. Brisbane).

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# FOR PACIFIC RADIO AMATEURS

Conducted by Ex ZK-1-AC/VR-2-AK

Y the time this appears, Island Hams may already be in communication with the sovian raft, westbound for Polynesia.

ur Balboa correspondent sends news clip- is showing that "La Cantuta" was in regular act with HP-1-JF, other Central American is, and HC8GI in the Galapagos to early ary. HP-1-JF appeared to be operating a d. at 7.30 p.m. Panama time—1230 GMT. Balboa correspondent—a non-Ham, says the s call-sign is simple AO-ZERO, and is ating on 14,150 kc/s phone. The equip- t is described as "very poor"—but it is ently working fairly well.

anny Weil and his yacht "Yasme" are orarily snug in Papeete, and Danny, with call-sign F08AN is on the air each day the verandah of the old American Consulate ing now occupied by Mr. Oscar Nordman, across the street from the yacht. Some id Hams will have worked him ere this. note from QST that his home call is W, and that he has already operated under call VP2VB/P earlier in the voyage, while West Indies waters. Present gear was re- ed to have been supplied by KV4AA. At the yacht operates on 2182 kc/s under nercial call GMTY—no Ham contacts.

om Suva we've received Vo. 1, No. 1 of atter", official organ of the Fiji Radio which gives promise of being a sort- publication by overseas DX-ers. No price own. From it we note that, as forecast october PIM, VP-1-GG has arrived in the y and has been issued with the call C. He will be located at Nausori.

reased activity from the Cook Islands s likely. Doug Cunnold, ZK-1-AB, who tly completed his term and returned to has been replaced by Bill Scarborough, r of ZL but well remembered formerly as A of Niue Island. Mr. Bert Brunton, of onga Radio, also recently returned and been replaced by Mr. E. Cahill as senior tor, lately of the Chatham Islands.

change of staff at Raoul Island, Kermadecs, luded for January, was to result in ex- U and ZL2GX taking up residence there period. They will no doubt appear with ZL-1 calls soon.

mateur Radio" reports the death last er of Georges Courtot, FK8AN, at the age 1. There is also a report that FK8AI who New Caledonia some time ago, is now the Department of Civil Aviation at ane Airport, Marseilles.

oming interest is obviously going to be ed on the Antarctic during the next two with probable Hamming activity from majority of the 12 national research teams g part.

en M. Perry, chief technician with the can team which went south this summer, that two main radio stations were to be ished immediately at Little America n Bay) and McMurdo Sound, then next er two lower powered stations will established, one at the geographical pole ssible, and one at a base 600 miles east inan Bay.

re will be 1 KW Ham stations at all bases, the first two by about March 1 s year and the others by December, 1957. ransmitters are Collins KWS-1, with 600 mplitude-modulated phone and 1 KW f. Receivers are Collins 75A4's. Times of ion will depend on research work in

Up to late January, the advance British-Australian - NZ - South African team, heading for Vahsel Bay in the Weddell Sea, was stuck in the ice, but if the ship gets through, a small advance party will remain south this year and probably will do some Hamming.

The Russian party is at Knox Land in the Davis Sea, across the pole from the British team's intended base. The French are at Adelie Land at their 1952 base. The Japanese, next summer, will set up base at Prince Harald Coast, 500 miles from the Australian base at MacRobertson's Coast, and 650 miles from the Norwegians at Princess Martha Coast. Argentine and Chile will have bases south of South America.

Although the South Sandwich Islands are claimed by Britain there is a report that LU-1-ZY was to be active from those Islands as from January.

Other Southern Hams currently active or momentarily expected on the air are FB8ZZ on Amsterdam Island, ZD9AD on Gough Island, and VK-1-DA and VK-1-IJ (ex VK71J/31J) at Australia's southern bases.

We learn from South Pacific Air Lines that the radio-man to be in charge of their Christmas Island (Pacific) radio organisation will be a New Zealander. We're not at liberty to mention his name as yet, but believe he is a ZL Ham, and may therefore swell the VR3 ranks by mid-year. It would seem unlikely that the KP6 prefix will be heard from that QTH.

We note the following VK9 changes of recent months: VK9AS, J. A. Whittaker, located at A.P.C. Oil Exploration Station, Upper Bamu River, postal address Seismic Five, c/o A.P.C., Port Moresby; VK9SD, S. D. Sutherland, P.O. Box 55, Rabaul; VK9WL, J. Widdup, R.T.C.,

Sohana, Bougainville; VK9DS, D. B. Schroder, c/o D.C.A., Madang; and cancelled, VK9OK, now VK2AOK; and VK9PF.

† Beranado Vunibolo, who is attending Gatton College, Queensland, on a Fiji Government scholarship, will sit for the Diploma of Agriculture this year and expects to return home in 1957 to fill an appointment with the Fiji Government.

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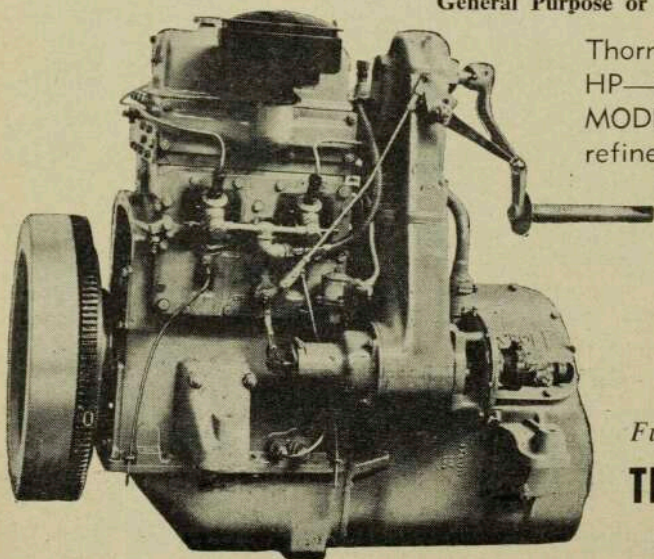
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## Norfolk Is. in Direct Path of Hurricane

JANUARY hurricane centre passed close to the Yasawas but was never nearer than 50 miles from the west coast of Viti Levu. Its rate of movement increased as it moved southwestward away from Fiji.

During the night of February 2, the centre passed right over Norfolk Island, near where the cable ship *Matai* had just completed urgent repairs to a faulty Norfolk-ava section of the trans-Pacific

cable caused by heavy weather in December. During the week-end of February 3-5 the storm centre crossed the northern part of New Zealand, causing heavy rain and flooding with wind-damage in a few places. It then moved away to the south-east.

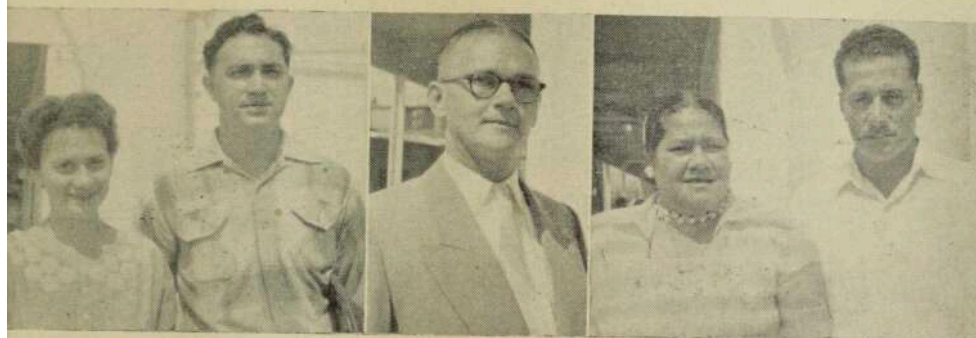
### RAROTONGA, TOO, HAS BLOW

There was a hurricane scare in the Cooks during the second half of January.

Rarotonga experienced gales and very rough seas. Fears were felt for the safety of the local Brixham-rawler-type trading vessel *Inspire*, which was moored in the Avarua

Pass when the blow came up; she rode it out in that precarious harbour. Once the wind came in from the north it was not possible for the vessel to get out to sea. However, she weathered the storm, and later sailed for Manihiki.

† A new commanding officer of the Pacific Island Regiment reached Port Moresby in January. He is Lieut.-Colonel Wansley, formerly of Northern Command, Townsville. He takes over from Lieut.-Colonel Baldwin, who has been posted to Army Headquarters in Melbourne.



Passengers leaving Auckland for Polynesia per "Matua" in January included, left to right: Mr. and Mrs. T. J. Cormish, who were returning to Suva where Mr. Cormish is attached to the Post & Telegraph Department; Mr. K. A. E. Marlow, Suva business man, returning after vacation; Mrs. H. Vete, of Nukualofa, seen off by her nephew, Mr. V. Vete.

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| "Harvest" ASPARAGUS CUTS, 16 oz., 28/6 doz.; C/s lots . . . . .                      | 27/- doz. | "McIlrath's" ROSA BRAND JELLY CRYSTALS, 4 oz. Pint size (12 Popular Flavours) . . . . . | 10/- doz. |
| "I.X.L." SWEET CORN, Cream Style, 4 oz., 12/- doz.; 8 oz., 21/- doz.; 16 oz. . . . . | 33/- doz. | "Letona" PI-PAK APRICOTS, 19 oz., 16/6 doz.; Case Lots . . . . .                        | 15/6 doz. |
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# 1955 TRADE ANALYSED

## Fiji Again Bought More Than It Sold

**F**IJI had an adverse trade balance of approximately £2 million in 1955, although exports as well as imports reached new record levels.

Fiji's total external trade for the year was nearly £27 million, imports totalling over £14 million and exports over £12 million.

Both imports and exports were considerably higher than in 1954, imports reaching 123.4 per cent. of the 1954 figure, and exports 111.1 per cent.

Of imports, manufactured goods, chiefly materials, totalled over £8 million; machinery, etc., £2½ million; food £3 million.

Nearly three-quarters of Fiji's exports and re-exports for 1955 fell under the two headings of food and oils—accounted for by the importance of the sugar, copra and fruit industries.

More than a third of Fiji's trade was with the UK, imports were £5,300,000, and exports £4,700,000.

Australia was second as a source of imports (nearly 3½ million), followed by New Zealand (over £1 million). India and Indonesia were both over £800,000 and the U.S. £640,000.

After the United Kingdom, the best export markets were New Zealand (£2½ million), Canada £2 million). Australia took only £1 million of "goods" from Fiji in the period—if gold bullion, which made up the bulk of this trade, can be called goods.

Its adverse trade with Australia has been a sore point with Fiji for many years. Unfortunately, Australia produces the things that Fiji relies upon for export income.

## NOUMEA AIR TOURISTS SEE NZ

**O**N an educational holiday arranged by the Federation des Oeuvres de l'Ecole Publique of New Caledonia, 55 persons including 20 school teachers, with ages ranging from 11 to over 60 years, spent 13 days in New Zealand in January.

Main wish of the party, only a few of whom could speak English, was to see a glacier, and the wish was realised. The New Zealand Tourist Department arranged and conducted the tour of both islands which included a visit to Franz Joseph glacier on the West Coast of the South Island, as well as other principal "sights."

The party was flown to and from New Zealand in a chartered TEAL DC6 aircraft. (Cost was £A175).

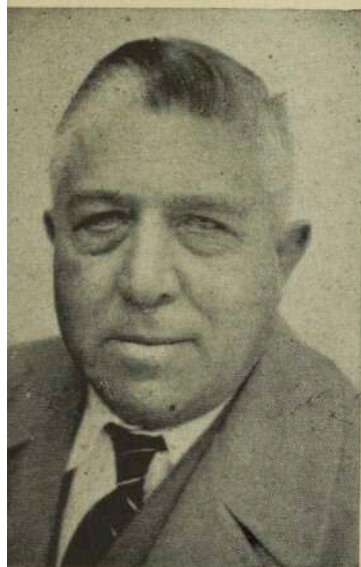


## r. Oceania Re-Elects Pouvanaa a Oopa

WHEN the National Assembly of France went to a general election, last month, the representatives of the French territories in the South Pacific had to be re-elected.

The retiring Deputy for French Oceania, Mr. Pouvanaa a Oopa, fought re-election, and was challenged for the seat by a well-known resident of Papeete, Mr. Y. Bambridge. There was one other candidate, Mr. Walter Grand, Papeete.

The election campaign was short, but very lively. The retiring Deputy was regarded as definitely Leftist, whereas Mr. Bambridge spoke for the Centre of Rightist elements. Bambridge's forthright attack upon well-



Deputy Pouvanaa a Oopa, re-elected to represent French Oceania in the National Assembly in France.

known people and institutions in Australia and New Zealand including the *Pacific Islands Monthly* was broadcast in the evening of January 19, when Dr. Carson made a speech in support of the retiring Deputy Pouvanaa a Oopa and Republican Councillor Ben-Jerusalem. (PIM heard of the speech, but has had no information of the terms of it, or whether such an attack was launched. Such politics are beyond normal understanding, anyway).

The French Oceania vote was taken on January 29, and resulted:

|                 |        |
|-----------------|--------|
| Pouvanaa a Oopa | 11,624 |
| Y. Bambridge    | 7,708  |
| Walter Grand    | 745    |

†A Honolulu report on South Pacific Airlines, which appeared in January PIM (p. 137), was in error. Captain F. I. L. Barnes, now conducting *Les Tropiques Hotel* in Papeete and formerly of Sydney, is believed to be in charge of the Company's interests at that end of the air-route, not in Sydney, as stated.

† Dr. F. Hawking, of the Medical Research Council in England, visited Fiji in January to observe the investigations into filariasis and the control of mosquitoes responsible for the transmission of this disease, which have been conducted by the Medical Department staff during the past 11 years.

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Maron. **Komuli**—Price £18,800: Comprising two groups of islands—**St. Andrew Group** and **Fedarb (or Sivila) Island Group**. **St. Andrew's Group** situated southerly from Manus Island. **Fedarb Island Group** situated approximately 38 kilometres east-south-easterly from Cape Sanders, Manus Island. **Nareshafen and Sisi**—Price £6,400: Comprises Nareshafen, Sopa Saha and Sisi. **Nareshafen** comprises following islands—Sori, Aawa, Okoru, A. Marengan, Murray, Buchanan and Mose situated north-west of the island of Manus. **Sopa Sopa** situated on the north-west coast of Manus Island. **Saha** situated in Balscot Bay on the north coast of Manus Island. **Sisi** comprises the islands of Liu, Pahi and Selechau off the west coast of Manus Island. **Singaua**—Price £45: Situated on the northern shore of H. Gulf on the mainland of New Guinea, approximately 14 miles east of Lae in Morobe District. **Agita**—Price £7: Situated on Wuvulu or Matty Island of Manus Island and comprises Tumau (Ruvuraue), Agita and Watolla. **Pellell and Heina**—Price £43,160: A group of islands in the Ninigo Group, District of Manus. **Mal Allison and Awinn**—Price £34,870: Mal a group of islands in south of the Ninigo Group, District of Manus. **Allison (or Manu)** Island, west Mal Plantation, District of Manus. **Aw Island** south of Ninigo Group, District of Manus. **Longan**—Price £11,850: A group of islands north of Mal Plantation in Ninigo Group, District of Manus. Application forms, together with Conditions of Sale and further particulars obtainable from — Custodian of Expropriated Property, Department of Territories, Canberra, A.C.T.; Department of Lands, Port Moresby, Papua; or District Offices, Rabaul, Madang, Lae, Manus, Kavieng. A licence to collect and dispose of all agricultural produce has been granted in respect of each of these plantations. The licence is terminable on 3 days' notice and each property is offered for sale on the understanding that it is to be allowed for the Custodian to terminate the licence. **No buildings on following properties are included in sale:** Tsalui, Enuk, Dewau, Ungan, Benge and Metewoi. **All buildings on the following properties are included in sale:** Matanabago, Bogadjim and Magaria, Lemacott, Wassanga and Meteissong, Fileba, Fissoa, Baia, Katu, Anchorites, Komuli, Nareshafen, Sisi, Sopa Sopa, Singaua, Agita. **The following buildings and plant on the properties mentioned, not included in the sale:** Mal Allison, Awinn—1 Ceylon Drier on Mal, 1 Ceylon Drier on Suma Suma (part of Mal), Longan—1 Lighting Plant and building housing same, 2 Sun Driers, Pelleluhn, Heina—2 Copra Stores made of Naga material, 1 Ceylon Drier. The plantations Bogadjim and Magaria, Dewau, Wassanga, Meteissong, and Lemacott, are not regarded as economic units and preference will be given to applicants who are owners of plantations in the vicinity. Applications close at 3 p.m., Monday, April 16, 1956. (C. R. Lambert) Custodian of Expropriated Property, Department of Territories, Canberra, A.C.T. December 29, 1955.

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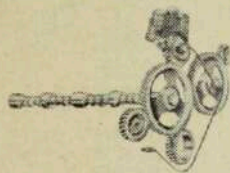
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| nsport         | 106                  | Wright & Co.          | 102          |
|                |                      | Wrigley's             | 137          |
|                |                      | Wunderlich Co.        | 141          |
|                |                      | Yorkshire Ins.        | 93           |

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## ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 140 Pac. Francs: \$US2.23.)

### COPRA

(Negotiations between MOF and British SP producers for 1956 price not finalised Feb. 10. Fiji and P-NG have announced tentative price based on £ Stg.58/10/- FOB.)

Price negotiated between British Ministry of Food and British South Pacific Territories for 1955 is £Stg.65. FOB main ports—a reduction of 7.14% on the 1954 price. Stabilisation funds and other

charges reduce the actual prices to producers to those given below, per ton:

PAPUA - NEW GUINEA:—Hot Air £69/15/-; FM (Sun) £69; Smoked £66/15/-.

FIJI:—Plantation £F63/5/6; FM £F63; moister grades to £F59/15/- minimum.

W. SAMOA:—£S42/6/-, £S41/18/-, and £S41/12/- for the three gradings in use.

E. SAMOA:—Adjusted with free-market fluctuations. Currently \$89.60 (£A40 approx.) per long ton. Periodic bonus if average proceeds exceed Government buying price.

SOLOMONS:—Honiara/Gizo: Hot Air £A68/10/-; Mixed HA/FM £A64; FM £A59/10/-; Yandina: 5/- higher.

NEW HEBRIDES:—Buying price unchanged from Jan. 10, 1956, at 6.450 Pac. francs (£A46/1/-) delivered Vila/Santo.

Continental buyers 69.5 Met. francs per kilo c.i.f. (Jan. 27).

FRENCH OCEANIA:—Jan. 16, top grade 8.36 Pac. francs per kilo (£A60/12/0 per long ton) in store, Papeete. Minimum price for lowest grade 5.35 Pac. francs (£A39 per long ton).

TONGA:—£A59 and £A53 per ton for the two gradings in use.

COOK IS.:—Growers receive £Stg.37 to £Stg.30 depending on quality and freight rates from particular island to Rarotonga.

COCOA:—Islands prices are based on the rate for Accra cocoa which, on Feb. 14, was £Stg.222/6/- f.o.b.

P.-N.G.: £A285, delivered Sydney.

W. SAMOA: Feb. 8, £Stg.250, f.o.b. Apia.

COFFEE:—P.-N.G.: Top grades bought on sample at 5/6 lb. approx.

PEANUTS:—P.-N.G.: Market only for Virginia Bunch, in shell, large, well cleaned, 1/3 and 1/4 per lb. delivered Sydney. Kernels up to 1/2 del. store, Sydney.

RUBBER:—P.-N.G. price is based on Singapore, which quoted Feb. 3, No. 1 RSS, spot 107 cents (37.87d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, quoted Feb. 6 buying price, c.i.f. Sydney, Tahiti White and Yellow

label, processed, standard packs, 49 Green, 40/- per lb.

RICE (Australian):—Price adjusted M each year. P.-N.G.: Dry brown and dress £65 per ton, f.o.b. To other Territories £78 per ton, f.o.b.

PEARL SHELL:—Prices fixed between Torres Strait producers and Otto Gerri Co. (USA) for 1955: Sound grades, £A/D, £A390; E. £A300; EE, £A225, f.o.b. Australian port. Prices for 1956 available in Sydney early February. M hiki: Lagoon closed. Last shipment £A c.i.f. Sydney. Divers now working Penr Lagoon. Tuamotu: £A910, long ton, raw shell on beach, Mangareva.

TROCHUS:—Feb. 6, in store Syd subject to rejects, SW Pacific £515 ton. Market temporarily saturated.

New Caledonia: Season closed Oct.

GREEN SNAIL:—SW Pacific, in store Sydney, to £445, subject to rejects.

### LONDON AND U.S. PRICES

Copra:—London, Feb. 2, Straits, c £Stg.65; Philippines, \$US117, del. weight

Cocoa:—London, Jan. 21: Gold C new season, Jan. del. c.i.f., £Stg.220 1 ton; May del. £Stg.232. New York, 20: March del. 27.40 cents per lb.

Coffee:—London, Jan. 21: Uganda n f.a.q., Jan.-Feb. £Stg.248/6/- f.o.b. M basa; Santos, £Stg.471, in bond, L

Shell:—London, Nov. 17, Singa trochus, Nov.-Dec. shipments £Stg c.i.f. Greensnail £Stg.565 c.i.f.

Rubber:—London, Feb. 3, Spot buy Stg.31¼d; Feb. c.i.f., Stg.31d; July-Se Stg.29¼d.

### ISLANDS MINING SHARE

#### FIJI

Aug., 1939 June, '55 Feb. 7,

|               |       |       |      |
|---------------|-------|-------|------|
| Emperor . . . | b9/11 | s14/- | b12/ |
| Loloma . . .  | s25/8 | b23/9 | b25/ |

#### PAPUA-NEW GUINEA

|                |        |        |      |
|----------------|--------|--------|------|
| Bulolo . . .   | b124/- | b47/-  | b41/ |
| N.G.G. Ltd. .  | b1/10  | s1/9   | b2/1 |
| Oil Search .   | s3/11  | s9/-   | b15/ |
| Ent. of N.G. . |        | b3/-   | b2/6 |
| Oriomo Oil .   | b5/-   | s4/6   | b7/1 |
| Papuan Apin. . | b4/11  | s3/-   | b4/- |
| Placer Dev. .  | b68/6  | s295/- | b345 |
| Sandy Creek .  | b1/5   | s9d    | b1½  |

### EXCHANGE RATES

FIJI.—Through BANK OF NSW, A BANK and BANK OF NZ. Australia on basis £100 Fiji: Buying, £A111/2/6; Sell £A113. Fiji-London, basis £100 Lond B. £110/12/6; S. £112. NZ-Fiji, basis £ NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. A tralia on Samoa, basis £100 Sam B. £A123/12/6; S. £A124/10/9. Sam London, basis £100 London: B. £100/7 S. £101/10/-. Samoa-NZ, basis £100 B. £100; S. £100/10/-. Samoa-Fiji, B £100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH BA (Port Moresby, Lae, Rabaul, Kavle Madang), BANK OF NSW (branches: Moresby, Lae, Bulolo, Rabaul, Mad Samarai, Goroka; agencies: Wau, Bore Kokopo) and ANZ BANK (Port Mores quote exchange rate Australia-Papua-I 10/- per £100.

BSI.—COMMONWEALTH BANK (brai at Honiara) quotes exchange rate A tralia-BSI: 10/- per £100.

FR. PACIFIC COLONIES.—Pacific fra most valuable of the three franc groo in French Union, are used in New C donia, New Hebrides, and Fr. Oceani

FRENCH BANK (Comptoir Natio D'Escompte de Paris) in Sydney quot Selling 140 Pac. fr. to £Aust.: 180 B fr. to £Stg.; 63 Pac. fr. to US \$.

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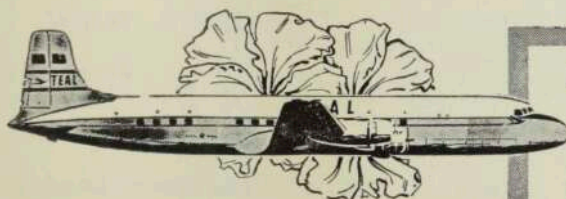


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PACIFIC ISLANDS MONTHLY — FEBRUARY, 1956