

Vol. XXVI, No.8 (Mar. 1, 1956)

Date : 7/17/26, 7:49 AM

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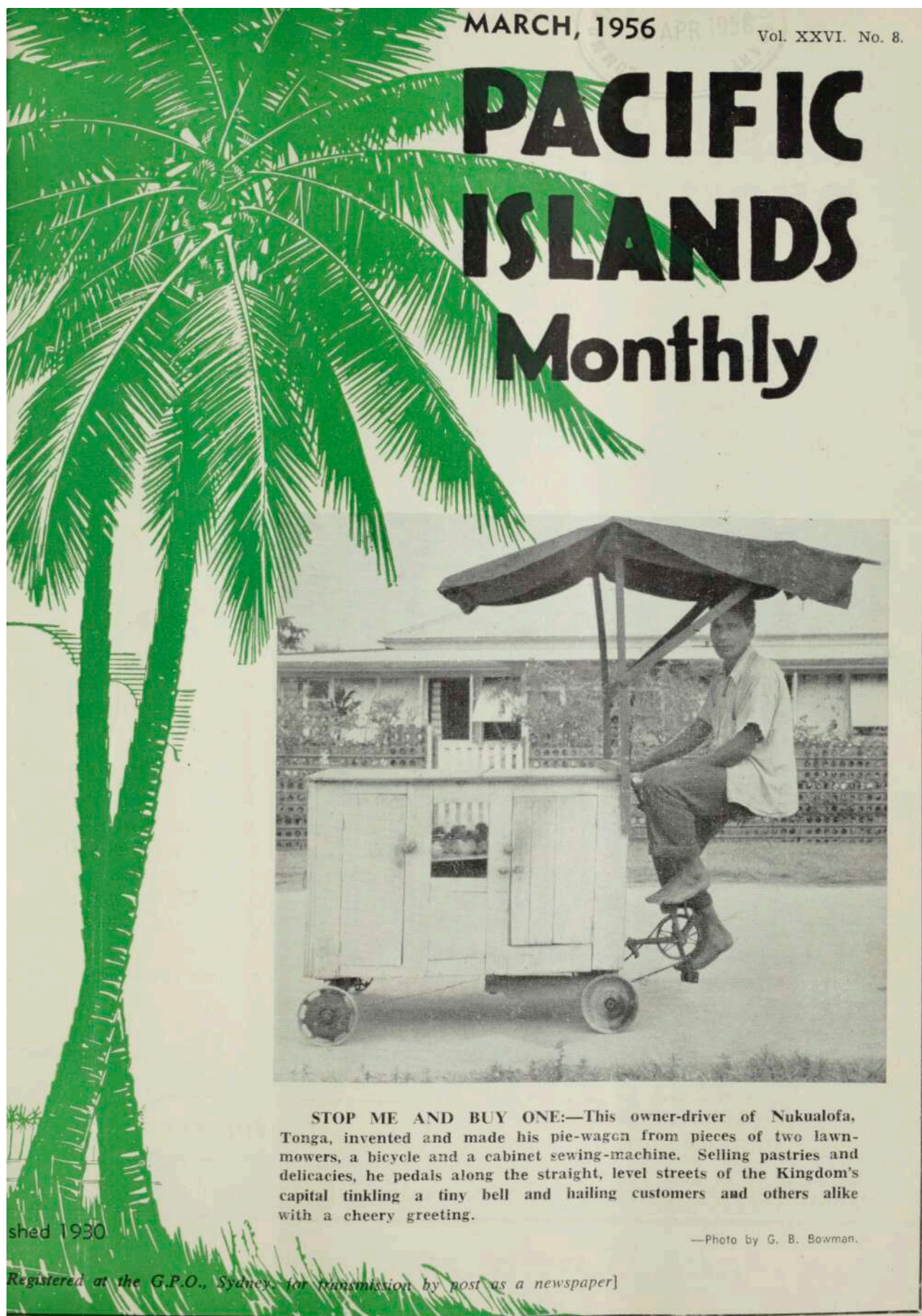
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MARCH, 1956 Vol. XXVI. No. 8.

PACIFIC ISLANDS Monthly



STOP ME AND BUY ONE:—This owner-driver of Nukualofa, Tonga, invented and made his pie-wagen from pieces of two lawn-mowers, a bicycle and a cabinet sewing-machine. Selling pastries and delicacies, he pedals along the straight, level streets of the Kingdom's capital tinkling a tiny bell and hailing customers and others alike with a cheery greeting.

shed 1930

—Photo by G. B. Bowman.

Registered at the G.P.O., Sydney, for transmission by post as a newspaper]

Sky Tourist around-the-world for £547.18.0*



A QANTAS ticket to fly in luxury around the world, 18,000 feet up, costs approximately the same per mile as an Australian city tram ride !

With a Qantas round-the-world ticket you can fly over thirteen different countries. In any of these you can leave the plane for business, sight-seeing or special trips for as long or as little time

as you wish within the full 12 months' currency of your ticket.

Everywhere you go, friendly advice and assistance are freely yours through Qantas offices and accredited agencies.

Any Travel Agency will tell you all you want to know about the Qantas round-the-world air-travel plan.

** Fares subject to change without notice.*

QANTAS
AUSTRALIA'S OVERSEAS AIRLINE

to 5 Continents

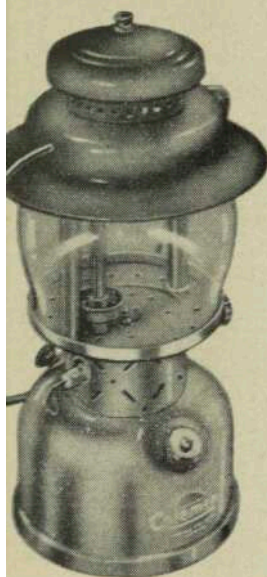
QANTAS EMPIRE AIRWAYS LTD. (INC. IN Q'LAND) IN ASSOCIATION WITH B.O.A.C. AND

PACIFIC ISLANDS MONTHLY — MARCH, 1956

Q2

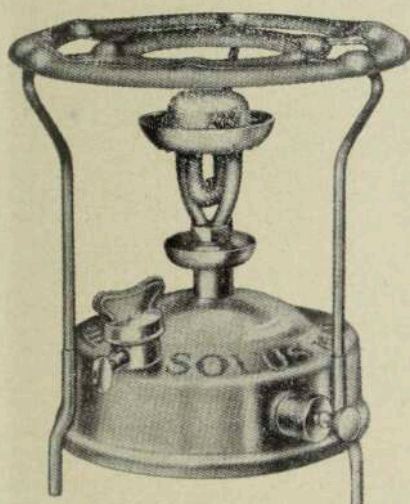
Coleman Coleman Coleman

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



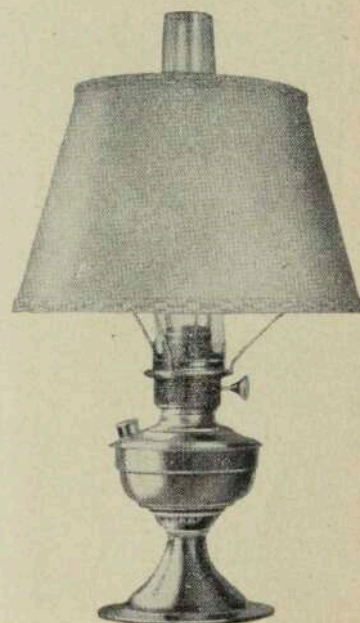
LANTERNS

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



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

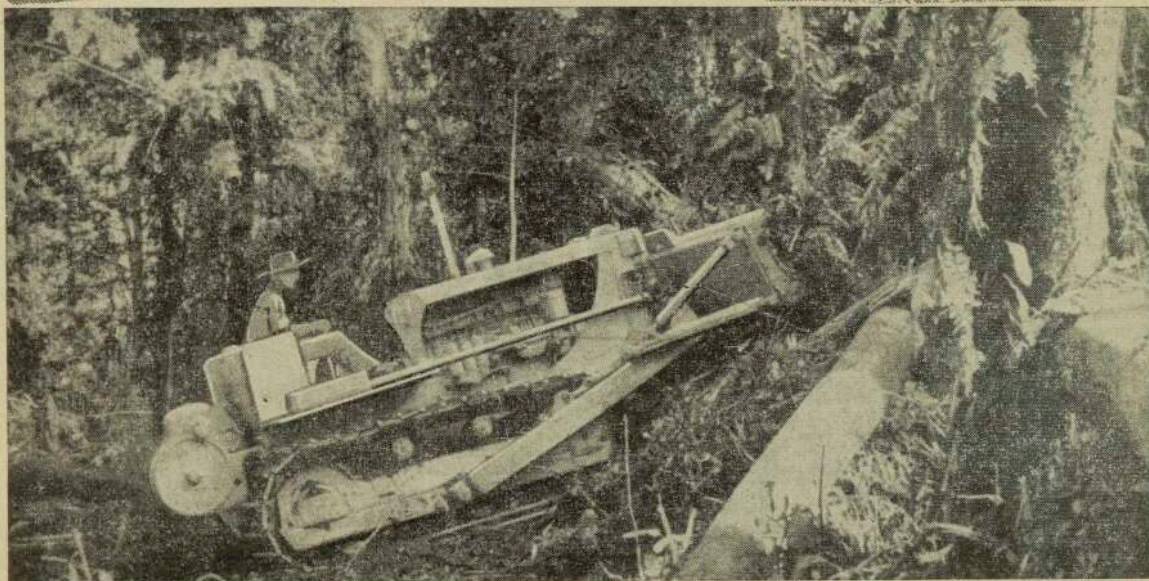
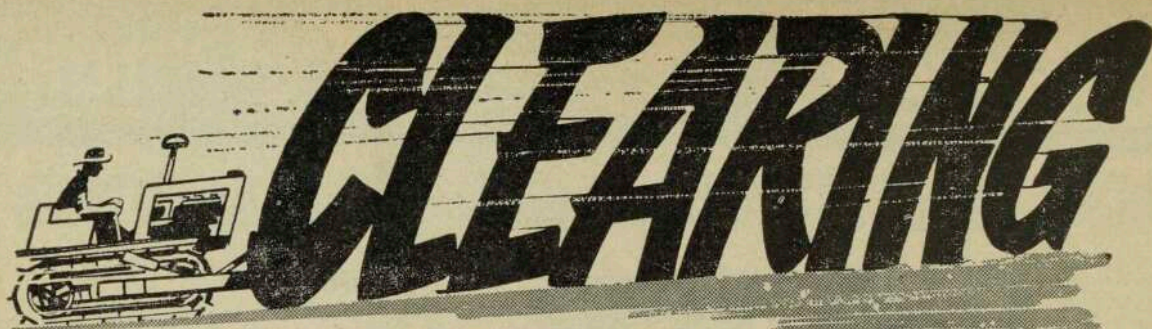
Table lamps of lasting quality finished in polished brass. Burns kerosene and gives a brilliant yet pleasant incandescent white light. Has centre draught feature with heat resisting glass chimney. No pumping or preheating is necessary. Height 24 in. Diameter of base 7 1/4 ins. Weight 3 lbs.

Gillespies' for Service

4a PITT STREET
SYDNEY

ROBERT GILLESPIE PTY LTD

PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS



WITH

CATERPILLAR

Only when the lush but useless jungle is cleared can the rich soil of New Guinea and the Pacific Islands be used to produce money crops of cocoa and coconuts.

The mighty 191 horsepower Caterpillar D8 Bulldozer pictured here is at work clearing the 1,000-acre estate of MacRobertsons Ltd. This plantation, situated on the fertile silt of the Markham Valley, is covered with thick rain forest, but the D8 Tractor pushes, pulls and stacks in windrows all the trees, roots and brush at the rate of $1\frac{1}{2}$ acres per day.

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.

Caterpillar and Cat are Registered Trade Marks of Caterpillar Tractor Co., U.S.A.



**HASTINGS DEERING
(NEW GUINEA) PTY.
LIMITED**

Milford Haven Rd., Lae,
Konedobu, Port Moresby
SERVICE AND PARTS
by a trained staff devoting their
energies exclusively to tractors

Parker '51'

A gift that famous people are proud to receive



With a Parker '51'
they have shaped your destiny

Most of the world's great leaders—including, almost certainly, those you particularly admire—proudly own a Parker '51' and remain always grateful to the person who gave it to them. With it they have planned the reforms that have shaped your destiny. Would it not be wonderful if someone were to honour you with a present like this?



The Parker '51' has always been far in advance of all other pens. Now, with its unique Aero-metric ink system and equally exclusive nib-point of electro-polished Plathenium, it is even further ahead.



For best results in this and all other pens, use Parker Quink, the only ink containing solv-x.

Parker '51'

The world's most wanted pen

GIVEN AND USED BY FAMOUS PEOPLE

PRICES :

Parker '51' Gold Cap Pen 165/6 ; Set 268/6

Parker '51' Lustraloy Cap 137/6 ; Set 215/-

'51' Ball Point to match, Gold Cap...95/6

Lustraloy Cap...72/6

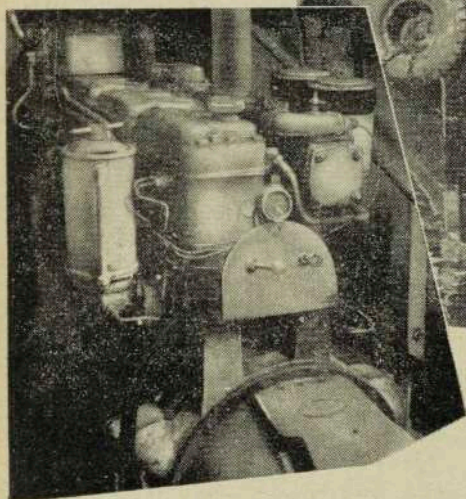
Distributors and Repair Service Stations throughout the Pacific Islands

BROWN AND DUREAU LIMITED

G. and G. Smith Building, Douglas Street, Port Moresby—P.O. Box 74, Rabaul

P2

CUMMINS DIESEL powers this veteran tugboat on Sydney Harbour



Inset shows the Cummins HS 600 installed in the tugboat. Cummins Diesels are available in a wide range of models for marine work, industrial and automotive applications.

Cummins Diesels 60 to 600 h.p.

**Nicholson Bros.
War Disposals CUMMINS
HS 600 Diesel still going strong**

The hard, constant work of general lighterage is the lot of the diesel tug "Protrude", owned and operated by Nicholson Bros. Harbour Transport Pty. Ltd., at Sydney.

Powered with a 200 h.p. supercharged Cummins Diesel engine, it is on the job whenever needed — always with a reserve of power and traditional Cummins dependability. Nicholson Bros. have been using this Cummins engine since shortly after World War II, with a minimum of time out for overhaul.

Write us on your problems of marine power—we will be glad to give you full details on what Cummins Diesels can do.

Sales, spares and service from the sole Australian distributors:

BLACKWOOD HODGE

N.S.W.: Ferndell Street, South Granville. YU 8231

Melbourne: Princes Highway, North Clayton. UJ 8691 Brisbane: 257 Wickham Street, Valley. L 2557 Adelaide: 303 North Terrace W 5861 Perth: Norma Industrial Estate, Melville

Associated Companies Branches Works and Agencies throughout the World

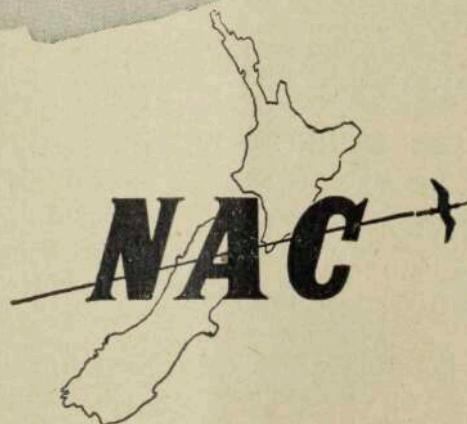
M.2

New Zealand . . . "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

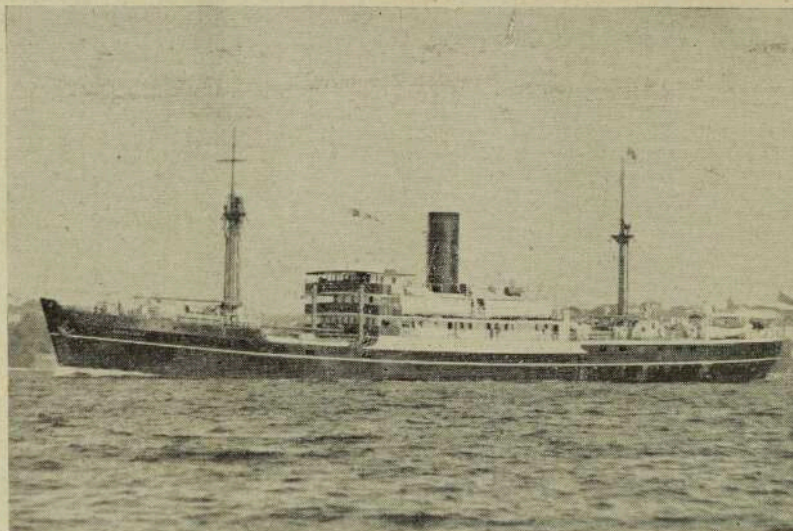
N.A.C. links all principal
New Zealand cities and tourist resorts,
and has offices and agents
throughout New Zealand, Australia
and the South-West Pacific.



NEW ZEALAND NATIONAL  AIRWAYS CORPORATION

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: Willsand.
MELBOURNE: John Sanderson (Shipping) Pty. Ltd., 111 William Street. Cable: Syndicate.
JAPAN: Tokyo, Yokohama, Osaka, Kobe: Butterfield & Swire (Japan) Ltd. Cable: Swire.
GENERAL AGENTS AUSTRALASIA: Swire & Yull Pty. Ltd., 6 Bridge St., Sydney. Cable: "Swireship". BU 1712.
EASTERN MANAGERS: Butterfield & Swire, Hongkong. Cable: Swire.

Shipping Time-Tables

All sailings are approximate and may vary by as much as two weeks.

Sydney-Papua-N. Guinea

MV Malaita sails from Sydney for Rabaul, Heng, Lombrum, Lorengau, Wewak, Gishafen, Madang, Lae, Sydney. Next sailing Apr. 21.

MV Malekula sails from Sydney for Pt. Moresby, Rabaul, Kavieng, Manus, Wewak, Gishafen, Madang, Lae, Samarai, Mey, Melbourne, Sydney. Next sailing Apr. 21.

MV Bulolo, modern liner, sails about every six weeks: Sydney-Brisbane-Moresby-Samarai - Lae - Madang - Manus - Rabaul - Moresby-Brisbane-Sydney. Next sailing Apr. 18.

Details from Burns, Philp & Co. Ltd., Bridge Street, Sydney.

MV Sinkiang: Departs Melbourne Apr. 6, Sydney Apr. 12, for Pt. Moresby, Samarai, Madang, Kavieng, Rabaul, Melbourne.

MV Soochow: Departs Sydney Mar. 26 for Brisbane, Port Moresby, Rabaul, Heng, Madang, Lae, Port Moresby, Sydney.

Details from G. S. Yuill & Co. Pty., 6 Bridge St., Sydney.

Far East-S.W. Pacific-Australia

Sailing S.W. Pacific ports on south-bound journeys only.)

Sinking: Departs Japan Apr. 30, Hongkong May 8, Rabaul May 20, Madang May 24, Lae May 26, Samarai May 30, Moresby May 31.

Fengning: Departs Japan Mar. 24, Hongkong Apr. 1, Kavieng Apr. 13, Rabaul Apr. 15, Madang Apr. 19, Lae Apr. 21, Port Moresby Apr. 25.

Details from New Guinea Australia Line (G. S. Yuill & Co., Ltd., agents), 6 Bridge St., Sydney.

The Australia-West Pacific Line motor vessels Aros, Citos, Delos, and Milos maintain a three-weekly service between Japan and Australia, calling at Papua-New Guinea ports southbound.

Details from Wilh. Wilhelmsen Agency Pty., Ltd., 63 Pitt St., Sydney.

Sydney-Netherlands N.G.

Monthly service from E. Australian ports to Hollandia and Sorong (with Biak and/or Manokwari if inducement) thence Borneo, Bangkok, Singapore, thence Australia direct.

Details from Royal InterOcean Lines, 255 George St., Sydney.

N. Zealand-Fiji-Samoa-Tonga

MV Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland.

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Vavau, Apia, Suva, Lyttelton, Wellington, and return to Auckland. Each Autumn there is a temporary rearrangement of schedules while the respective vessels are on annual survey. Next sailing from Auckland: MV Tofua Mar. 27, MV Matua Apr. 12.

Details from all offices of Union Steam Ship Co. of NZ.

N. Zealand-Cook Is.

The regular passenger vessel Maui Pomare is expected to resume sometime in March-April. Occasional limited passenger facilities are available on trans-Pacific freighters. (Over)

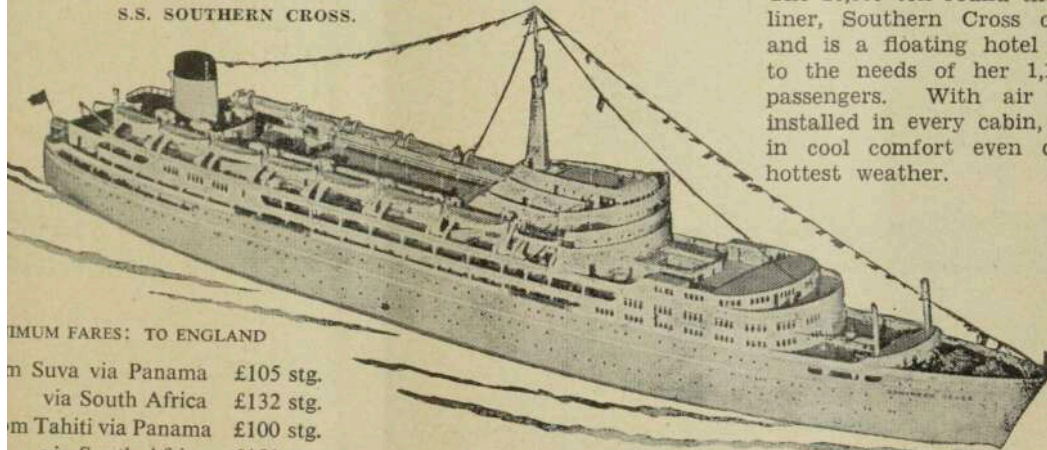
Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1955-56.

		ORION 1956	ORSOVA 1956	ORONSAY 1956	ORCADES 1956
SYDNEY	depart	2 Apr.	1 June	13 July	—
AUCKLAND	arr/dep	6 Apr.	4 June	16 July	From
SUVA	arr/dep	10 Apr.	7 June	19 July	Panama
HONOLULU	arr/dep	16 Apr.	12 June	24 July	—
VANCOUVER	arrive	23 Apr.	18 June	30 July	—
SAN FRANCISCO	depart	24 Apr.	19 June	31 July	11 Sept.
	arr	27 Apr.	21 June	2 Aug.	7 Sept.
HONOLULU	depart	28 Apr.	Then	3 Aug.	8 Sept.
SUVA	arr/dep	3 May	to	7 Aug.	16 Sept.
AUCKLAND	arr/dep	11 May	Panama	14 Aug.	23 Sept.
SYDNEY	arrive	14 May	—	17 Aug.	26 Sept.
		18 May	—	20 Aug.	29 Sept.

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.

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.

Tahiti Call is Subject to Weather Permitting

Travel Shaw Savill

Full details on application to NZ Government Department of Island Territories in Wellington, or to any office of the Union SS Co. of NZ. Ltd.

Sydney-New Hebrides-BSI-Rabaul, Etc.

MV Tulagi, 10 passengers, leaves Sydney for Norfolk, Vila, Luganville, Honiara,

Tenaru, Yandina, Gizo, Bougainville ports, Rabaul, Sydney. Next sailing Apr. 24.

MV Muliama, 8 passengers, leaves Sydney for British Solomons ports about monthly, ports varying with cargoes. Next sailing Mar. 27.

Details from Burns, Philp & Co., 7 Bridge Street, Sydney.

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 Nouvelles Hebrides.	LAE—Burns Philp (New Guinea) Ltd. SYDNEY—Birt & Co. (Pty.) Ltd.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Ltd. coming from Marseilles, via West Indt and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. (At present on this run are the new motor ships, Tahitien and New Caledonien).

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea and the New Hebrides. Next sailing Apr.

SS Neo Hebridais-II, 1,266 tons, maintains an irregular cargo service between Sydney and Noumea, and four charters per annum to Wallis Is. via Suva. Owners: Soc. Miniere et Maritime Hagi Noumea. Sydney agents: H. C. Sleigh Ltd., 115 York Street.

Sydney-S. Africa-UK-Pacific Ports-Sydney

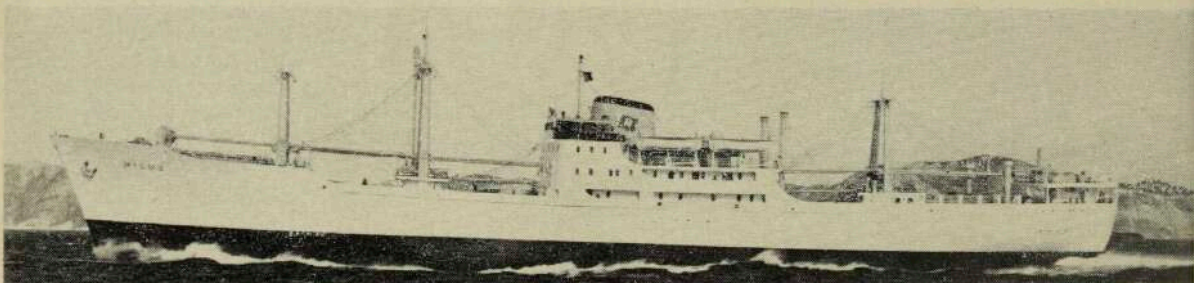
Shaw Savill's new one-class all-passenger liner Southern Cross makes four round-the-world voyages per year, two west-bound, then two east-bound, calling Suva every trip, and at Papeete except in hurricane season. Next sailings: West-bound, departs Sydney Apr. 16 for Melbourne, Fremantle, Durban, Capetown, England.

N. America-Fiji-Hebrides, etc.

Pacific Islands Transport Line vessels Thorsisle and Thorshall maintain a regular service from Pacific Coast North American ports, with sailings every 35-40 days. Some ports depend on cargoes offering. Next sailing: Thorshall sails Vancouver Mar. 1, Papeete Mar. 1, Nukualofa Mar. 21, Pago Mar. 23, Apr.

Introducing M.V. "Milos"

The latest addition to the Australia-West Pacific Line fleet



With the addition of the new M.V. Milos to our Pacific-Far East fleet which already comprises the sister ship "DELOS" and the modern motor vessels "AROS" and "CITOS", we are in the position to offer the fastest regular passenger-cargo service from Australia to the Main Japanese Ports via

Manila and Hong Kong. On the return voyage these vessels call at Hong Kong, Manila, Sandakan, Madang, Lae, Rabaul, and thence to Brisbane, Sydney and Melbourne. Bi-monthly calls are made at Honiara and Vanikoro on the southbound voyage.

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN AGENCY PTY. LTD., 63 Pitt St., Sydney. Phone: BU 6301. Branch Office at Melbourne: 51 William St. Phone: MB 2840.
AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.
ISLAND AGENTS: Madang, Mr. A. Strachan; Lae, Mr. R. Tebb; Rabaul, Town Transport Ltd.; Honiara, British Solomon Islands Trading Corporation.
FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

AUSTRALIA - WEST PACIFIC LINE

Mar. 25, Suva Mar. 29, Noumea Apr. 7, Wansville Apr. 12, Thorsisle: Sails San Francisco Apr. 26, Papeete May 10, Pago May 17, Apia May 18, Suva May 21, Utoka May 24, Noumea May 29, Lae May 4.

Details from General Steamships Corporation Ltd., 432 California St., San Francisco, U.S.A., and Island Agents.

U.S.-PAPEETE-PAGO PAGO-N.Z.-AUSTRALIA

Matson-Oceanic Line of San Francisco rates a regular passenger-cargo service from Los Angeles, Southern terminal ports with cargoes offering. Vessels call at Papeete, Pago Pago, and Suva, depending on cargoes.

SYDNEY-SUVA-HONOLULU-VANCOUVER

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter & Co.) rate a service three times yearly with 10,000 ton, 98-passenger vessel. Embark along the above route. Accommodation is entirely First Class, two-berth staterooms. Next sailings from Sydney May, 1956.

Details from American Trading & Shipping Co. Pty., Ltd., Sydney.

HONOLULU-PAPEETE

The 242-ton auxiliary schooner Te Vega, American-owned, operates a luxury passenger service to a regular schedule, calls at Marquesas and Line Islands required. Details from Darr Lines, Theo. H. Davies & Co., Honolulu, or Missions Donald, Papeete.

Mr. and Mrs. Ray Lovell, of Port Cresby, have been spending three months leave with Mrs. Lovell's mother, Mrs. F. M. Harrison, of Able Bay, Sydney.

Airways Time-Tables

TRANS-PACIFIC SERVICES

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

(First and Tourist Class available on all Services.)

BY PAN-AMERICAN AIRWAYS

With Strato Clippers, using Sleeperettes and Berths*
Tues., Thur., Fri., Sun.: Sydney - Nadi -

Canton Is. - Honolulu - San Francisco - Seattle - Portland.

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

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

BY QANTAS EMPIRE AIRWAYS

(Super Constellation Service)

NORTHWARDS

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

LONDON-SUVA

FIJI DIRECT SERVICE

VIA
PANAMA

For Sailings and Further Particulars Apply To:—

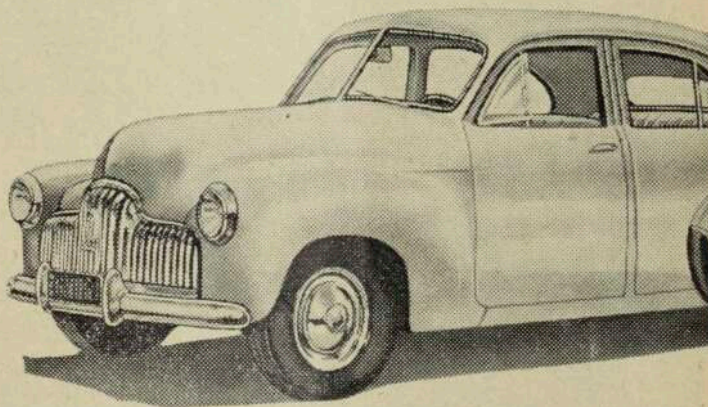
BETHELL, GWYN & CO. LTD., BURNS PHILP (SOUTH SEA) CO. LTD.,
138 LEADENHALL ST., LONDON, E.C.3. SUVA, FIJI

Have a Car ALL Your Holidays and Save!

Broadway Motors' special Islands' plan will save you money on your holiday transport in Australia!

Buy a guaranteed used car on Low Deposit.
Drive your OWN car ALL your leave.
Sell it back to Broadway Motors when you leave.

Choose from over 100 Guaranteed cars: See more . . . do . . . pack more fun into your leave with a good car from Sydney's famous Broadway Motors. So Simple! select your car . . . pay cash, or if you wish make a down payment. If you buy on terms the monthly payment will be reduced to the absolute minimum to leave the maximum spending money. When your holiday is over Broadway Motors buy it back and finalise all outstanding money. This gives you the use of a good car for UNDER ordinary hiring rates. What's more each car covered by a written 30 day new-car guarantee for your protection. Write to-day and let us know the car you prefer, then leave the rest to us.



Many hundreds of clients have been satisfied by our "Special Island Arrangement"—so write for particulars now to the Sales Manager.

BROADWAY MOTORS (N.S.W.) PTY. LTD.

AUSTRALIA'S LARGEST USED CAR ORGANISATION

184-200 Broadway, Sydney, N.S.W., Australia.

SOUTHWARDS
Wed., Fri., Sun. — San Francisco - Honolulu-Nadi (Fiji)-Sydney. Sundays service begins at Vancouver. (Note: Crosses date-line enroute).

* TEAL DC3 services between Auckland and Nadi connect at Nadi Tues. and Sat. northwards; Wed. and Sun. southwards.

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

The following amended service will operate from Apr. 4:
Every Wed. — Sydney - Nadi - Honolulu - Vancouver-Amsterdam.
Every Sun. leave Vancouver for Sydney by same route.
Every Fri. — Auckland - Nadi - Honolulu - Vancouver-Amsterdam.
Every Tues. leave Vancouver for Auckland by same route. (Note: Crosses date-line en-route).

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways (Skymasters)

NORTHWARDS

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

Thurs.

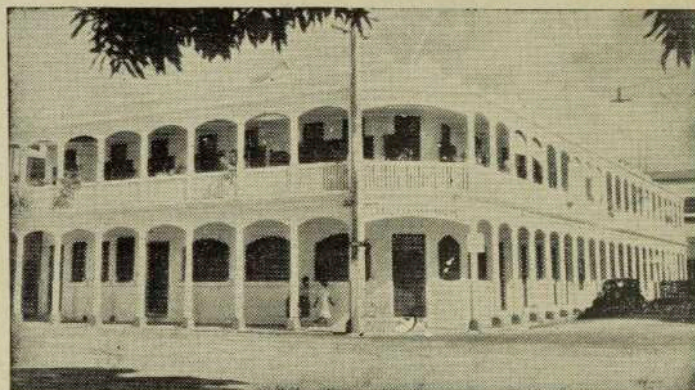
Depart: Arrive:
Sydney, 8 pm Brisbane, 10.45 pm
Brisbane, 11.45 pm Townsville, 3.30 am
(Friday)
Townsville, 4.15 am Cairns, 5.30 am
Cairns, 6.30 am Port Moresby, 9.20 am
Port Moresby, 10.20 am Lae, 11.45 am

SOUTHWARDS
Tues., Wed., Sun., Mon.
Depart: Arrive:
Lae, 10.30 am Moresby, 12.00 m'day.

Moresby, 1.00 pm Brisbane, 7.35
Brisbane, 9.00 pm Sydney, 11.45
Sat. Arrive:
Lae, 7.00 am Moresby, 8.30

THE GARRICK HOTEL

SUVA, FIJI



This well-known Hotel is centrally situated in Suva's main business quarter :: Modern accommodation provides comfort in all climatic conditions :: Only the best of Beers, Spirits and Wines is served.

Telephone: 80.

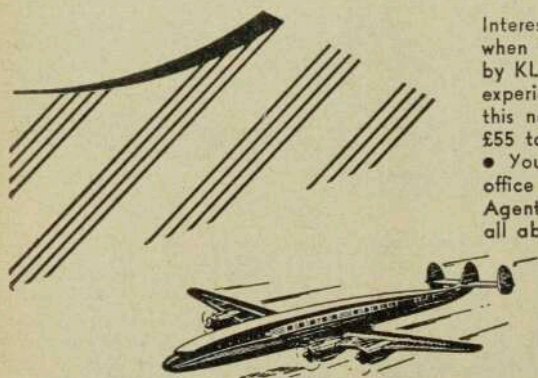
VINCE COSTELLO, Proprietor.

Fly to Europe direct from Biak

and save £100

Interested? Of course . . . especially when you travel Super Constellation by KLM, the world's oldest and most experienced airline. Your saving by this new route will be anything from £55 to £110.

• Your bank or travel agent, or any office of Burns Philp & Co. Ltd., our Agents in New Guinea will tell you all about this money-saving route.



KLM ROYAL DUTCH AIRLINES
68 MARGARET STREET, SYDNEY

Port Moresby, 9.30 am
 Port Moresby, 2.35 pm
 Port Moresby, 4.30 pm
 Port Moresby, 9.00 pm
 Cairns, 12.20 pm
 Townsville, 3.45 pm
 Brisbane, 8.15 pm
 Sydney, 11.45 pm

3. P-NG Internal Services

Operated by Qantas

PORT MORESBY-HOLLANDIA (Dutch New Guinea) (DC3)

Alternate Wed. (Mar 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
 (Mar. 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)

Yule Is., Kerema, Kikori, L. Kutubu.—
 Alt. Fri. returning same day (Mar. 30,
 Apr. 13, 27, etc.).

PORT MORESBY-RABAUL (Catalina)

Tues. (Mar. 20, Apr. 3, 17, etc.).
 Port Moresby - Samarai - Esa'ala -
 Losuia-Moewe Harbour-Talasea-Jacqui-
 not Bay-Rabaul. Returning via same
 ports (except Losuia and Esa'ala
 optional) alt. Thu. (Mar. 22, Apr. 5,
 9, etc.).

NEW BRITAIN-BOUGAINVILLE (Catalina)

Wed. — Rabaul - Buka - Kieta - Buin
 Mar. 21, Apr. 4, 18, etc.). Returning
 same day.

LAKE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Thur. Dep. Lae 6.30 am, Madang
 arr. 7.35 am Wewak, Manus Is.,
 Kavieng, Rabaul arr. 3.40 pm.
 Only Dep. Rabaul 8.00 am direct
 Madang, arr. 10.50 am, Wewak,
 Madang, Lae arr. 4.35 pm.

CENTRAL HIGHLANDS (DC3)

Days—Lae (8.30 am) to Wabamunda,
 calling at any of: Goroka, Nondugl,
 Manj, Minj, Mt. Hagen, Balyer R.,
 Wabag, Wabamunda. Return to Lae
 arriving 6 pm.

LOWER HIGHLANDS (Beaver)

Days—Lae (7.30 am) to Goroka, call-
 ing at any of: Nadzab, Kalapit, Gusap,
 Santu, Goroka, Arona. Arrival back
 Lae depends on stops made.

LAKE-BULOLO-WAU (DC3)

Lae.—Mon. 7.30 am, Tues. 2 pm,
 Wed. 11.30 am, Fri. 2.00 pm.
 Wau.—Mon. 9 am, Tues. 3.30 pm,
 Wed. 1 pm, Fri. 3.30 pm. Bulolo is
 omitted on these flights which take 35
 minutes, Wau-Lae.

MADANG-GOROKA (DC3)

Days.—Depart Madang 8.00 am, arrive
 Goroka 8.35 am, returning same day:
 Depart Goroka 9.05 am, arrive Madang
 3.35 am.

NEW GUINEA-NEW BRITAIN (DC3)

Days—Depart Lae 12.55 pm, Finschhafen
 4.45 pm, arrive Rabaul 3.55 pm.
 Days—Depart Rabaul 10 am, Madang
 2.25 pm, arrive Lae 2.30 pm.

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Sundays—Depart Lae 12 noon, Finschhafen 1 pm, Rabaul 3.10 pm.

Tuesdays—Depart Rabaul 5.45 am, Finschhafen 8.10 am, arrive Lae 8.45 am.

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Mon.: Depart Lae at 7.30 am for Goroka, Madang, Wewak, Madang, Rabaul — remaining overnight. Depart Lae 8.00 am for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Tues.: Depart Rabaul at 6.30 am for Madang, Wewak, Madang, Goroka, Lae. Wed.: Depart Lae 7.30 am for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Fri.: 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.

Sat.: Depart Rabaul at 7.00 am for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

4. Aust.-Dutch N. Guinea

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DC3 aircraft link Blak with Hollandia Sorong, Merauke, Tenah Merah, and Manokwari.

5. N. Guinea-Solomons

By Qantas with DC3
(Three flights every four weeks)

Mon. (Mar. 26, Apr. 2, 9, 23, 30, etc.) Lae dep. 6 am — Finschhafen-Rabaul-Buka-Vellalavella - Yandina - Honiara, BSI, arriving 5.25 pm.

Tues. (Mar. 27, Apr. 3, 10, 24, etc.) Honiara dep. 7 am — Yandina - Vellalavella - Buka - Rabaul - Lae, arriving 3.35 pm.

6. Paris-Saigon-Noumea

By Transports Aeriens Intercontinentaux. DC6B aircraft depart Paris every 2 weeks (Mar. 27, Apr. 10, 24, etc.) for Cairo Karachi, Saigon, Darwin, Noumea.

Leave Noumea on return Mar. 31, Apr. 14, 28, etc.

7. Sydney-Lord Howe Is.

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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 Skymasters in 1955. Service now terminates at Tontouta (N. Caledonia) until Villasantio airfields ready. (See table 20.).

10. Sydney-Noumea

By Qantas Skymaster (Fortnightly)

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Sydney, alt. Wed., Tontouta, alt. Thu., 11.30 pm. 7 am.

Tontouta, alt. Thu., Sydney, alt. Thu., 9.30 am. 3.20 pm.

Dep. Sydney, Mar. 21, Apr. 4, 18, etc.

Dep. Noumea, Mar. 22, Apr. 5, 19, etc.

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.

Fri. only: Dep. Auckland 6.15 pm, arr. Sydney 9.45 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., Fri.: Dep. Christchurch 5.00 pm, arr. Sydney 8.40 pm.

Mon., 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 line, arrives Satapuala (W. Samoa) Thur. 2 pm, departs Fri. 2 am, arrives Aitutaki 7.30 am, departs 9.30 am, arrives Papeete 2 pm. Departs Papeete Sun. 7.30 am, arrives Aitutaki 11 am, departs 1 pm, arrives Satapuala 5 pm, departs Mon 7 am, crosses date line, arrives Suva Tues. 9.55 am.

Leaves Suva Mar. 30, Apr. 12, 26, May 10, 24; Papeete Apr. 1, 15, 29, May 13, 27.

17. Fiji-Tonga

Tasman Empire Airways, with
Solent aircraft.

Irregular Service.

Dep. Suva 6.30 am. Arr. Nukualofa 9.15 am. Dep. Nukualofa 9.50 am. Arr. Suva 4.55 pm.

Next flights Mar. 29, Apr. 19, May 12.

18. E. Samoa Service

Pan American Airways.

Approximately monthly flights, currently shuttling Honolulu-Canton-Tafuna (Samoa)-Canton-Honolulu, but this may soon be replaced by a Nadi (Fiji)-Tafuna-Nadi monthly shuttle service.

19. Fiji Internal Airways

Fiji Airways, Ltd. Drover and
Rapide Aircraft.

Suva-Nadi-Suva: Two flights daily except Sun., Mon., Wed., one flight.

Suva-Nadi: Tues., Sun. (additional to those above return flight).

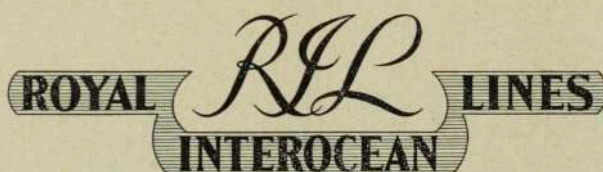
Nadi-Suva: Mon., Wed.

Suva-Labasa-Suva: Daily except Sun.

Suva-Taveuni-Suva: Mon., Wed., Fri.

Suva - Savusavu - Taveuni - Savusavu: Suva: Mon.

Suva - Savusavu - Labasa - Savusavu: Suva: Tues., Thurs., Sat., Sun.



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Noumea-Mare-Lifou-Noumea, or Noumea-
Lifou-Mare-Noumea, alternatively,
Thurs. am.
Noumea-Koumac-Noumea (with condi-
tional call at Plaine des Galacs): Fri.
am.
Noumea-Lifou-Ouvea Is: Wed. mornings.
Noumea-Poindimie-Noumea (with condi-
tional call at Houailou): Fri. pm.
Noumea-iles des Pins-Noumea: Saturday
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22. Micronesia

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of Micronesia on behalf of the Govern-
ment. Details from Trans-Ocean Airlines,
Agana, Guam.

Fiji to Have Motor Rally at Easter

AN innovation for Fiji is the 450-
mile motor rally around the
main island of Viti Levu at
Easter. It was not so many years
ago that the organisers of such an
event would have been hard put to
find 450 miles of motoring road any-
where in Fiji.

The main route is over the two
main roads, Queen's Road and
King's Road, with detours at Tailevu
to Matavatacou, from King's Road
to Vunidawa, from King's Road to
Nadarivatu, and from Queen's Road
up the Sigatoka Valley.

Entries will be divided into three
groups according to power and each
car will carry a driver and a co-
driver.

The course is to be completed in
a set time. Each vehicle will be
allocated a certain number of points,
and penalties for early or late
arrival at checking points will be

deducted. Average speeds are not
to exceed 25, 24 and 23 miles per
hour, according to the grading of
vehicles.

Record Tonga Copra Production

THE official Tonga Daily News
sheet reports that copra pro-
duction in the Kingdom was an
all-time record in 1955, the quantity
exported being 21,258 tons valued at
£A.1,750,363.

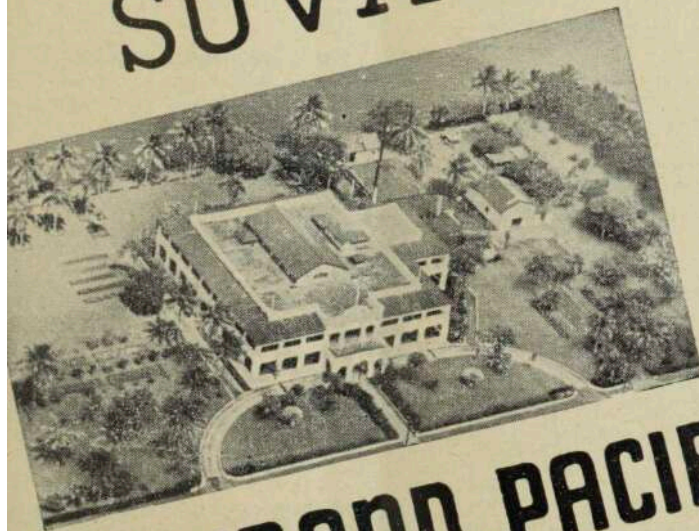
The quantity exported was slightly
in excess of the quantity produced,
due to a hold-over of copra from
1954. Actual 1955 production is given
as follows: Tongatapu, 9,133 tons;
Eua, 125 tons; Ha'apai, 3,283 tons;
Ha'afeva, 446 tons; Nomuka, 304
tons; Vava'u, 7,205 tons; Keppels,
359 tons. This makes a total of
20,855 tons produced, as compared
with 15,251 tons in 1954.

The price paid to producers in
1955 was £A.57, as compared with
£A.63/10/- per ton in 1954.

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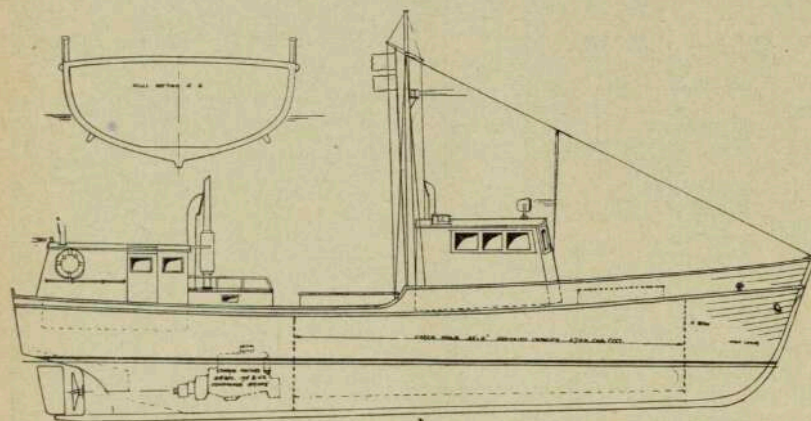
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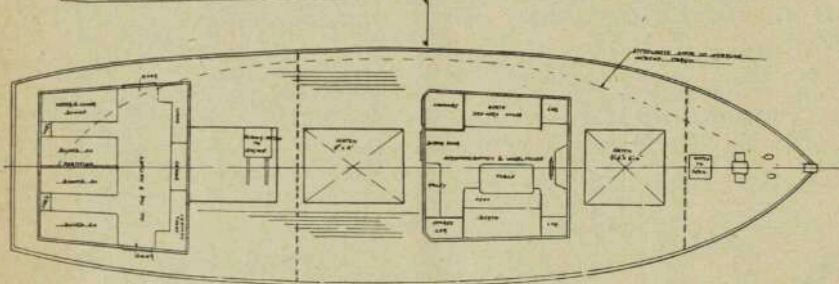
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Draft, 5 ft. 6 in.

Cargo Space, 3,000 cub. ft.



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(below)

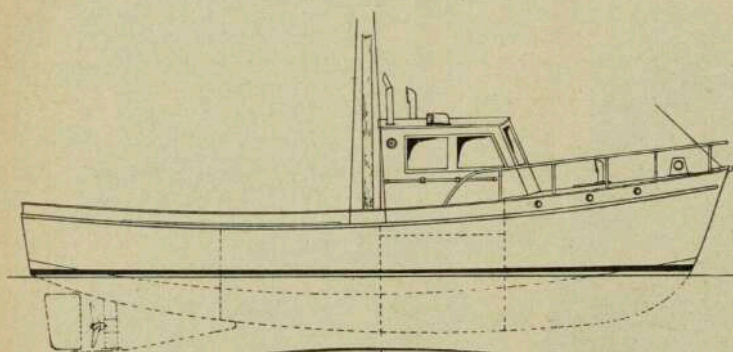
Length, 40 ft.

Beam, 12 ft. 6 in.

Draft, 8 ft.

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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.

G.P.O. BOX 3408, SYDNEY.

Registered Address for Telegrams,
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E.C.3., England.

TELEPHONE OFFICE: Newspaper
House, 247 Collins St.—Tel.:
Cent. 2053.

AGENTS: All main trading firms
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Pacific Islands Monthly

No. 8 Vol. XXVI

March, 1956

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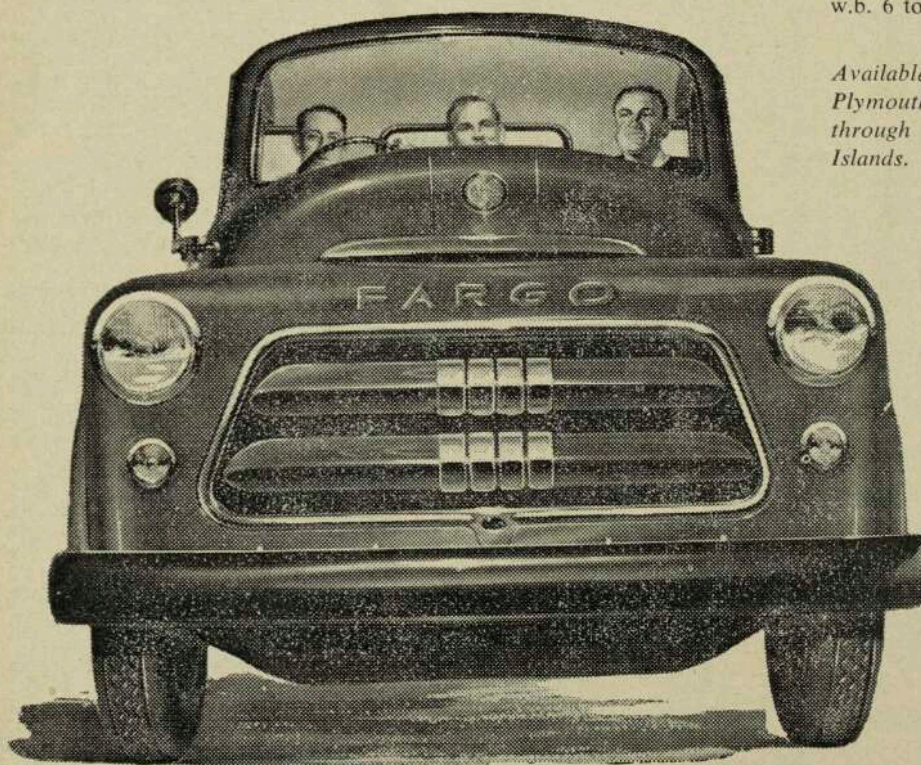
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Editorial . . .

GOOD TIMES — AND A WORD OF WARNING

PRODUCERS and merchants and traders in the South Pacific, while benefiting from and enjoying the high prices of all South Pacific products—copra, gold, sugar, cocoa, coffee, bananas, oranges—and quite generous gifts of the ruling countries, should not accustom themselves to the idea that these factors form the basis of their future permanent economy.

Economic conditions in the South Pacific to-day provide a pleasant stimulating picture; but an examination of the background suggests some elements of uncertainty. After World War II, all the South Pacific countries got away to a magnificent start. The Territories towards of New Guinea and the Solomons—and especially New Caledonia and New Hebrides, hitherto rather poor—received a tremendous injection of United States dollars; and turned back towards normal life with a "stockpile" that in many instances still is being used.

Papua and New Guinea, despite damaged plantations, wrecked towns and general devastation, also were helped substantially to a new start by £12,000,000 of Australian Damage Compensation, liberally spread around.

In other words, when World War was over, and the South Pacific countries made up their balance sheets, it was found that most of them (the war-battered Solomons, the "derella of the Pacific," being a notable exception) had been deeply permanently enriched. This was aided by important rises in the values of practically all Islands products. Ever since, a good time has been had by all.

Many classes have benefited. Living standards have been raised. Many new homes have been made. The good times have lasted so consistently and long that they now are regarded in some places, with inexcusable complacency—as a permanent condition. There has been a big, permanent step forward, but the step is not nearly so big as many people imagine.

The factor which is of importance in maintaining economic stability in the South Pacific is the protection given by Britain to copra and sugar. The price of each is guaranteed by Britain under standing contracts.

In the case of copra, the price paid all British countries receive is fixed by the British Ministry of Food Contract (until the end of 1957); and, thus, all British copra-producers are receiving a rate which is substantially above that of the world's open market. After the war South Pacific copra will sell

in direct competition with the products of Indonesia, Malaya, Philippines, etc.—and growers will have neither the same profits nor the same certainty of profits that they have known since 1949.

As other evidence of what can happen it should be noted that the really remarkable prices which growers of coffee and cocoa received up until the end of 1954 have fallen substantially.

Cocoa now is half what it was 18-24 months ago. There was a period when the Western Samoans, for example, were getting about £500 a ton for their product—and living conditions throughout Samoa were perceptibly sweetened as a consequence. Cocoa, at between £200 and £250 Stg. a ton, at present, still is quite a profitable crop; but some people and some countries who had built a sort of permanent economy around £400-£500 Stg. a ton, have suffered considerable embarrassment.

Similar embarrassment almost certainly will be felt by unwise copra-growers who have adjusted

their lives to the comfortable rates provided under the MOF contract.

A similar word of warning should go out to the people of Papua and New Guinea who, while enjoying high prices for copra, coffee and cocoa, have also got the happy backwash from the annual expenditure of the Australian grant of from £6 to £8 million pounds per annum, and the £2 million per annum spent on the search for oil.

There is no indication that these lavish supplies will be cut off without ample warning—but it could happen.

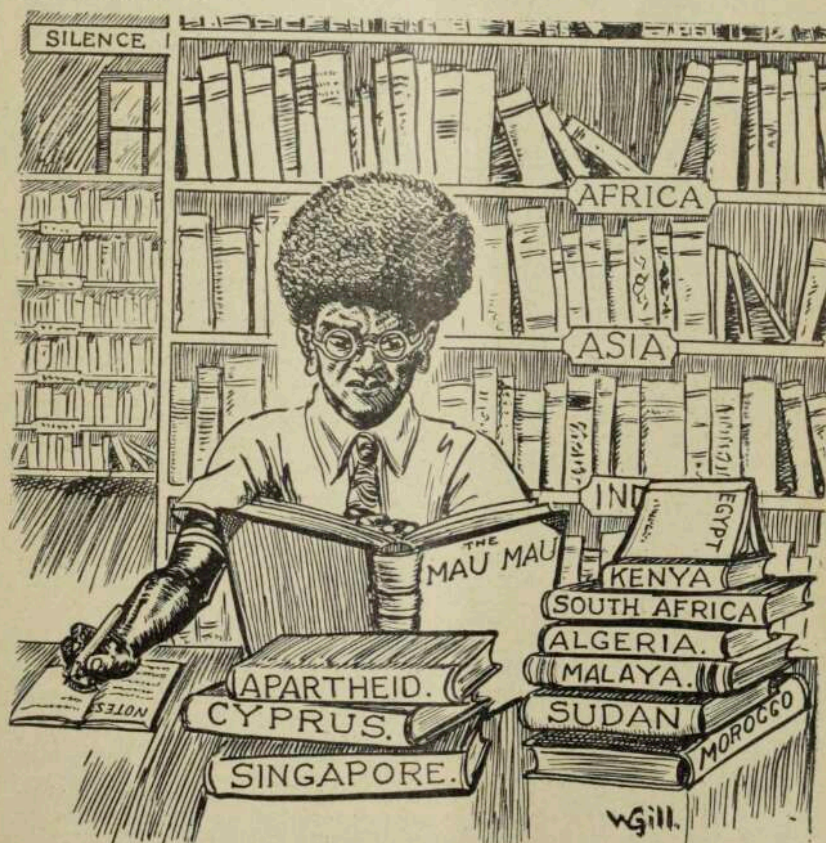
THERE is no sign of a recession—nothing to be alarmed about.

But there is a very real danger inherent in the tendency of people to accept the conditions which have ruled since World War II as permanent, and to build their lives around them, when anyone can see that an international disturbance could reduce Islands incomes suddenly and substantially.

With more and more people striving steadily towards higher standards of life, the tendency is for world demands generally to grow, and the prices of commodities in demand to at least stay steady.

But the levels thereby ensured are above the levels which somewhat extraordinary conditions have estab-

The Student . . .



lished throughout the Islands. All traders, from the small planter or sheller or miner, to the healthy co-operative society and the big corporation, would be very wise to assess for themselves the proportion of their income which may be regarded as extraordinary or impermanent, and to place that margin sternly away in a reserve account, and build their regular economy around what is left—and which may be regarded as reasonably normal income. If no serious readjustment of Islands revenues comes along they will have that much tucked away safely in their savings. If it does come, then they have a set-up that will take care of the new conditions, plus a reserve to cushion the shock if the change is more severe than expected.

New Guinea—with huge revenues and no income taxation—especially should be careful, and build up reserves for the future.

EDITORSHIP OF PACIFIC ISLANDS MONTHLY

THE founder and editor of the *Pacific Islands Monthly*, Mr. R. W. Robson, has spent some time recently in Fiji, in connection with a reorganisation of *The Fiji Times* (recently purchased by Pacific Publications Pty. Ltd. and associated interests—see article opposite page this issue). It is expected that his immediate task there will be completed in April; and he has made plans for a lengthy visit to Papua and New Guinea in May.

Mr. Robson continues to write frequently for the *Pacific Islands Monthly*; but last year, while he was abroad, and this year, while he is absent in Fiji, New Guinea, etc., the editorship of the PIM has been, and will be, carried on by the Assistant Editor, Mrs. Judy Tudor.

It may interest old friends of the original *Pacific Islands Monthly* to know that Pacific Publications Pty. Ltd., either directly or through associated companies, now controls and directs:

Pacific Islands Monthly.
Pacific Islands Year Book.
Handbook of Papua and New Guinea.
The Fiji Times.
Shanti Dut (Fiji-Indian weekly newspaper).
Power Farming in Australia and New Zealand.
Australasian Baker.
Australasian Confectioner.
Better Farming Digest

and three other old-established technical journals.

The large publishing and printing organisation which Mr. Robson now supervises, therefore, is fairly evenly divided between providing newspaper services for all the South Pacific Islands, and technical information services for large industries in Australia, New Zealand, and the Islands.

THE EDITORS' MAILBAG

When Fiji Times Printed Stamps, Bank Notes

The death of Mrs. C. S. McOwan recalls to the mind of one old Fiji resident some interesting facts about her father, Mr. George Littleton Griffiths.

It was Mr. Griffiths who started the *Fiji Times* at Levuka in 1869 when Cakobau's short-lived Fiji Government was in power. (Fiji was not ceded to Britain until 1874). Mr. Griffiths was responsible also for the establishment of Fiji's first postal service and printed the first bank-notes on his printing press.

During Cakobau's government there were no postal services but Griffiths printed the *Fiji Times Express Stamps* and established a mailing service that worked until the British Government took over. He had a whale-boat with a crack Fijian crew. This whale-boat was rowed out several miles off Levuka to meet the early sailing boats on their regular routes between Australia and San Francisco.

About the same time he printed on *Fiji Times* equipment the first crude bank notes. They were in dollars—showing the early American influence in Fiji.

German Bombardment of Papeete

M. Emile Mazel, of Papeete, has vivid memories of the shelling of Papeete by the German warship *Scharnhorst* on September 22, 1914. (See PIM issues of September and October, 1955).

M. Mazel was a policeman at the time and was, he claims, the first to be advised of the identity of the two warships, *Scharnhorst* and *Gneisenau* that appeared off Papeete at dawn on that day.

It was inevitable that panic would ensue when sleepy, laughter-loving Papeete was suddenly confronted with the might of the German navy, but M. Mazel speaks well of the actions of some of the officials in authority, with special praise for Major Destremeau.

In a letter to PIM, M. Mazel states that only one instance of looting by locals was actually substantiated.

English Translation of Parkinson's Famous Book

From a reader in NZ: "Has anyone made a translation of Parkinson's *Thirty Years in the South Seas*?"

Yes, the famous German book was translated by Mr. Noel Barry, of Kokopo, NG, and the translation (still in MS form) is now in

the safe keeping of the Librarian of the School of Pacific Administration, Mosman, Sydney. It has a curious history.

During World War II, the Editor of PIM assisted Mrs. Dolly Messenger. Dolly was a daughter of Mrs. Phoebe Parkinson (widow of the author) and was married first to a German. The Parkinson family (Phoebe was a full sister of "Queen Emma" Kolbe) had strong German associations; and, when World War II settled upon the Pacific, Dolly was interned in Australia, although her second husband was British. Later, she was released from Tatura, and was rather brutally "man-powered" to a hospital kitchen job in Cobar, NSW. The PIM helped her to escape from there, and into a job in Sydney; and, just before she died, about the end of the war, she told the PIM about a "very valuable manuscript" which she claimed was her property—the Barr translation of her father's book.

We found out that, before the Jap invasion, Mrs. Parkinson (who died in New Ireland during the Jap occupation) gave the MS to an American sea-captain connected with Millionaire Archbold's scientific expedition; and the captain promised that it would be published in USA.

The subsequent search for the MS by the PIM occupied years, and was prosecuted in three countries. Eventually, we located it in South Carolina, USA, in the possession of the widow of the American sea captain; and it came to us by registered post.

The idea that it was valuable had spread. Claim was laid to it by another member of the late Mr. Parkinson's family. A claim also was lodged on behalf of Mr. Barr—the man who, in association with Mrs. Parkinson, had done all the work.

But their hopes were in vain. The original German printed text was lavishly illustrated; the original illustrations have long since disappeared; the text is useless without the pictures. No publisher would look at it.

Unable to decide between the rival claims, and unwilling to allow this valuable record of early New Guinea (the only translation extant) to be lost, the Editor of the PIM handed the MS over to the Library named above.

† Mr. R. B. Carpenter, Managing Director of W. R. Carpenter & Co. Ltd., Sydney, and Mr. J. B. Baile, General Manager of the Southern Pacific Insurance Co., were, in early February, on a visit to Fiji from Australia. Mr. Carpenter was inspecting the various interests of his Company in the light of the new Carpenter-Morris Hedstrom alliance.

OF
GREEMENT

Long Copra Price Negotiations

THE 1956 price of copra sold by British South Pacific producing countries under the UK Ministry of Food Agreement was still tentative when PIM went to press March 12.

Negotiations have been going on since December and according to the Department of Territories in Canberra, finality was expected "at any time."

In the meantime, copra is being purchased in most British South Pacific territories on a price based on the full permissible 10 per cent. rise on 1955 prices—that is, at £58/10/- FOB.

New Governor Arrives In Noumea

NEW Caledonia's new Governor, M. Aime Grimald, arrived in Noumea on March 4. The Governor is also High Commissioner for France in the Pacific.

M. Grimald, who was born at Lefranche-sur-Saone in 1903, has had a distinguished career in the service of the French colonial empire, a considerable part of it in Indo-China. More recently he has been in service in Oubangui-Chari and had some advisory appointments in metropolitan France.

India's Sixth Anniversary Celebrated in Fiji



The sixth anniversary of the inauguration of India as an independent Republic was celebrated by the Indian community of Fiji on January 26.

The Indian Commissioner in Fiji, Mr. Deva Diyal Bhatia, spoke over the Fiji Broadcasting Commission network during the morning, and in the late afternoon he and Mrs. Bhatia held a reception for 400 guests in the Grand Pacific Hotel. Our photograph, taken at the reception, shows, left to right, The Commissioner; Mrs. Bhatia; ADC to the Governor of Fiji; Lady Garvey; and Sir Ronald Garvey, Governor of Fiji.

FI TIMES PURCHASED BY PACIFIC PUBLICATIONS

ON February 29, the Company known as Fiji Times and Herald Limited, owners of *The Fiji Times* (daily newspaper), *Shanti Dut* (Fijian weekly newspaper) and the best printing factory in Fiji, was bought by Sir Alport Barker to Mr. W. Robson.

About two-thirds of the shares were transferred immediately to Pacific Publications Pty. Ltd., of which they (owners of *Pacific Islands Monthly* and several associated publications) and the remainder to a small group of private investors. Mr. Robson, then in Suva, immediately assumed control of the Fiji Times Company, as Managing Director, and since has been engaged there in the work of reorganisation. This is a large and growing and profitable business; but is often characteristic of old-established concerns—it has been many years conducted according to the rules and ideas of an older generation.

Mr. Alan Moyle continues in the office of the Company as Managing Editor. Mr. Robson proposes to appoint a business manager and printing-house manager.

It is probable that *The Fiji*

Times, hitherto issued as an evening paper, will become a morning newspaper as soon as the necessary alterations can be made in plant, staff, news service, etc. Fiji, owing to its community structure and transport organisation, can best be served by morning publication.

The Fiji Times was first published in Levuka in 1869 by Mr. G. L. Griffiths. In 1887, he moved its publishing office to Suva, and merged it with his *Suva Times*. About 1901, Mr. Thomas Alport Barker established the *Western Pacific Herald* in Suva. He bought *The Fiji Times* in 1918; and he has carried on the combined newspaper, as *Fiji Times and Herald*, until now, without any serious opposition.

The newspaper will be known in the future as *The Fiji Times*.

In a prominent article in *The Fiji Times*, and in a broadcast, Mr. Robson paid a tribute to the services given to the Colony over many years by Sir Alport Barker (who retired last year from active direction and now is living in Auckland).

In explaining the newspaper services which his Company proposes to provide in Fiji, Mr. Robson made

a strong point of his belief that the large and prosperous Colony now is merging into young nationhood, and that the future of Fiji belongs to the Fiji-born—Europeans, part-European, Fijians, Indians, Chinese, Polynesians—and that it will be the duty of the newspapers (*The Fiji Times*, *Shanti Dut*, and a weekly journal in Fijian which it is planned to establish soon) to assist the younger people of all races to work together as one community and to prepare themselves to exercise a growing measure of self-government.

¶ Taesali of Ululei, 68, American Samoa, World War I veteran and leader of the former Fita Fita Guard, died February 7. He once escorted several German prisoners of war to Hawaii, also was commended for being a member of the boarding party that helped extinguish the flames on the burning ex-RMS *Tahiti* that came into Pago Pago Harbour in 1930. He is survived by his wife, Puni, 4 sons and 3 daughters.

Are They Expendable?

ARAKARIMOA—Latest in a Long List of South Pacific Sea Tragedies

The sensational appearance of the Gilbert Islands auxiliary ketch *Arakarimoa*, off the Southern Guadalcanal coast, on Feb. 28, 1,000 miles from where she disappeared 64 days previously, emphasises once again the casual manner in which smallships operations in the Pacific is regarded.

DETAILS of the long drift and rescue of survivors is still sketchy as the area where the survivors got ashore is one of the most isolated in the Solomons. In addition, these waters were at that time being lashed by the gales that were prevailing over almost the whole of the South Pacific. However, this appears to be what happened:

The *Arakarimoa*, a 60-ft auxiliary ketch, and one of two vessels owned by the Tangitang Society, a Tarawa Co-operative, with a crew of 12 and eight passengers including women and children, sailed in company of the Society's other ship, *Aratoba*, from Tarawa on December 28. Their destination was Maiana, 19 miles away.

The vessels were in sight of one another till midnight, when *Arakarimoa* increased speed and went ahead. In the morning it was necessary to await the tide to enter the pass and *Aratoba* anchored at Tebikerai anchorage, entering in the afternoon to find that *Arakarimoa* had not arrived.

This was reported to Tarawa and The Government vessel *Nareau* commenced a search to the westward on the afternoon of December 30, returning on the evening of December 31, reporting that she had sighted nothing.

No request was made to the

RNZAF air-sea rescue organisation at Suva for an aerial search although the acting secretary of the Western Pacific High Commission is reported in a New Zealand paper as having said United States aircraft searched for the vessel on January 3.

Nothing was made public about the ketch's disappearance until early February, by which time the vessel had been missing over a month.

It seems that then the ketch was written off and left to its fate.

Some details of the last chapter in *Arakarimoa's* history are still not clear but the following details are taken from a statement made by Mr. J. C. Grover, Government Geologist, who was surveying in Southern Guadalcanal at the end of February.

ABOUT 8 a.m., on February 28, two native runners arrived at Avu Avu mission with news that the missing ketch was drifting off the steep-to coast of Guadalcanal and that 12 survivors had come ashore in a dinghy, weak from hunger. A message to this effect was sent to the nearest radio, at Marau, 24 hours walk away, for despatch to Honiara.

Father de Block, of the Mission, and Grover immediately set off to Malageti, the nearest mission to

where the survivors had landed, but an hour along the way, the ketch was sighted and while Fr. de Block went on to Malageti, Grover returned to Avu Avu, where parties were organised to watch the ship for survivors and then he walked to a village five hours away to the east to organise canoes to rescue the six still believed to be on board.

During the night a gale blew from the WSW which made any rescue impossible and at the same time blew the ketch out of sight of those waiting at Avu Avu. Last *Arakarimoa* was sighted 2½ miles to the south and was subsequently found to have gone on the Po reef.

Heavy storms with winds of up to 70 mph swept the area on Feb. 29. Early on the morning of March 1, runners arrived to report the arrival of two survivors ashore at Talise, after a 12 hours swim in lifejackets from the ship. Four other people including a woman and a child, left the ship with them to swim but nothing had been heard of them and they are presumed lost.

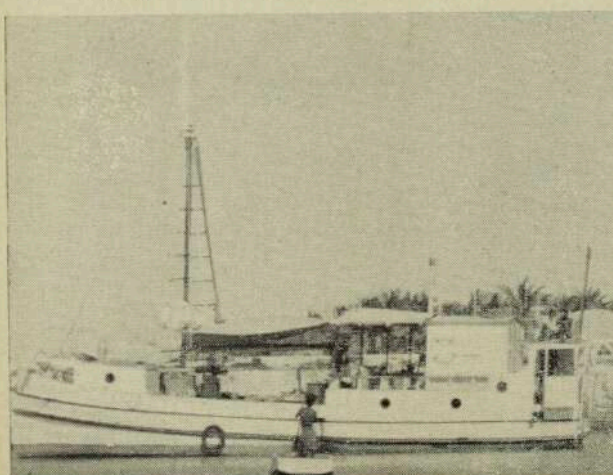
(Accounts from the first survivors to reach Honiara show that the first 12 people to reach the shore were in two 8 ft. dinghies blown to the ketch. Both dinghies turned over in surf, and a five year old boy was lost. The first one—he was the son of a woman (saved) who had given birth to a child on ship at the end of January. It lived only a few days. Captain J. E. Hugill, of *Arakarimoa*, had promised to go back for the other survivors on board when he got his first load ashore, but when the storm made it impossible, they apparently got desperate: six, including a 1 year old child, tried to swim for it. The two survivors of this party are the ones who came ashore at Talise.)

Meanwhile, on the night of February 29, two ships had been dispatched from Honiara—they were the *Myrtle*, with Captain J. Maxwell in command, and the medical ship *Betua*. The Government had asked New Guinea for a plane to search the area and drop supplies to survivors. On March 1, because of violent seas, the two small ships had to shelter. On March 2 they again put to sea and swept a wide area. A Qantas plane from Melbourne reached Vella Lavella with difficulty on the night of March 2, and in the morning of March 3 located *Arakarimoa* on Poole reef, directed the ships to her and dropped medical and food supplies to the Avu Mission.

Captain Maxwell succeeded in directing onto *Arakarimoa* by dinghies where he found the ship's bottles ripped out and the body of another man on board. Because of approaching squalls he could not remove the body.

Piecing together the story of the English-speaking survivor, it appears that the engine broke down three hours out of Tarawa, it could not be started because the "battery cracked." The sea was too deep to anchor and a sea anchor failed to stop the drift. After two days they "put up a small sail" and tried to beat back to Tarawa, but the wind drove them south for three days, after which they were calmed for three days. They thereafter continued south, southwest to west.

A survivor is reported to have said, "We had no radio," and no means of signalling. This is contrary to what PIM has been informed as to the equipment of the



Arakarimoa.—Photo by Nancy Phelan.

essel. However, the radio may have been taken out, or what is more likely, been useless once the engine was out of action, or the batteries "cracked." PIM information is that Arakarimooa was equipped with radio, using the phan Gilbert and Ellice Is. frequency upon which Tarawa keeps watch two or three times per day, and which is unheard by any other station.

The ship carried no maps or

JUNK JINXES JOHNSON

RONALD JOHNSON, champion Pacific ocean drifter, set sail alone from Sydney on March 15 in his 30 ft. Chinese junk "Deep Blue Sea". First stop: Honiara, BSIP. The junk was painted bright blue and on board was a complete trochus fishing outfit he hoped to sell the junk and gear in the commons as a "going concern" or failing that, go into the trochus business himself. In a blaze of newspaper headlines the junk which he brought from Hongkong a year ago (board a freighter) was towed out of the harbour and then, with a 30 mph southerly wind, disappeared quickly over the horizon. Johnson said before leaving that his men laughed at his junk but in spite of the fact that he had only cumbersome junks-type, lateen sails, and had never dived on ocean cruising, he was sure "that would be all right". Well, that was yesterday—and presumably yachtsmen are now laughing because this morning (March 16) the "Deep Blue Sea" was wrecked just north of Broken Bay and pieces of the junk were strewn along the NSW coastline. He would have almost bet on Johnson himself. . . . he has been involved in a number of sea adventures—the most famous of which was his drift of several months in from Hawaii to Fiji in what is now the Fiji-waters flagship "Tovata".

arts (the italics are ours) though a compass is said to have showed us where we were going." The meagre supply of food on board was rationed after the first few weeks but long before she reached the end of her freak voyage, it consisted only of what few were caught, plus rain water. Two ships were sighted, both at night; oil flares were lit to try to attract the ships but they were never unseen or misunderstood. Australian newspapers have tried to make something out of this— "S Ignored by two ships" is how it was put, and it was alleged that the ships put out their lights and disappeared. The ships are believed to have been Japanese fishing boats, after the crimes, ranging from murder and piracy downwards, of which the Japs have been accused in recent months, it is small wonder they cut and run at the first sight of anything unusual).

much for the story of Arakarimooa—the ends results of which were apparently much better than were expected in so far as at least 14 people were saved. But Arakarimooa is just one incident in the long line of South Pacific sea tragedies of recent years which

(Continued on Page 137)

HURRICANE NERVES

Suva Battens Down But Misses Blow

SUVA had a hurricane panic on March 6, one result of which was that there was no publication of the local newspaper, *The Fiji Times*.

When the yellow "preliminary warning" flags were hoisted a lot of people, including key technicians in the newspaper office, downed tools and went off home to protect their property (as they thought) without telling their respective managements.

And, as it happened, it was all for nothing. By the time the whole of Suva was battened down, and stifling, the threatened hurricane had passed off harmlessly south-west of Viti Levu. All Suva got was half a gale, much rain, and a day's work lost.

DEVELOPMENTS LIKELY

Hebrides Tuna Fishing

SOME finality upon the proposed tuna fishing venture at Santo, New Hebrides, which recently raised some controversy because of local prejudice against Japanese infiltration, is expected at an early date.

Although this project had the approval of the French, British and

Oil Search to Proceed In N. Caledonia

THE predominantly French Government-owned oil-prospecting company SREPNC, which got encouraging results from a drill in the Bourail district of New Caledonia last year, will continue oil prospecting in the Colony.

This has been made possible by increasing the capital of the company by 40 million francs (£A280,000). The New Caledonian Government will provide six millions of this, the Oil Research Bureau in Paris 26 million francs and the remainder will be subscribed by private shareholders in Noumea.

Seismic tests will be made at the Bourail site, and prospecting followed by seismic tests will be carried on in the Noumea peninsula which overseas geologists have described as an "interesting" area.

Back before World War I, oil drilling was tried in the Noumea beach-side suburb of Anse Vata (which now, of course, is also the headquarters of the South Pacific Commission).

Condominium Governments, it was rumoured a couple of months ago that it was to be abandoned because of "Canberra pressure."

Mr. Don Gubbay, promotor of the scheme, has been negotiating with American interests for some time, and is expected in Sydney in March to attend a meeting of interested parties.

This Month This Man Made Sydney News . . .



The Major . . . wife wanted.
—Daily Telegraph Photo.

SIX-FEET tall Major J. Sciortino, 38 and an ex-Dragoon Guardsman, was in Australia in late February looking for a wife to take back to his plantation on Lahir Island off the coast of New Ireland. At least that is what Sydney newspapers said that he said.

The Major had just completed a three-months holiday in the UK, France and USA—but prospective wives shied off when they knew they would have to live in New Guinea, which they associated with cannibals. The Major hoped that Australian girls would be "more sensible".

The number of Sydney girls (photographs supplied) interested in the Major's proposition was said to number "scores". But perhaps he developed cold feet because he left for Adelaide before they could contact him and is now believed to be on his way back to Lahir.

It could even be that he was pulling the reporters' legs.

BSIP Murder

CASE OF THE SHY PSYCHIATRISTS

IN order to have a little each way, the British Solomon Islands Protectorate has imported (a) a gallows; and (b) some tear-gas from Hong Kong.

The gallows are to hang Reginald Poole, who was sentenced to death in Honiara in February for the murder of a mission native, if the appeal which he has now signed fails. The tear-gas is to quell native rioters if Poole wins his appeal.

Anyway, this is what rumour and the newspapers say. The reader may believe it if he wishes.

Two psychiatrists have visited Honiara and departed. They were sent by the British Home Office. They arrived in Sydney from London in late February and while they were waiting for a plane connection to Honiara went—according to the Sydney *Sunday Telegraph*—"into hiding."

If they are good psychiatrists they probably know that this is the wrong thing to do—not only is it likely to cause them to develop complexes but it is the sort of conduct calculated to drive newspaper reporters to a frenzy.

The reporters found their hotel, where the manager said they were registered and where the receptionist said they were not.

The psychiatrists are Dr. Harvie Snell and Dr. Joseph Hopgood. They were in Honiara "observing" Poole.

There appears to be no legitimate reason why they should not do this; no reason why the whole thing should be shrouded in mysteries; and no reason why the psychiatrists should go into hiding—if they did.

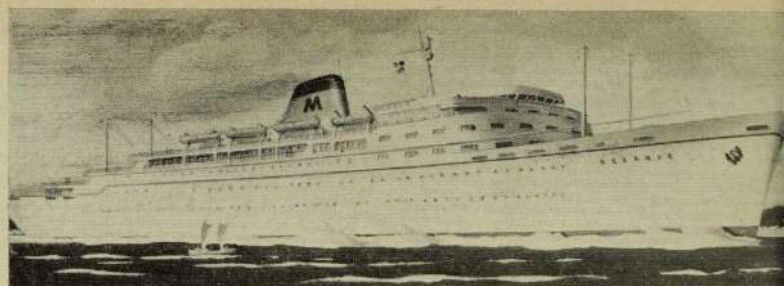
FIJI AIRCRASH INQUIRY

It Was a Case of Pilot Error

CAUSE of the Fiji Airways Drovers crash between Nausori and Nadi on December 30 has been found to be due to pilot error. Contributory factors were breach of flying regulations by the pilot; and faulty airmanship displayed by flying the aircraft in such a manner as to be trapped in a blind valley.

The investigation was conducted by Squadron-Leader M. S. Gunton, RNZAF.

Captain Brian McCook was pilot of the plane. He was injured in the crash but was able to walk to a village. There were no passengers.



Artist's sketch of one of the new Matson ships.

MATSON LINE

New Offices and New Ships

THE Matson Line's attractive new booking offices in Sydney, at Berger House, Elizabeth Street, were officially opened on February 27 with a cocktail party for gentlemen (about 50) and ladies (3) of the Press. This booking office is subsidiary to the company's main offices in Martin Place but is now in business making advance bookings on *Monterey* and *Mariposa*, both of which will be on the Pacific service at the end of this year.

In the new office good use has been made of Queensland maple in the furniture and fixtures. A large illuminated mural map of the Pacific takes up part of the main wall and the "switch-back" ceiling in half-round hardwood strips looks like bamboo.

But the description of two new ships is as mouth-watering as the new offices—particularly to hardened South Pacific travellers who are used to taking what they can get and lumping it. All (repeat, all) cabins have private showers and toilets and some have baths—and, if you have that kind of money, you can have a "Lanai or deluxe suite." There is a variety of lounges and bars, swimming pool, theatre, dining rooms; the ships are entirely air-conditioned, and equipped with stabilising fins.

Each vessel will carry 365 passengers, all in first-class. Fares were published in February PIM, but in Australian currency, the minimum fare, Sydney-San Francisco, is £245/11/-.

Mariposa will arrive in Sydney on her maiden voyage on November 21. *Monterey* will begin her service shortly afterwards.

The entry of these two £10 million ships to the Pacific service has ended 10 years of uncertainty. It was expected that the old *Mariposa* and *Monterey* would be reconverted to passenger use after Pacific war transport duties but high costs and failure of negotiations between the Oceanic Steamship Co. and the US Government prevented this. The old *Mariposa* is now the *Homer*, operating in the Atlantic under the Italian flag; the old *Monterey* will

re-enter Matson service. She is being reconditioned and as the *Monsonia* will go onto the California Hawaii run about June next year.

New Ship on S.W. Pacific Service, To

THE MV *Milos*, latest addition to the Swedish-owned Australasian West Pacific Line fleet, arrived in Sydney mid-February. She will enter the three-weekly "express service" that this company operates between Australia, Manila, Hong Kong, and main Japanese ports, with calls at New Guinea and BSIP ports on the southbound journey.

Clean and modern in outline, *Milos* is of 6,635 dead-weight tonnage, offers high-class accommodation for 12 passengers, and steams at 12 knots fully loaded.

A feature of the *Milos* (and her sister ship *Delos*) is the completely self-supporting masts, which also serve as intakes for the forced draught ventilation of the hold.

The *Aros* and *Citos* complete a quartette of modern vessels to maintain this service.

Messrs. Wilhelm Wilhelm Agency Pty. Ltd., are the managing agents for Australia.

\$3 Million Worth of Tuna in 6 Months

AFTER shipping approximately 25,000 cases of canned fish in January to the US, the V. Camp Sea Food Company passed the \$3,000,000 mark in total exports since July, 1955.

New fishing vessels chartered from Japan are coming in to catch for Samoa's cannery. The freezer ship *Chikeuzen Maru* arrived in Pago on January 5 to handle the fleet needs for the next six months. Eleven fishing vessels have arrived and others will come in shortly. These vessels run from 65 to 100 feet in length, with cargo carrying capacities of 20 to 65 tons.

AIR FARE INCREASE

IT is expected that air fares on international routes throughout the world will be increased 10 per cent. from April 1.

Samoan Home Rule "By 1960."

THE people of Western Samoa, destined for self-government by Constitutional Convention of 1960, have been asked to pass judgment upon a plan released in January by the New Zealand Government aimed at Samoan Cabinet government in 1960.

This plan, made known by the Commissioner, Mr. G. R. Les, provides for the establishment of Cabinet Government by three steps, the first to be taken in 1957, the second at the end of 1958, and the third, if satisfactory progress has been made, in 1960.

Cabinet Government having been successfully established, the official statement says, "only one more significant step would be necessary for it could be said that self-government had been achieved."

This would be a change in the status of the New Zealand representative and the assumption by the Samoan State of the proper powers and functions of that office.

When this should be done would be subject of discussion between the new Government of Western Samoa and the Government of New Zealand.

Visitors to Western Samoa to-day are struck by the vigour with which the virile people are prosecuting the responsibilities already handed over to them, particularly in the educational field.

But this spirit is not universal. A political apathy exists, and the Samoans, content with their present prosperity, are under a slow transition from the present trust administration to a new rule that bristles with difficulties, due mainly to the age-old issues that divide the still virile and ambitious chiefly families.

Western Samoa has been riding the cocoa and copra boom, but the peak has passed, and, consequently, of the phenomenal birth rate group, the New Zealand Government urges the Samoan leaders to act in the realisation that social progress depends largely on a sound and adequate economy.

A 24-years-old Brisbane school teacher, Miss Joan Coley, has left Australia to take up her appointment as principal of St. Mary's school for girls of the Indian Mission, Vanua Levu, Fiji.

Brigadier H. B. Norman, Administrator of Norfolk Island, is negotiating with TEAL for a weekly air link with Auckland to commence this year, the centenary of the founding of the Pitcairn Islanders on Norfolk.

A STIR IN THE FIJIAN CANEFIELDS

HOW A PUBLICITY SEEKER WAS EXPOSED BY HIS OWN VERBIAGE

By R. W. Robson, in Suva

THERE has been an extraordinary disturbance lately in that section of industrial and commercial Fiji that is dominated by sugar—and that is practically all Fiji. For the most part, the interest and excitement is confined to Fiji; but PIM readers elsewhere may like

to know the background of the row, and what it is all about.

On first glance, it may seem to be the outcome of discontent among the very many thousands of Indians who grow cane on contract for the Colonial Sugar Refining Co. Ltd. The CSR (as it is everywhere called) is the very large Australia-based organisation which owns and runs the sugar industry in Fiji, and which thereby has provided this prosperous British Colony with at least two-thirds of its economic backbone.

But the trouble is not economic or industrial. In my view, it stems directly from the personality and ambitions of an unusual type of European—a British lawyer named N. S. Chalmers, who has assumed leadership over a section of the Indians, and apparently envisages himself as a sort of Moses, leading poor helpless Asians out of the British-Fijian wilderness. He is a tireless and most prolific letter-writer.

Actually, I think he is a menace to the peace and security of the more responsible type of Fiji-Indians (who are certainly in the majority) and, so far as Fiji generally is concerned, if he is taken seriously he can be a public nuisance.

First, let me try to show how "Nat Chalmers" (as he is usually described) comes into this picture.

THERE are seven separate unions of Indian cane-farmers, and not one of them claim to speak for the cane-farmers of Fiji, as a whole.

Political considerations seem to enter largely into the activities of each union. To a large extent, each union might be called an extension of the political personality of its principal leader, or group of leaders.

The unions tend to line themselves up in accordance with the political groupings of their leaders. Changes in these groupings occur from time to time. These changes sometimes result from personal antagonisms or rivalries. Sometimes they are the result of bargaining between the various leaders.

It can be assumed that usually, if one union or group of unions advocates or supports a proposal, those unions with leaders in rival groups will oppose it. It is unusual for the unions to speak with a united voice. Rivalry tends to increase in election year, as the various political leaders jockey for position.

As nearly as I can get it (and I have been assisted here by an expert on Fijian affairs) the following is the disposition of the groups:

The two main opposing groups are
(Continued on Page 155)

IT'S NOT OFFICIAL

P-NG Administrator In Dutch N. Guinea

THE visit which the Administrator of Papua and New Guinea, Brigadier D. M. Cleland was making to Dr. Van Baal, Governor of Dutch New Guinea, in early March, was on a "personal basis," said Brigadier Cleland before he left by air on February 29.

This is a return visit to one made to the Australian Territory by the Dutch New Guinea Governor some time ago.

A visit by Brigadier Cleland was expected to take place last year. It was cancelled and no reason given.

At the last meeting of the P-NG Legislative Council, Mr. George Whittaker, elected member for New Guinea Mainland, brought up the subject of the Administrator's cancelled visit. The implication was that it was the result of changed Australian policy towards the Netherlands and Indonesia.

NG Coffee Can be Top Grade

COFFEE seedlings taken to Papua-New Guinea by Professor Y. Baron Goto, one of the world's leading authorities on coffee, were destroyed by Plant Quarantine authorities in Port Moresby. This is normal quarantine procedure.

A small quantity of Hawaiian coffee beans, also taken to the Territory by the Professor, will be grown in the plant introduction centre near Port Moresby and will be distributed later.

Professor Goto is reported to be enthusiastic about the prospects of coffee production in the New Guinea Highlands.

The Professor's visit to P-NG was sponsored by the Bank of New South Wales, Commonwealth Bank, Colyer Watson (NG) Ltd., Robert Bunting and the Farmers' and Settlers' Association at Goroka.

Professor Goto's views on NG Highlands' coffee potential, made known in Sydney on March 12, will be featured in the April PIM.

**COPRA PROCESSOR
MEETS PRODUCER**

Unilever Makes Copra Survey

ON an eastbound world tour of all copra-producing countries, Mr. H. D. Howard, a Unilever technical officer representing the International Association of Seed Crushers, spent a week in Sydney mid-March. The purpose of his tour is to:

- Study production methods and the reasons for the great variation in the quality of copra exported to Europe;
- Study the steps being taken by Copra Marketing Boards and local producers to improve quality;
- Discuss further means of improving quality and obtain views on the type of incentives considered necessary to achieve results;
- Discuss the effect of poor quality copra on the production of edible oils; mutual processing problems, and the latest developments in British seed crushing mills.

The International Association of Seed Crushers, of which Unilever is a member, has been functioning for many years and meets annually in some European capital to establish the position and requirements of independent seed crushing associations throughout the world.

Mr. Howard has already visited Ceylon, Singapore, the Federation of Malaya, Indonesia, the Philippines, Papua-New Guinea, and British Solomons, and is due in London in April via Fiji, Tonga and Samoa.

He told PIM that he is gratified with the genuine interest shown to date in this get-together on copra quality.

This is probably the first occasion on which a practical man on the manufacturing side has made such a thorough survey in the field.

As a Unilever representative, Mr. Howard's tour was naturally of considerable interest to copra producers, but as a purely technical officer he was unable to give an opinion on some of the more interesting conundrums with which the industry is pre-occupied at present. So that 64-dollar question—what is likely to happen to the copra industry after the expiry of the MOF contract in 1957, and the role Unilever is likely to play in subsequent events—still goes unanswered.

NG PLANTERS MEET TO DISCUSS MARKETING

A meeting will be held in Rabaul, NG, mid-March to discuss the continued operation of the P-NG Copra Marketing Board beyond the termination of the British Ministry of Food Copra Agreement next year.

Representatives of the Department of Territories, the Administration, the Copra Marketing Board

and both the Papua and New Guinea Planters' Associations will attend the meeting.

All aspects of the future marketing of Territory copra will be discussed.

The proposed talks follow representations by the Planters' Associations of both Territories to

continue semi-government-controlled marketing of copra after the Agreement ends in December 1957.

Recent plebiscites taken among planters returned a 100% vote in favour of a semi-government marketing organisation. In New Guinea, the majority was only slightly lower.

Do You Remember ?

From PIM of
20 Years Ago.

IN most respects Pacific Islands news followed the same pattern in 1936 as it does now. Big business deals, Jap poachers, and the future of copra were exercising our minds 20 years ago, and there was even a sensation of sufficient scope to interest the Australian newspapers.

These are some items from our issue of March, 1936:

"Latest information from Honolulu indicates that Pan American Airways Inc., in collaboration with the United States Government, are making steady progress with their plans for the new airmail service between Hawaii and Auckland, NZ."

"Reports from outlying islands in the Manus Group (NG) tell of further visitations by Japanese shell poachers. One report says that poachers landed on an island where there is a copra plantation and burnt down some buildings belonging to the estate."

W. R. Carpenter & Co., had, we said, "entered Fiji". This company whose activities had formerly been confined mostly to the SW Pacific, and particularly New Guinea, had bought for about £80,000 a controlling interest in the old-established firm of Brown and Joske, Ltd.

After it had begun to appear that the copra market was developing some stability, suddenly in March of 1936 there was a sharp fall in price—£3 per ton at one stage. The cause, we said, was a "complete mystery". (Price for top grade in mid-March was £13/15/- per ton, cif London.)

BP's "Montoro" ran aground in the Brisbane River. Her passengers and cargo were picked up by the company's other ship on the NG service, "Macdhui".

"An investigation of the value of kuru-kuru (or kunai) grass is proceeding in Papua and New Guinea. The present enterprise is the result of conclusions reached by the Commonwealth Hemp Corporation of Australia, formed to produce sisal hemp in Papua. Paper-making experts in the UK have proved that high-grade paper can be made from kuru-kuru grass." (In spite of this high opinion, nothing came of the project although leases of grass-growing areas were held by the company in Papua until recent years).

The International Date Line, Jarvis and Baker Islands was sealed when the UK gracefully decided not to dispute America's claim to them. The atolls had come into prominence when Pan American Airways began to plan a trans-Pacific service from the US to NZ.

This was the month in which Ludwig Schmidt died on the gallows in Rabaul—the first and only European during the Australian administration of NG to thus die for the brutal murder of natives. Three other men were implicated in the events that led up to the arrest of Schmidt; two of them later served prison sentences and one of them got away to Germany before charges were laid. The crimes had taken place in an isolated part of the

Sepik River in 1934 and PIM commented, March, 1936, that the party had "appeared to act like wild beasts in relation to the treatment of the natives". Stories of provoked murder and rape seeped through Rabaul and Sydney, and the Administration acted promptly. Public opinion was unanimous with Judge Wanliss when he pronounced a death sentence—although Schmidt had appeared three times before the NG Supreme Court before the final verdict.

Sir Arthur Richards, formerly Governor of Gambia, had been appointed Governor of the Western Pacific and High Commissioner for the Western Pacific.

Tails or Heads Planters Lose

A SURPRISE dawn raid to round up New Britain native deserters was carried out in Rabaul February—but had an unexpected result.

A PIM correspondent reports that District Officer Max Orken, who was in charge of the raid, said that some of the charges which the deserters had made against employers were found to be true, the employers would be charged.

For years, planters in New Britain have complained that hundreds of natives recruited from the mainland and flown to Rabaul at considerable expense, deserted before the expiry of their contracts and that they, the planters, had no redress. A test case brought before the court a few years ago was defeated through the intervention of the then Department of District Services.

There is nothing in recent events to change employers' opinion that regulations covering native labour contracts are administered so that the obligations are all on one side—the employers—and that the natives, for their part, may break them with impunity.

As a result of the raid (an area of Rabaul was cordoned off and natives entering it were questioned about 10 natives have been returned to plantations. Apparently no Government action is to be taken against them. To please UN Trusteeship Council, penal clauses were removed from the contracts some years ago. Most of the complaints made by other natives concerned what they claimed to be unsuitable accommodation provided by employers.

† A son was born to Mr. and Mrs. Warren of Vila, NH, on January 9.

New Airservice

Coming Up?

SYDNEY TO SANTIAGO ALONG THE TAYLOR ROUTE

World famous air-route trail-blazer, Sir Gordon Taylor, told PIM in Sydney in March that the rumour that an Australia-Chile airservice across the South Pacific is projected is "practically correct".

It was reported in February that an 8,500-ft airstrip on Easter Island is to be built as a refuelling stop for the service which is now being discussed by Chilean and Australian civil aviation officials.

It was reported, further, that the South Pacific Air Lines would be the operators of such a service, with B-24 aircraft which could make the trip from Santiago-Sydney in 30 hours. Captain Brian Monkton visited Easter Island a few weeks ago, officially in connection with his company's other projected service—with Solent flyboats—between Honolulu and Easter Island, via Christmas Island. This time, after many delays, is expected to go into operation about the middle of this year. He made an announcement about his company's interest in an Australia-South American service with land planes. Sir Gordon Taylor pioneered the South Pacific route via Easter Island a few years ago in a Catalina, which he called *Frigate Bird III*. His book about his flight was one of the most interesting descriptions of aerial adventure. Twice—both on the forward and return journeys—he almost met disaster at Easter Island, which has a lighting area suitable for flying. On the island at the time was there was the wreck of a seaplane amphibious Catalina which crashed when taking off from Easter Island on what was to be a survey flight to Australia in the reverse direction to Taylor's. Taylor has always been interested in an airservice across the South Pacific and strongly urged it in his book. At the end of 1955, he made a private visit to Chile—"just to re-visit old friends." Although Sir Gordon was invited to South Pacific Air Lines's initial stages, he pulled out some time ago and it has been repeatedly denied in the last 12 months that he has any present interest in the company. When the matter of the proposed Australia-Chile service was referred to him in March he said that although the reports were "practically correct" he could add nothing further at this stage.

A clear picture of soil erosion is now to prevent it is the essence of a well-illustrated and informative booklet for Fiji farmers just released by the Fiji Department of Agriculture, 2/- The author is Mr. C. E. Shephard. Soil Conservation Officer at Suva Colony.

MR. CASEY
APOLOGISES

Whitewash For Soekarno

AUSTRALIAN External Affairs Minister Casey has an evident desire to go down in history as the Peacemaker in Asia. This became more than usually suspect in February when he made a public apology to Quisling Soekarno, of Indonesia.

The affair started when Senator Rankin (Country Party, Vic.), said that Soekarno's "gang of pro-Japanese Quislings wanted to thief New Guinea."

The Senator's choice of words was not in the best Diplomatic tradition, but everyone knew what he meant, and most of them endorsed it.

Mr. Casey then announced: "This remark is wholly unjustifiable, and the Australian Government repudiates it in the strongest terms."

"I would ask President Soekarno and the Government of Indonesia to accept the profound regrets of the Australian Government that any such offensive and unjustified remarks were made."

People with a better memory for recent events than Mr. Casey know that what the Senator had to say about the Indonesian gang was substantially correct—he reminded Mr. Casey that when the Japanese took Singapore, Soekarno had sent them a cable of congratulations. The Senator had a lot more to say—about Mr. Casey's personal habits, which was uncalled for and left Rankin open to criticism.

The Senator was on pretty safe ground in his name-calling of a senior member of his own Government—he is one of the Senators due to retire in mid-1956 and is not seeking re-election.

The Indonesian Ambassador to Australia, then weighed in with his explanation: The Indonesians were so anxious to rid themselves of the Dutch that they instituted a "pretentious collaboration" with the Japanese.

This piece of information might have been easier to swallow if, shortly afterwards, two announcements had not been made simul-

GOLD RIDGE

Big Company Will Prospect

THE application for several thousand acres surrounding the Gold Ridge area in Guadalcanal by Clutha Development Ltd., reported in PIM in February, was confirmed by a spokesman for the company in Sydney in March.

The company plans to "do some prospecting in the area," but other than that does not wish, at this stage, to comment.

Mr. J. A. Johnstone, described by a BSIP friend as the "most silent of the pre-war Silent Six" who are the present Balasuna Syndicate, was in Sydney for a few weeks in February-March and left for Honiara on March 3 with his reputation for silence intact.

The Balasuna Syndicate owns the prospecting rights of Gold Ridge, central Guadalcanal, where gold lodes were discovered last year.

These lodes are the source of the alluvial gold that is concentrated in the rivers on the northern fall of Guadalcanal's central mountains. The area has for many years been of great interest to prospectors and mining interests—including the late E. G. Theodore. But it is just a year ago that the BSIP Government announced that the three lodes had been discovered.

Both the BSIP Government and the Syndicate have endeavoured to interest Australian gold-mining companies in the area and last October three mining experts of Clutha Development (which is one of the Placer Development subsidiaries) examined the area.

It is understood that testing Gold Ridge will be a major undertaking.

Extra Shipping Unlikely For NI

HOPES of an improved shipping service to Norfolk Island as a result of the January visit of the NG-A Line *Shansi*, with equipment for the new whaling station, are not likely to eventuate.

According to a spokesman of the New Guinea-Australia Line on March 2, the cost of modifying deep tanks for the bulk carriage of whale oil has been found to be out of proportion to the anticipated freight.

Considerable equipment has yet to be delivered to Norfolk Island for the whaling factory, including a 29-ton item from Norway.

Incidentally: That an Indonesian mission was seeking financial aid in Russia; and that they wanted more assistance from Australia under the Colombo Plan, particularly in the field of education.

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TERRITORIES TALK-TALK

By Tolala

Apathy in P-NG Politics

Having an interest in the deliberations of the P-NG Legislative Council—to say nothing of a desire to follow debates at the Council meetings—I applied, enclosing a postal note, for copies of Hansard and addressed my letter to the Government Printer, Port Moresby.

After the effluxion of time I received an answer from that gentleman informing me that "No Legislative Council Debates have been printed since March 25, 1955."

It was only a few weeks before the Council meeting held from March 21 to 25, 1955, that Minister Sluck issued his Press statement concerning the apathy of P-NG voters and the very slight chance they had of any change in the present Council.

One can only surmise that after terminating the publication of Hansard—that valuable record of Council Debate verbatim, and which all good citizens enjoy reading—was issued by some top-level authority. But with what motive? To counteract European apathy? To encourage an interest of the voters in the debates of their representatives? Of was it a pinch-penny measure?

I attended a Council meeting back in June, 1955, and noticed the reporting staff flat out recording the proceedings. Is the transcription of their notes only made available to the tall poppies? It would seem so. It is possible that the P-NG Government Printer is just that far behind with his printing.—Ed.)

Towards Better Understanding

Darwin's newspaper, *The Northern Territory News*, made a few comments in the middle of last month on J. C. Archer ("Clarrie" to his peers), handed over the reins of government to Administrator F. J. S. on the latter's return from a months' trip abroad. As Clarrie has been an off-sider of the Territories Department Secretary remarks from the NT paper are of interest, and I quote:

"Perhaps nowhere in Australia (except the NT) is private enterprise so frustrated, are Government departments faced with such problems of change control, lack of initiative in changing staffs and other difficulties.

These things faced Mr. Archer. His task made more difficult by virtue of the fact he was here in a temporary capacity only, dealt with some tricky local and political in a manner which won him considerable admiration from within and outside the service.

There is a general feeling that Mr. Archer

learned a great deal about the issues which retard development, about the problems of high costs, transport difficulties, shortages of labour and material . . . and the great red tape.

These things are not only common to the Territory, but here they are aggravated by lack of political influence and isolation.

It is one thing to see and comment in Darwin. Another thing to bring to the Minister and others in whom the control of the Territory is vested, a picture of the true position.

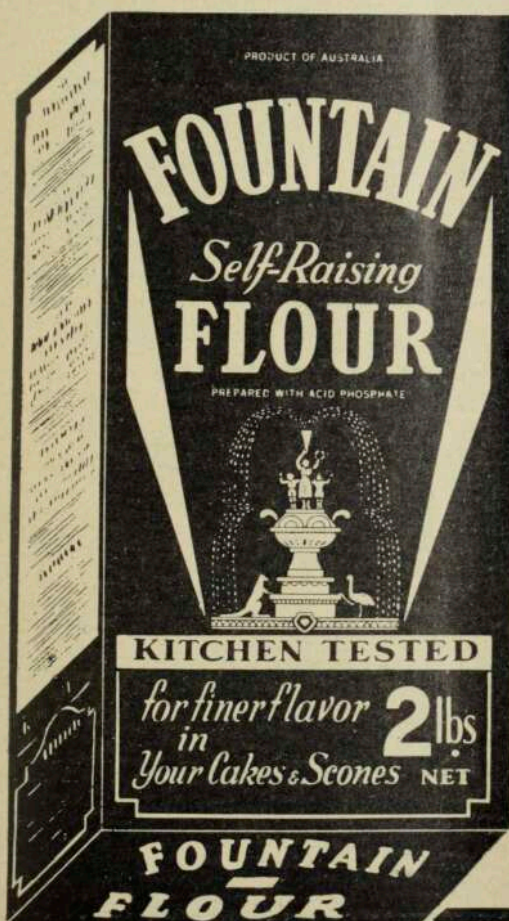
It is anticipated with confidence that the experience gained here by Mr. Archer will be put to good effect after his return to Canberra.

Let us hope that Mr. Archer's experience in the NT may give him and his Department, as a whole, a more practical and realistic appreciation of the requirements of Territories which come under the Canberra autocracy. (Over)

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Murder in the Solomons

The above was a title more appropriate to a modern Whodunit than the tragic incident at Moravovo, but such was the heading on numerous letters addressed to the Editor of the *Sydney Morning Herald* in February, in which many and varied correspondents took the opportunity of having a tilt at their favourite windmill. And, watching the column daily, I must confess I had some



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The new Boroko Hotel, in suburban Port Moresby, which was opened in January.

—Photo by Papuan Print

fears of homosexual skeletons being tumbled out of cupboards. Fortunately, this was not so. A knowing editor probably used his blue pencil with kindly effect.

One correspondent—Anne P. Nettleship (whom I remember living in Salamaua and Rabaul at one time)—was more or less on the beam when she deplored the meagre salaries (or stipends if you prefer the word) paid to missionaries, though in more recent years my experience has been that missionaries live in comparative luxury to their predecessors.

There is, however, one correspondent with whom I join issue and he is Canon M. A. Warren, Secretary of the Australian Board of Missions in Sydney.

In a letter appearing in the *SMH* (Feb. 20), he gives a blanket denial of homosexuality existing in New Guinea. I agree with him that in NG homosexual relations are "not the order of the day." But I must

certainly disagree with him when he claims that "with other Island residents, for over a period of thirty years, not a single case had ever come under my notice."

I admit the phraseology is somewhat ambiguous. He refers to his own seven years in Papua, but in general he is referring to New Guinea. And to say that homosexuality does not exist there is just so much poppycock.

It is a well known fact that in most parts of the Sepik and Aitape districts many native men would not recruit for work on plantations unless they were accompanied by their "monkeys" (young boys). Homosexuality was an accepted practice in those districts and there was nothing anti-social in such activities. In some areas of NG it existed; in others it did not. Just the same as cannibalism, head-hunting and the immolation of widows. Different tribes, different customs.

A Sociologist

Has a Say

S. W. Reed, a well known American student of sociology, who spent some time in various parts of PNG during the '30's and wrote *The Making of Modern New Guinea*, work accepted as an authority on such matters, has this to say:

"Few indentured labourers have any normal outlet for their sexual feelings. Some plantations are situated close to native villages, and in such cases the boys may resort to surreptitious prostitutes. Ordinarily, however, homosexual practices are the easiest adjustment; all Europeans agree that they are very common and are increasing. The natives have a growing awareness of the growing revulsion with which Europeans view such behaviour, and they know of the harsh prison sentences that are frequently imposed for it. In the aboriginal cultures, however, there existed no such severe sanctions on this form of conduct, and thus the native was free to get away with it when he could."

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Local Government—

o and Con

The report of Mr. Winders, following his survey of the possibilities of introducing Local Government machinery into P-NG should make an interesting reading. His survey commences this month and it is estimated will occupy six weeks. Some of our Advisory Councils welcome the suggestion of LG in the Territory, no doubt in the hope that a set-up will abrogate the system of Absolutism now prevailing and may short-circuit some of the red-tape which is slowly strangling the country.

I cannot see how any relief can be obtained from the present overbearing autocracy from Canberra—let alone if LG, as implemented in Australia, is introduced and it will probably accelerate the introduction of income tax within the Territory. I know naught of LG expert advisers. He is probably quite a good fellow; but I see no reason why, because he comes from Queensland, he should be especially qualified to advise on P-NG conditions even if a majority decrees "conditions in Queensland are similar to the Territory." P-NG conditions are similar to conditions anywhere in Australia and the latter that myth is exploded and P-NG asserts its own individualism better for all concerned.

Third Anniversary

I write (February 29) my thoughts go back to Rabaul on this day in 1944 when the town really got its bomb-bath and many a building, which had escaped the previous extensive bombings in the previous years, were levelled. This was the day on which Rabaul "got its work."

The attack synchronised with the Japanese landing at Manus and Rabaul's strafe was merely a diversion to the main *coup de guerre*. As on this day that the Japanese troops abandoned the town and went to earth in outside areas where elaborate tunnel systems had been created.

And yet actually it is only the third anniversary! . . . I often wonder how many of the present Rabaul population realise to-day that Rabaul and its people suffered these grim years.

There is a great healer and little realised by present-day residents the hell endured by those who were "put" during the tragic days when Nippon's flag flew over Rabaul. Again did the conquerors endeavour to break the Aussie spirit, the indignities heaped upon them and the menial tasks allotted to every type of citizen. The "white men" did their job with a laugh in the face of bullying guards and glib, dumb-founded native onlookers.

(Over)



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T41. 2-60 ft. LC 40 Steel landing Barges. In survey, excellent diesels, ideal Island work, £10,000 each.

T45. L.S.T. 347 ft. ex-Navy, good condition throughout, requires approx. £3,000 permit to sail. £80,000.

C15. '30' diesel luxury, big game, beamy, 5 years old, £2,300.

T18. 62 ft. Torpedo Recovery vessel. Triple S6M Diesels, fast, ideal inter-island, good value, £6,000.

T63. 45 ft. Diesel, big game seaboat, good draught, fast, luxurious at £8,000.

C64. 38 ft. R.A.A.F. Crash boat fitted twin Royals, good condition, 20 knots, original cond. £3,500.

T26. 40 ft. Twin diesel fast supply launch, very clean and sound, £4,500.

T6. 50 ft. Typical trawler, 5 years old, good condition, for plantation or trade work, 40 H.P. Lister, £5,500.

T48. 116 ft., Out of Survey, Mission-passenger cargo vessel 112 ft. Twin H.D. Diesels, 6,000 cu. ft. capacity, £10,000.

T5. 41 ft. workboat, 30 H.P. diesel, ideal plantation-to-store boat, £2,500.

T15. 72 ft. Luxury-trade passenger diesel in survey, excellent condition, £9,000, ideal inter-island passenger.

T37. Kauri built trawler 42 x 12.6 x 4.6, Kelvin 44 H.P. Diesel, excellent condition, £5,800. (Deckhouse aft.).

T49. 43 x 13.6 similar to standard Army workboat 100 H.P. Diesel, 18 months, sound, £4,000.

C62. Almost new 40 ft. quarter plate welded cruiser, suit convert to commercial, £2,000.

00. 20 ft. launches (2) offered at £25-£495, runabout, use coastal plantation.

C28. Beautifully built fast fishing cruiser, 26 x 9, good cockpit, modern appointments, £1,800.

Y1. 40 ft. Schooner, Kermath Diesel, American built, excellent ocean cruising, could convert commercial, interesting, £2,300 Sterling. Delivery Suva.

T1. Trawler 50 x 14.6, New £8,500, see last P.I.M. Photo.

T39. 50 ft., in Survey, passenger launch, Gardner Diesel, £4,000.

T27. 45 ft. Cargo or recruit vessel. Teak const. V4 Turner diesel, £2,600.

T33. Fairmile, Twin Grey Diesels, accom. 27, standard below decks with Big Saloon above, refrigeration and cool room, dirty but sound, £7,500, offers submitted.

T50. Landing barge, 110 x 28, 39M Diesels, in survey and use, £15,000, delivery Noumea.

Variety of Cruisers, Yachts, launches, dingies, tenders, etc., too many for full listing here, photographs available upon request.

An Incident of Internment

There comes to mind an incident to serve as an illustration. A few days after the occupation in January 1942, I was one of a work-party detailed to unload the personal baggage of a ship-load of Korean lassies imported for troop amenities. No degradation, in Nippon eye could be imagined greater than the carrying of such luggage. Among my co-workers were several high ranking Government officials, prominent missionaries and commercial executives.

On completing the job we were lined up to be checked by a swaggering three-star private and during the counting Father Barrow (pre-war Parish Priest in Rabaul who later died of dysentery Kokopo) remarked to me in his Irish brogue: "I wonder what His Holiness would say if he knew I was a-portering for prostitutes?"

Bother Posterity!

It is sad indeed to read in the *South Pacific Post's* Drum column that the Territory's Historical Society "is about to die in infancy."

Usually the present generation of any young country is too busy with the making of history to worry about Posterity. And this is a pity for it only means so much more research work has to be done later on. There are many and varied long-haired experts on the P.M. Administration staff now; sure room could be found on the establishment for the appointment of an Official Historian.

It surprises me that Minister Hasluck, himself a recognised historian of no mean tonnage, has not done something in this regard.

Perhaps the foreshadowed demise of the present Society is due to the top-heavy burden of office bureaucrats. I heard some such suggestion last year when I was there from pioneer private individuals who complained of irritating red-tape tactics—"too much regimentation and not enough history," as one old-timer explained.

Where the Boys

Go in Sydney

An article in a Sydney weekly *People*, gave the New Guinea at Usher's quite a write up (see page 80, this issue), and apart from violating the sacredness of a man's thirst-quenching habits the still made good reading. However, I don't know whether the famous Ethel will appreciate the statement of being "big and fair" as described by one of her clients. Ethically I'm without a doubt, but her "crown of glory" was undoubtedly dashed. No register of touring Islanders kept in her day, for she was a register and ever a fund of information of Expected Arrivals.

Departures of her clientele. But the number has grown since her day—over twenty years ago. Islanders' rendezvous before War I was Bel-field's and the lounge of the Metro-pole. But there was only a handful of lads in those days from Papua, New Guinea and the Solomons. Many of them pretty tough babies, too!

Old-Time Whoopee

There was no compulsory leave every 21 months in those days. When Islanders arrived in town there was usually whoopee made in a big way. With some it may have been three, five or ten years since their last visit to the Big Smoke, and those years had literally been spent amongst the wild tribes of New Guinea, the Solomons or Papua. You seldom read of their arrival in the daily Press—human interest stories were not a feature then and many a good story was lost as these lads stepped ashore from the Moresby, the Moresby or Mindini. . . . There was old Peter Hansen—"King" of the French Islands—who had trading rights in the Witu Group, and after whom Peter Hansen is named. Attired in silk hat and frock coat he turned it on without any inhibitions.

One night he entertained the whole chorus from the "Tivoli" to

a champagne supper at Paris House. And then there was . . . But why rake up those nostalgic memories? It was a different world then and a different people, opening up a primitive country the hard way. The word "amenity" was not even known. They worked hard and they

played hard. So comparisons are odious.

Over the Air-Waves

From past experience, I usually steer clear of New Guinea serials, sketches and what-have-you which come over the radio, but I was

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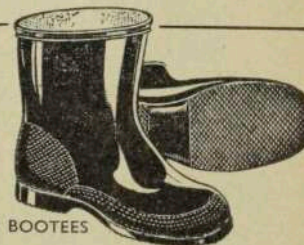
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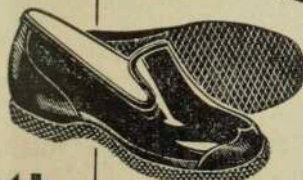
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pleasantly surprised last month to hear the start—and later subsequent instalments of *Kiap O'Kane*, by Osmar White. Not only is it well written, but it is well produced, and those responsible can certainly take a bow—so far as I am concerned. It is dedicated to members of the District Services; the pidgin is realistic and the cast well selected. It comes from 2UE. (Osmar White reporting on NG in the Melbourne *Herald* group of newspapers has been missed recently).

Bits and Pieces

Among the nurses who graduated from the Royal Prince Alfred Hospital, Camperdown, last month was Mary Esson, of Rabaul. Congratulations... Victor Friedlander, of Rabaul, has returned from a trip overseas and expects to be joined soon by his wife and daughter. He has so his home in Rabaul. . . . Mrs. T. Backhouse (wife of Rabaul's well known pathologist in pre-war years) has retired after 15 years as honorary director of the NSW R. Cross Library Services. She enlightened many a Rabaul audience with her piano recitals in the days.

UNDER NEW MANAGEMENT

Ex-Wing Commander For P-NG's DCA

THE Papua-New Guinea branch of the Department of Civil Aviation has a new chief—Mr. V. A. Rule, a former Wing-Commander, RAAF.

He succeeds Mr. John Arthur, who has presided over the department of the Territory for a number of years and who now goes to the Executive Branch of the Dept. of Melbourne.

A former Senior Route Captain with Trans-Australia Airlines, Mr. R. M. Green, has also arrived at Port Moresby as Superintendent of Flying Operations.

The Territory role of DCA, which at times has wielded its somewhat dictatorial powers without much contact, has been occasionally resented by Territorians. Air communications in Papua-New Guinea are vital more so than in any other country on earth—and the slavish devotion to red tape can be correspondingly infuriating. On the other hand, the ultimate judgment of the Department has to be on whether its activities produce safe flying in the Territory, or not.

† Nukualofa, like certain other Islands capitals, has an acute electricity power shortage. Recently all electric lights have been banned for periods following a mechanical breakdown to meet hospital and public work demands.

Current News Items From Our Correspondents In Papua-New Guinea

BOMBERS AND BIKINIS

A group of French aviators had an enforced but acceptable 10 days' stay in Port Moresby in early February. They were the crew of a privateer bomber which developed engine trouble while flying from Concurry, Qld., to Biak, in Dutch New Guinea. Two other bombers in the flight flew on to Biak the day after landing in Port Moresby en route to Saigon, in French Indochina.

The three aircraft were diverted to Port Moresby when a cyclone threatened Darwin.

A new engine had to be flown from Saigon to Port Moresby to replace the one in the grounded bomber.

A Privateer is a converted Liberator four-engine bomber. The main difference is that it has one tailplane instead of the Liberator's two.

The only sensation the Frenchmen created was when they appeared on Ela Beach, P.M., in the male version of the Bikini swimsuit.

ROAST PIG AT HALF-TIME

Another stage in P-N-G's "Advancement of Natives" occurred at Goroka on February 5 with the playing of a cricket match there between a team of Papuans working in Goroka and a team of Papuans working in Madang.

The match was only "second-rate" but that was only a minor matter. What was important, and historic, was that one team flew from Madang to the Eastern Highlands Headquarters to play. This is the first time a group of natives has travelled by air to play cricket.

Goroka won the match, which was broken off at half-time for a typical Highland lunch of roast pig, potatoes and cabbage.

SIMOGUN: NO PUNCHES PULLED

A recent meeting of the Madang District Advisory Council turned down a suggestion to appoint a native member to the Council but later carried a resolution that one or more natives be invited to attend meetings as observers.

Speaking to his proposal that a native be appointed to the Council,

Mr. G. Bliss said that there were already native members of the Legislative Council and that prior membership of an Advisory Council would have been an ideal training ground for this where native members were a little out of their depth.

(It appears that Mr. Bliss is a little out of his depth in this. The newest member of the native trio, John Vuia, may still be bemused by proceedings but Simogun and Merari Dickson are old stagers and understand what goes. Dickson does not cut a swath inside the Chamber, whatever may be his influence outside. But Simogun knows what he wants to say and says it without pulling any punches. Most of his contributions to debate are far more to the point than those of his more learned European colleagues. In fact, Simogun's speeches, in rapid-fire Pidgin, are about the only thing that enlivens the usually dull proceedings of Legco, where the official majority is always used like a bludgeon. Nonetheless, PIM agrees that if there are native members of Legco, it is logical that natives should also serve on TAC's.)

BRIDGES IN TWO DISTRICTS

A 215-ft suspension bridge over the Dunantina River, 25 miles south of Goroka, was opened in February.



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The bridge permits access to the Lufa Patrol Post, where Patrol Officer H. J. Mater, represents law and order for 20,000 natives. Lufa is about 50 miles south of Goroka.

Extensive bridgework is reported to be in progress on Bougainville, too.

One bridge was opened recently, another is being repaired and a start is expected to be made soon on a third, over the Poro River.

HOUSING RABAU'S "FOREIGN" NATIVES

Stricter enforcement of that section of the Native Labour Ordinance dealing with housing is being sought by the Rabaul Town Advisory Council. A resolution urged that where "foreign" natives at present living in shanty towns in Rabaul were working for Europeans or Asians, the provisions of the Ordinance regarding housing should be enforced, and that the Administration investigate conditions and take immediate steps to make available a suitable area where "foreign" natives, i.e., natives who come from other districts, could erect suitable dwellings. The Council was told that there were scores of these natives living in the Rabaul town area, or near the town area, under sub-standard housing conditions.

FATAL ACCIDENT ON LAUNCH

A Roman Catholic Missionary, Brother Reis, was killed on February 12 in an accident on board the Mission launch *Morning Star*.

Brother Reis was working a winch which got out of control. He was struck on the head.

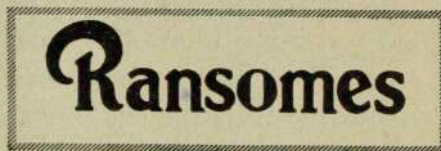
He died five hours later and was buried at Nimoa Island.

NOSE LANDING FOR NORSEMAN

A Gibbes Sepik Airways Norseman made a forced landing on a beach

12 miles from Aitape in February. The plane was carrying two Europeans and several natives, none of whom was injured.

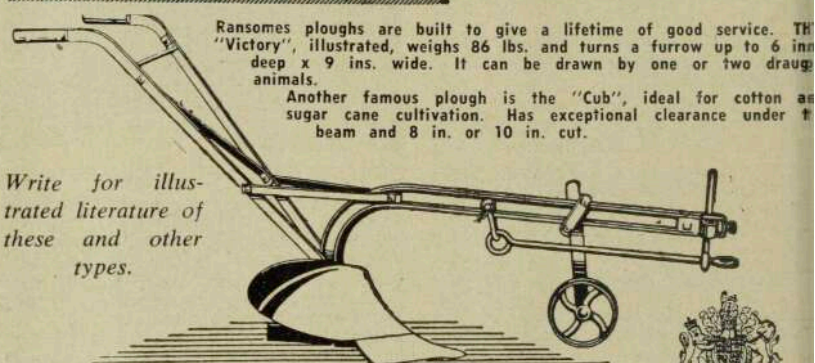
The plane is reported to have landed on its nose but the pilot



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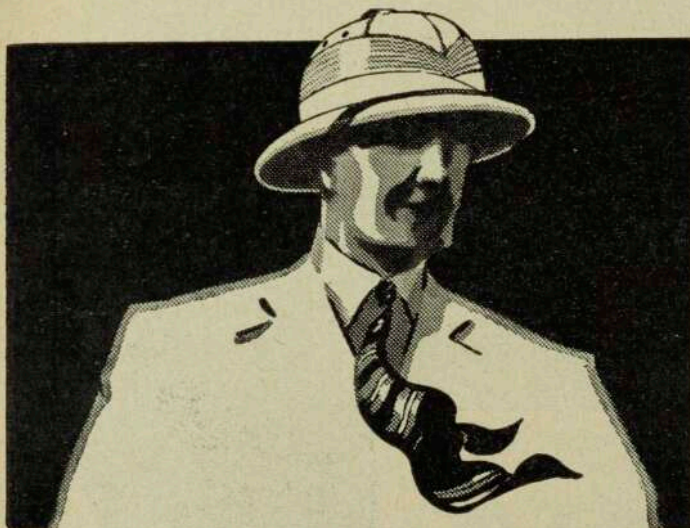
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quickly pulled the tail down when petrol started to flow into the hot exhaust-pipe.

A Landrover, sent from Aitape, picked up the passengers and took them to Aitape airstrip, where they were later flown to Wewak by another Gibbes Norseman.

A track was cleared to the nearby Lalol airstrip for the Norseman to take off again. This strip had not been used for some time and had to be cleared first.

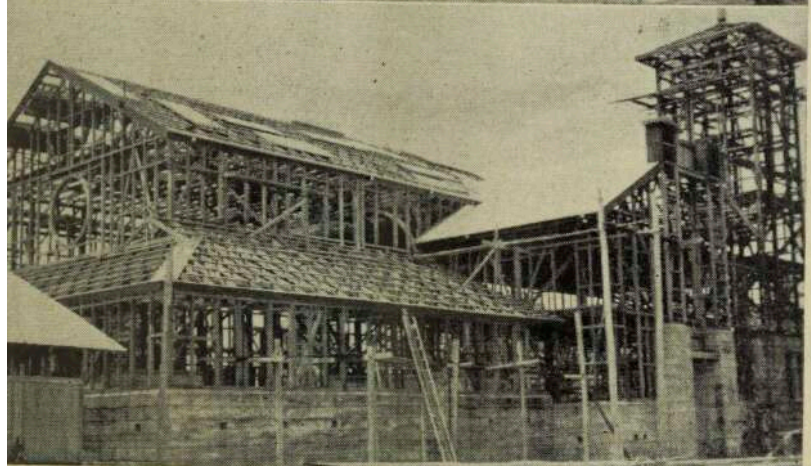
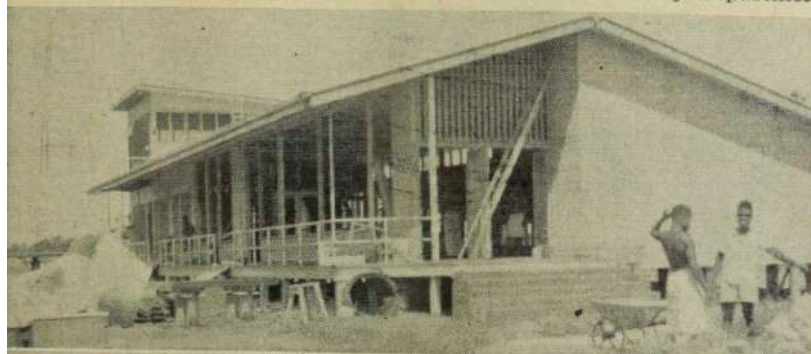
INDIA AND NG . . . SOMETHING IN COMMON

An exchange of Indian and Australian officials handling Native Ad-

ministration was suggested on February 14 by the retiring Indian High Commissioner to Australia, General Cariappa, prior to his return to Sydney at the end of a farewell visit to Port Moresby.

General Cariappa told reporters that the Governor of the Indian State of Assam was particularly interested in Australian methods of Administration in the Territory.

He said he had forwarded to India some details of Australian patrolling and his Government was interested to get more information. There was no Department in India similar to the Territory Department

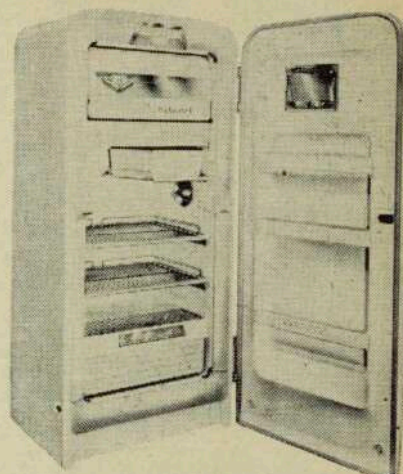


These photographs of new buildings in and around Wewak show the progress being made in the chief township of Sepik District. Top photograph shows almost completed passenger terminal building at the new airport at Boram. The rumour locally is that this will be an "international" airport, and will be "used by French and Dutch planes". The centre photograph shows attractive bungalow that has been provided for the District Commissioner. Lower: The new Catholic Cathedral, in process of construction at Wewak. Portion of the old "church" it replaces can be seen in lower left corner.

—Photos by Walter Barker.

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Native Affairs and that the Administration of the country in which the primitive Haga tribes lived was the direct responsibility of the Governor of Assam. Patrol work was tried out by the Army.

This makes a nice change. It is really the Indian delegate to the Trusteeship Council who has nothing derogatory to say about Australia's administration of New Guinea. We hope that General Cariappa will pass on to the Indian Government the fact that NG has nothing to recommend it. The general must like the Territory—this is his second visit during his

term of office in Australia, and that is unusual. But General Cariappa is an unusual man altogether. Last year, when travelling through a NSW country town he got out of his car and personally scrubbed the town's war-memorial which he appeared to think looked dirty or neglected. The townspeople did not say very much—probably because the cap fitted—but what they did say indicated that they were not too pleased with the General's house-cleaning zeal).

STILL TROUBLE AT MENYAMYA
The Assistant District Officer at

Menyamyia, Mr. Chester, in mid-February returned from a patrol into the area south of Menyamyia headquarters with four murder suspects.

This followed his investigation into reports of seven murders in the area recently.

After replenishing supplies, Mr. Chester will return to the area to



At a farewell party to Rev. Father H. Eather of the RC Mission, Port Moresby. After being a Priest for seven years he had now been transferred to Camp Hill, Brisbane. On his right is Parish Priest, Father Cuneo. They are chatting to well-known Moresby resident, Mr. Gorris.

—Photo by Papuan Prints.

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continue the investigation and seek out more natives believed to be implicated in the trouble.

These natives took to the bush when the patrol first entered the area and could not be located.

FOOD PANIC ENDS WITH STRIKE

The Territory has come through the Australian shipping strike without too many hardships—in a way, unfortunately so. Hardships would have proved to the Administration that their native food stocks are not sufficient.

Frantic calls were made to the outstations from Port Moresby to conserve native foods, and where possible, use native-grown foods in rations. At one stage, it looked as if Port Moresby would have to send out a call to the outstations for help in the way of rice and other staple native foods.

Europeans had few troubles, although things might have been grim had the strike lasted longer than it did. Unofficial rationing was started by some stores on some lines, but generally, stocks held out.

MORE DOCTORS NEEDED URGENTLY

More medical officers for the Sepik district of New Guinea are being sought by the District Advisory Council.

Four important centres—Vanimo, Aitape, Yangaru and Ambunti—are all unmanned. The Sepik District has a population of 220,000.

MALARIA CONTROL INTENSIFIED

An Englishman, Dr. W. Peters, has been appointed Chief Malaria-ologist with the P-NG Department of Public Health. He reached Port Moresby on February 27 to take control of anti-malarial work throughout Papua and New Guinea.

He has had considerable experience in this field in India.

The Acting P-NG Director Health, Dr. Alec May, says the Department will begin a campaign this year to spray all native homes with a solution of DDT and kerosene. Staff to do the job is now being trained at Minj, in the Highlands.

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The Department would concentrate first on native homes to rid them of mosquitoes, but later European homes would be sprayed.

NO PEOPLE CAN NOW SAFELY BE BITTEN BY TAIPANS

A limited supply of the newly-developed serum to counteract ipan venom is now being kept at the Port Moresby European Hospital. It is understood there is enough serum to treat two cases.

Tests carried out by the Commonwealth Serum Laboratory with ipan venom forwarded from the Territory by Mr. Ken Slater have shown that the P-NG Taipan is slightly more venomous than the Australian species, which is, itself, regarded as one of the deadliest snakes in the world.

Mr. Slater, formerly with APC, recently became Administration medical ecologist.

1956 SCHOLARSHIP WINNERS

A young European schoolgirl who for first place in the annual essay examinations, has been awarded this year's Cromie Scholarship, valued at £50 per year.

The girl, Wendy Ann Aveling, last attended the Mount Hagen primary school. This year she will study at the Seventh Day Adventist School at Wahroonga, in New South Wales.

The Milne Bay Branch of the RSL awarded this year for the first time three scholarships, each of £25 a year, for children of excemen in the area who are undertaking secondary studies in Australia.

The first awards go to Robert Croft, now studying at Charters Towers; Noel Crosbie, who started school at Charters Towers this year; and Floyd Pauline Smith, who completed grade 7 at St. Ann's Church of England, Townsville.

VETERINARIANS MEET

Exchange visits between the Chiefs of Divisions of Animal Industry in the Northern Territory and the Northern Territory have been arranged in Canberra by Mr. Hasluck.

The Chief of the Division in New Guinea, Mr. Marley, will soon for a three weeks visit the Northern Territory to study conditions in the pastoral industry.

Mr. Marley's counterpart in the Northern Territory will spend three weeks in Papua and New Guinea.

THE YAWS CAMPAIGN

Anti-Yaws campaign is progressing well. On Nissan Island, every native man, woman and child received a penicillin injection months ago, there has not been a new case of the disease.

Bougainville, officers of the Department have now almost completed the big task of treating the native population.

Recently, a similar campaign will

get under way in the British Solomon Islands Protectorate. The World Health Organisation and

Former UK air hostess, Miss Margaret McMillan, was married to Mr. P. Clarke of the Administration, Port Moresby, on February 18. On the left is Mrs. O'Dell, who was matron-of-honour, extreme right, Mr. O'Dell, who gave the bride away.

—Photo by Papuan Prints.



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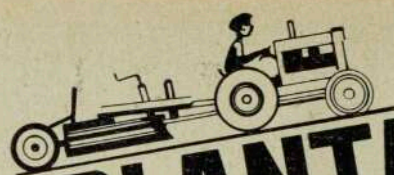


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United Nations Children's Fund assist the campaign. It is intended to have three teams in the field simultaneously. In the first stages of the campaign, two teams will work on Malaita Island, and the third will be in the Western group.

CATTLE ARRIVE UNDER SUBSIDY SCHEME

The first batch of cattle to arrive under the new freight subsidy scheme reached Port Moresby on January 26. The 30 head of cattle in the consignment went to Eilogo Plantation, Port Moresby. They travelled to NSW by ANA Bristol freighter. Mr. Ian Loudon, of Eilogo Plantation, said that the cattle would cost £6,000 landed in Port Moresby. Under the Government freight subsidy scheme, the Administration will pay about £1,000 of this. The cattle, made up of 28 heifers and two bulls, came from Aberdeen studs in the New England district of New South Wales. On arrival in Port Moresby, they were trucked immediately to Eilogo.

ORI DROWNING FATALITY

English seaman, Malcolm Gibson, 31, was drowned in Kikori River, February 21. Gibson was an engineer on board motor-vessel *Melunga*, which was aged several months ago when it was struck by a tidal bore in the



Mr. and Mrs. Francis Seeto shown outside the Catholic Church, Rabaul, after their marriage in January. The best man was Mr. Joseph Chow, and the bridesmaid was Miss T. Chow. The Rev. Father Dwyer performed the ceremony.

—Photo by C. H. Meen.

Kikori River. Gibson fell off the wharf at Middletown.

NONDUGL SHEEP ARE OK

A suggestion that the flock of sheep at Nondugl was not progressing satisfactorily was refuted late February by officers of the P-NG Department of Agriculture.

The Department is more than satisfied with the condition of the flock—a criterion of the success of

the management of the Highlands station was that the sheep, breeding in an area with an annual rainfall of 100 inches, needed drenching only three or four times a year. In Australia, sheep had to be drenched about the same number of times within the 40-inch rainfall belt.

The Station recently has received a gift of 30 stud ewes and two rams from Sir Edward Hallstrom. These are reported to be settling in well.

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EX-MORESBY RESIDENTS CHEQUES BOUNCED

A former Port Moresby resident was sentenced to six months imprisonment in the Court of Petty Sessions in Sydney late February for passing valueless cheques.

The man, Albert Alex Breshyars, worked for a short time for the Department of Works last year, then transferred to private employment.

He was convicted on three charges of passing valueless cheques drawn on the Port Moresby Branch of the Bank of New South Wales. The cheques involved amounts of £46, £45 and £14.

LOCAL TELEPRINTER BOY

The increasing part that natives are playing in the Territory's communications network is shown in an announcement on February 24 that a Papuan is now working as a teleprinter-operator at the Port Moresby Post Office. Four others are being trained for the work.

The newly-opened teleprinter link connects the Post Offices at Port Moresby and the administrative centre at Konedebu. It is therefore now possible to lodge local and overseas telegrams at Konedebu.

AUTOMATICS IN ACTION

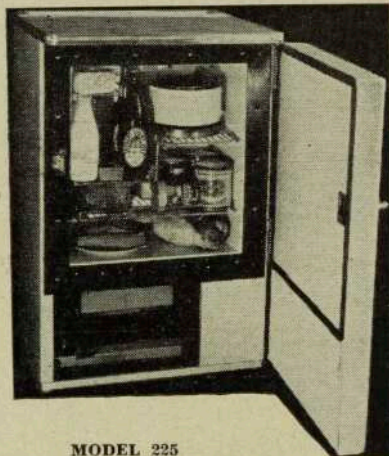
Port Moresby will have automatic

telephones from March 10. The cutover will be made at night. New telephone books will be issued to all subscribers prior to the cut-over. No one will be more pleased about

the change than Port Moresby's long suffering public, which for years has had to put up with long waits to get through to the various exchanges.

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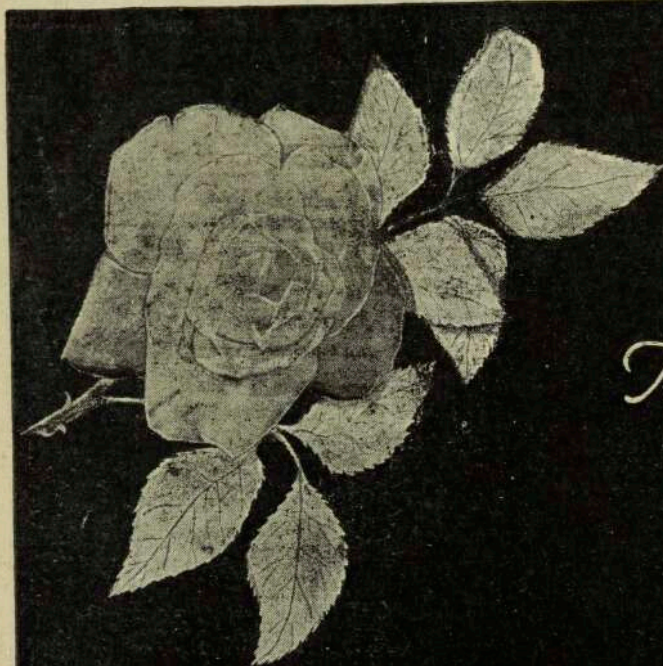
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The P-NG Director of Posts and Telegraphs, Mr. W. Carter, says about £69,000 worth of equipment has been installed in three exchanges at Port Moresby, Boroko and Konedobu. All subscribers have received new telephones.

The exchanges will handle 1,600 subscribers initially but can be extended to cater for an additional two thousand.

All equipment for the exchanges are supplied by a UK manufacturer and installed by technicians employed by the Administration.

Contracts have now been let for the construction of buildings to house automatic exchanges at Lae and Rabaul, and automatic phones should be operating within 18 months in those centres.

NEW CAT FOR APC

The first aircraft APC has owned several years arrived in Port Moresby on February 29 from the United States. The plane, a Catalina, was brought to Port Moresby by the Managing Director of World Air Services, Mr. Sumarlidason. World Wide will operate the plane APC.

The Catalina was delivered by a route not used by a commercial aircraft—by way of Honolulu, Johnston Island, Kwajalein and Rabaul.

Special permission was granted by Washington for the Catalina to land at Johnston and Kwajalein, both American bases.

The red and cream Catalina will be used to transport men and cargo to the oil drilling fields in the gulf district of Papua.

MEASLES SERIOUS IN SAMARAI
An outbreak of measles at Samarai reported (early March) to have reached serious proportions.

The local school has been closed. Health authorities have warned that quarantine regulations must be strictly adhered to. They are asking residents of the Island to avoid meetings, meetings or parties of any kind.

Bamboo—Rival to the Coconut

BAMBOO rivals the coconut in its many uses, and in vast areas it is the one material that is sufficiently cheap and plentiful to satisfy all housing construction needs. Hundreds of objects in daily use in the home and in the livelihood of the individual.

Many good reasons why bamboo should be used as an effective means of improving the domestic economy of Pacific Islanders are revealed in an article on bamboo culture, published in the January issue of the *Bulletin*, and written by Mr. F. A. McClure, of the US Department of Agriculture.

Letter to the Editor

DO DOCTORS ENTERTAIN?

I am out of touch with the customs of the cities, but it has occurred to me to record what has happened in our particular part of the Territories.

In the last decade we have had a large number of Government medical officers, some with families and living in their own homes; others single men boarding out.

All have been hospitably received by residents of the district and invited to every party. But to my knowledge not a one has ever given

a party in return!

Maybe housewives in other parts get a little tired of the hard work involved in entertaining, too, and have a similar story to tell.

I am, etc.,

A TERRITORIAN.

† The anti-rhinoceros beetle campaign continues in Vava'u, Tonga. According to a recent official report, 1,602 persons were engaged in searching and cleaning work on the island in the period January 2-14 last. They accounted for 134 eggs, 420 larvae, 10 female and 9 male beetles. No pupae were found in the period.

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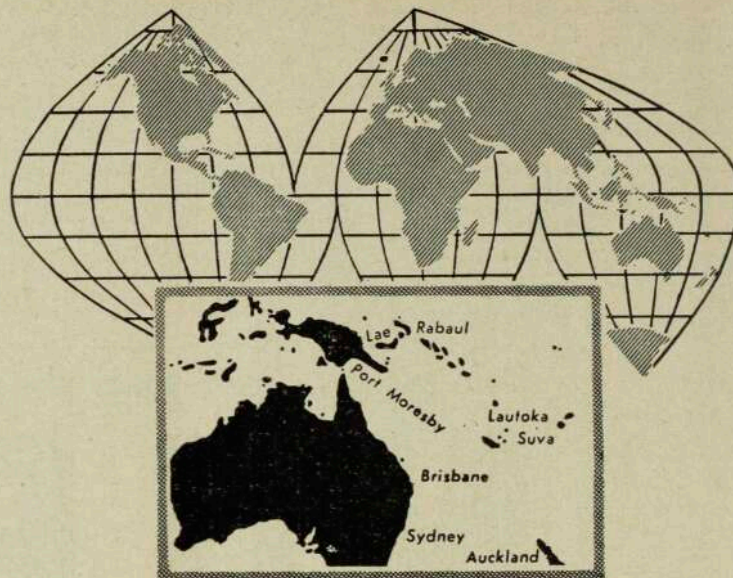
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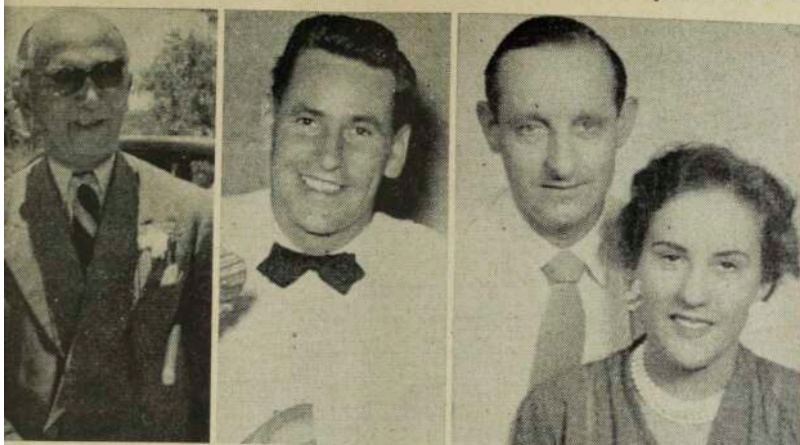
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A. A. WATTS: Manager, Lae Branch

ANZ.241.24

Port Moresby Arrivals and Departures



Left to right: General Cariappa, High Commissioner for India in Australia, paid a brief well visit to Papua-New Guinea in February (he is returning to India) and left again for Sydney on February 4. Mr. Darcy Pavlich, manager of the 16 Millimetre Film Co., returned Port Moresby (with a new bride) on February 6. After spending three months in Port Moresby relieving manager for 16 Millimetre Film Co., Mr. Lloyd Ravenscroft and his fiancée, Miss Geremais, departed for Sydney by Qantas on February 11. Both made many friends while in Moresby.

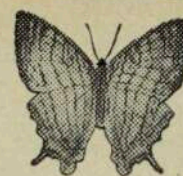
—Photos by Papuan Prints.

Augmented Air Service For N. Caledonia

QANTAS' fortnightly Sydney-Noumea air service and French TAI's fortnightly Paris-Noumea

service will now reach Noumea on alternate weeks instead of the same week, as recently prevailed.

This will allow a once-weekly air-mail to Europe, but only a fortnightly air-mail to Australia. TAI (successors to Air France), calls only at Darwin in Australia.



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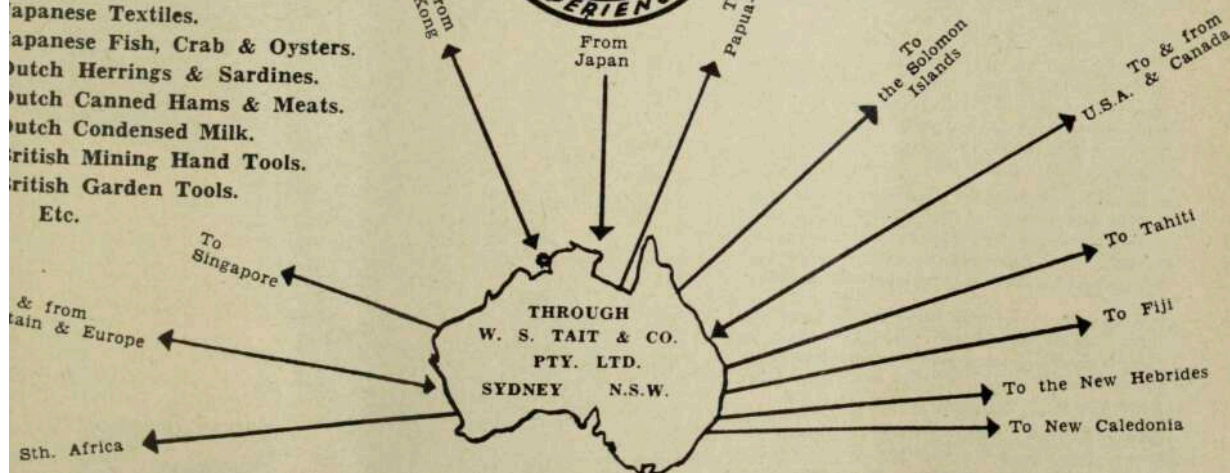
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END OF A DREAM

Shangri-La — Rain And Pig-Houses

REMEMBER Shangri-La, the so-called "lost" valley of Lavani, in the Southern Highlands of Papua? In its day—less than two years ago—it was as big a newspaper sensation as the *Joyita* or *Arakarimoda*, or Fiji's Red submarines.

Newspapers all over the world clamoured to be first to send a correspondent into this new glamour land. And, in a way, it is a pity that they were not permitted to.

A routine air-survey by two P-NG Departmental chiefs of unpatrolled areas of the Highlands started the rabbit running and when geologist John Zehnder emerged from the same area a little later to say he had visited the valley, the news-hawks were in full cry.

Officers of P-NG's Native Affairs Department always recognised this valley as just another of many isolated communities in this newest of P-NG Districts.

Since the first sensation, patrols have been made to the valley, the latest of them in November-December, 1955, when Patrol Officer J. P. Sinclair and European Medical Assistant A. Speer, as part of a

larger patrol in the Duna area, spent 26 days in the valley.

Mr. Sinclair later described Lavani as the coldest and wettest place he has ever seen—only six of the days they spent there were without rain, and at that altitude (the valley floor is 7,000 ft) the rain is icy.

Much of the valley is marshy, very inferior sweet-potatoes are the staple diet; the people are secretive and suspicious; and the population is not nearly as large as at first believed because many of the large pig-houses were mistaken for the standard type Lavani house.

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Light Value

Pro

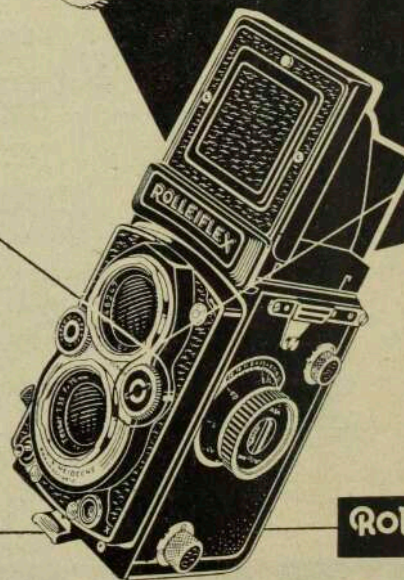
and Con

A frequent situation in everyday photography: Light conditions remain practically constant for long periods of time, through, possibly, many exposures. However, subject matter changes, sometimes from one minute to the next, requiring perhaps a higher shutter speed or a different lens aperture. In such cases the light value coupling simplifies the operational problem: one motion only, and both speed and diaphragm are adjusted while absolutely maintaining the same basic exposure.

The locking button on the diaphragm control wheel assures maintenance of the selected light value. Shutter speed and diaphragm scales remain coupled throughout working range. Changing to another light value is possible simply by pressing the locking button.

However, there are cases when the "old method" has its advantages. When working with flash, for instance, exposure changes with different distances and it is necessary to adjust diaphragm and shutter speed separately. In this situation:

Press and turn the Rollei's locking button a quarter turn — the coupling is disengaged. Diaphragm and shutter speed controls may then be operated independently of each other.



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Closing Manihiki Lagoon Unnecessary

MR. PHILIP WOONTON, veteran trader and mother-of-pearl shell dealer of the Northern Cooks, who was in Auckland in February, has commented on the closing of the Manihiki lagoon to divers for the calendar year 1956. Mr. Woonton said that he felt the Cook Islands Administration had been ill-advised in the matter. It is true that under-sized shell had been shipped from the atoll, but this did not mean that the vigorous post-war fishing had fished out all the large shell.

In fact, nothing could be further from the truth. Mr. Woonton was emphatic that shell was reaching maturity at a rate well in excess of the post-war rate of fishing. Naturally, with present prices high, divers might try to sell everything that came to hand, but the Administration would be far better advised to tighten its policing of these practices rather than to close the lagoon.

Mr. Woonton said that enormous masses of clustered shells were to be seen in all parts of the lagoon. It was important that these clusters be broken up. In such clusters there are some large shells and many small shells. If allowed to remain in clusters the small shells failed to develop as they would if separated and scattered. Boring worms were very inclined to attack such clusters, especially the larger shells.

Mr. Woonton considered that further fishing of the Manihiki lagoon must be undertaken if this valuable lagoon is to be kept free from serious worm infestation. A sea-down of the lagoon will be harmful, in his opinion and in the opinion of other old residents who have been associated with the industry over the past half-century.

Mr. Woonton said that the output from the Penrhyn lagoon will be limited for some years. There will be much large but wormy shell, and this will be much more difficult to handle.

Manihiki is a closed lagoon. Penrhyn, with its large passages to the open sea, is badly infested with divers which considerably reduces its productivity. There are many moray eels in the lagoon, and divers are often frightened to feel about in weedy and under such circumstances. The lagoon, being larger, is also, of course, more subject to rough weather which hamper operations.

With shell currently at £A860 per c.i.f. Sydney, and about 2/2 per lb on the beach, the closing of Manihiki is going to mean an enormous—and, Mr. Woonton feels, unnecessary—loss to the Cook Islands economy and especially to the population of Manihiki. He feels that the Administration will consider the matter.

Future of Nadi Airport

THE future of Nadi airport will be discussed at the annual meeting of the South Pacific Air Transport Commission, to be held in Fiji in June or July.

This matter is of vital interest to Australia and New Zealand and it is expected that the NZ Minister in charge of Civil Aviation, Mr. Shand, and the Australian Civil Aviation Minister, Mr. Townley, will attend.

The US Government recently authorised the expenditure of 1,000,000 dollars on Tafuna airport, in Eastern Samoa. In contrast to this a third runway for Nadi has been under discussion for some years by the five Governments responsible for Nadi.

As reported in the January PIM, Mr. Harold Gatty, of Fiji Airways, believes that Nadi will lose out in international aviation unless something is done quickly to bring it to jet-age requirements.

It is likely that the future of Tasman Empire Airways will also be discussed at the coming SPATC meeting.

† Seeking work at Port Vila, New Hebrides, a Chinaman of British nationality, left the west-bound *Tahitien* at that port mid-February with his wife and seven children but is being returned to Papeete in the same vessel by the French authorities.

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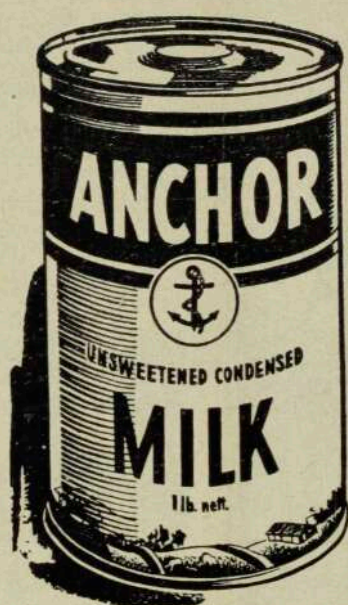
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AN PEL
VESTIGATES

NG Fish Resources

Mr. H. Van Pel, Fisheries Officer of the South Pacific Commission, made a ten-days survey, in late February, of certain aspects of fisheries potential in Boua and New Guinea waters. His report to the Administrator, Gadier D. M. Cleland, will cover recommendations as regards: (1) methods of preserving fish locally; (2) the economic prospects of the coastal swamp areas adjacent to Moresby; (3) oyster culture prospects in the same area; and, (4) fish-pond culture in the Highlands.

Throughout his survey, Mr. Van Pel, who is one of the most energetic and popular officers of the SPC, was accompanied by Mr. W. R. Reed, Technical Officer of the Administration Fisheries Division.

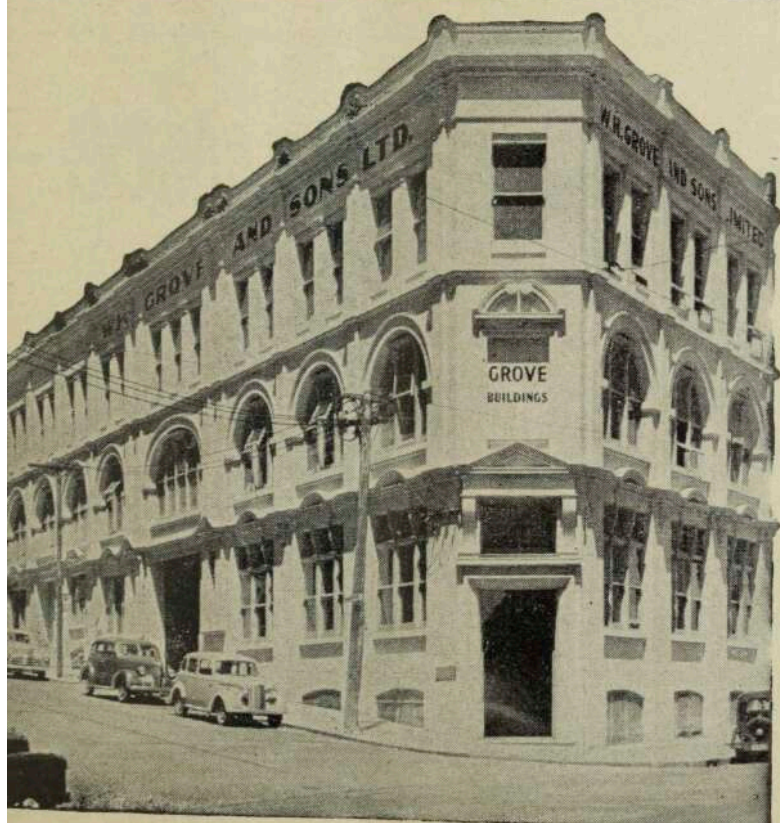
Early in February, Mr. Van Pel engaged on similar work in the New Solomon Islands Protectorate. Such study has been made of the movements of migratory fish, but it is a fact that Mr. Van Pel maintains that covering his Pacific fisheries management is a study in itself.

Present and Past Suva Residents Get Together



Visitors to a party given recently by the Polynesian Association of Sydney, included (left to right): Mrs. Harry Edmunds; Mr. Gerry Anness, Jr.; Mrs. Robertson; Mr. Clarrie Robertson; Mrs. Maisie Caesar; and Mr. Harry Edmunds, Asst. Postmaster-General at Suva, brother of Mrs. Caesar. All are well known in Fiji. Mr. and Mrs. Edmunds were in Sydney en route to Fiji after a holiday in the UK.

—Photo by Parker Studios.



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A RIPLEY FROM PAPUA

A LEGAL advertisement in a Brisbane daily recalls one of Papua's most unusual happenings: At the close of the last century a party of successful miners was returning to Samarai from the NE Coast gold-fields.

At East Cape the men were packing up when a sudden squall made the cutter they were on heel over, and, to the owner's consternation, his "shammy" of gold went overboard.

Making a note of the position, the party sailed to Samarai and engaged a deep sea diver who happened to be there. At the site of the loss the diver descended several times in different parts of the area and each time reported no luck.

At last the party gave the search away, and "Up Anchor" for the last time. Have you guessed it? Yes, the missing bag of gold was brought up stuck in the mud around the flukes of the anchor.

The diver was Percy Leigh, who died some time ago at Oonoonba, Townsville, NQ.

Percival Herbert Leigh, married a daughter of Captain Armit, Resident Magistrate, who was buried at Tamata Creek, Ioma, in Papua's old Kumusi Division, now the ND. He was very well known and highly respected in the Papua of "Before."
—SANASI.

† The No. 1 band of the Fiji Military Forces, 28 strong, under Lieut.-Colonel C. C. Jordan, Lieut. J. N. B. Toganivalu, and Bandmaster K. Cava, will visit Auckland, NZ, for the Easter Show, between March 24 and April 7. A programme of public band concerts, and of Fijian songs and dances will be given.

† In response to agitation growers, the Cook Islands Administration has approved on a trial basis for one season, the shipping tomatoes as small as 1½ inches diameter (small grade) instead of the former 2 inches (standard grade).

For your documents

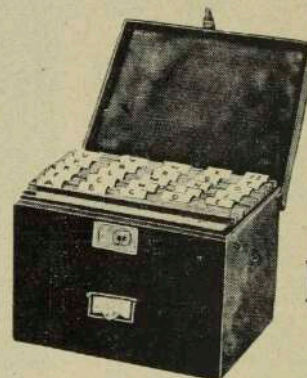
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THE FUTURE BEFORE FIJIAN FIGHTERS

Back From the Jungle

THE men of the 1st Battalion, Fiji Infantry Regiment, have enjoyed killing bandits in Malaya (about 205 at last score), and the Fiji Government is now faced with the problem of rehabilitating these fit young men in the relatively prosaic background that they left behind them.

The first body of Fijian jungle fighters left Suva for Malaya in January, 1952. When they had completed two years service with distinction, many people felt that they had done their bit and should be returned to fill the gap in Fiji's depleted land development force.

But the military authorities decided otherwise, and, with numerous replacements from time to time, the 1st Battalion has served in Malaya for over four years.

This regiment of redoubtable fighters is expected home in June.

Council Paper No. 4, of 1955, reveals that the Fiji Government has given considerable thought to the rehabilitation of these men.

Emphasis in the Scheme is towards a return to village life, to agriculture and other out-of-town occupations, particularly to fishing. Every returned serviceman is to receive a basic grant in kind. Those who choose to return to their villages and agricultural pursuits will be exempt from communal dues for six months after discharge and will receive agricultural implements or replacements of fishing boats and gear.

Land settlement is an important part of the scheme, but only for those who genuinely wish to farm on their own account.

This will be organised provincially under a committee with the title "The Malayan Ex-servicemen's Settlement Committee," consisting of an Economic Development Officer, a local Agricultural Officer, and a representative of the Native Land Board.

Selection for land settlement will take place 6 months after application.

This is to allow the committee to assess the veteran's zeal and ability as a farmer, and to advise the ex-soldier to make up his mind as to whether he really wants to take up farming on his own account.

Men, who, in the opinion of the Board, will make a success of farming, will receive the necessary financial aid.

The Labour Department will act as an employment agency for those who wish to enter town employment immediately on their return.

Provision is made for vocational training, technical and agricultural courses for higher education to be available for those who possess the necessary qualifications and wish to enter trades or professions.

NEW CALEDONIA'S WEALTH

IN 1955, New Caledonia exported 458,312 tons of merchandise, to the value of 1,940,201,000 Pfcs (£A13,858,578). The greater portion of this tonnage was mineral ores and smelted nichel.

France was the biggest customer of this, her colony, taking all the coffee, copra and smelted nichel. Second biggest buyer (on value) was Japan, in purchases of nichel ore.

In the import field, Australia ranks highest because of the coal and coke requirements of the smelting industry.

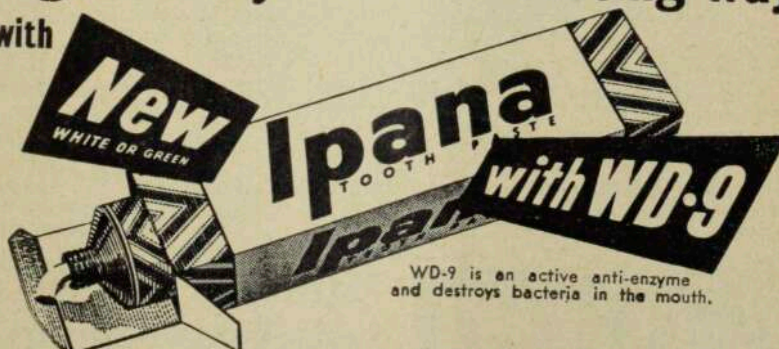
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Brushable

HYDROSEAL

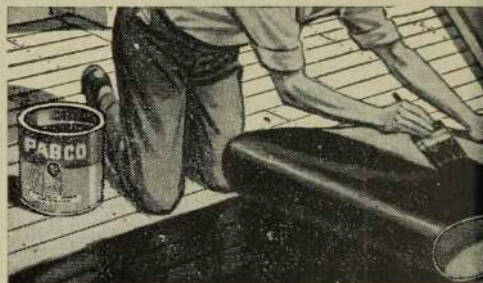
— the new plasticised coating — as easy to use as paint: you can save pounds and pounds by using it to seal leaks and protect against cracking and corrosion! A heavy asphalt compound, Brushable Hydroseal repairs, preserves and seals iron, asbestos, concrete, tanks and roofs! It won't contaminate water — it's unaffected by the hottest or coldest day or prolonged immersion! To seal leaks over 1/8 inch wide, sandwich a linen patch between two coats of Brushable Hydroseal.

PABCO Products are obtainable at island stores.

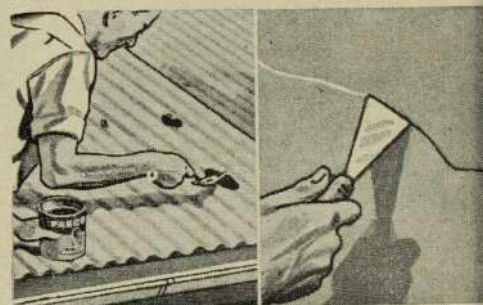
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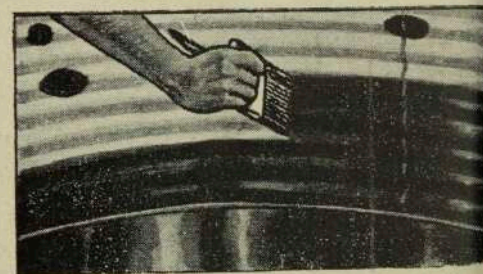
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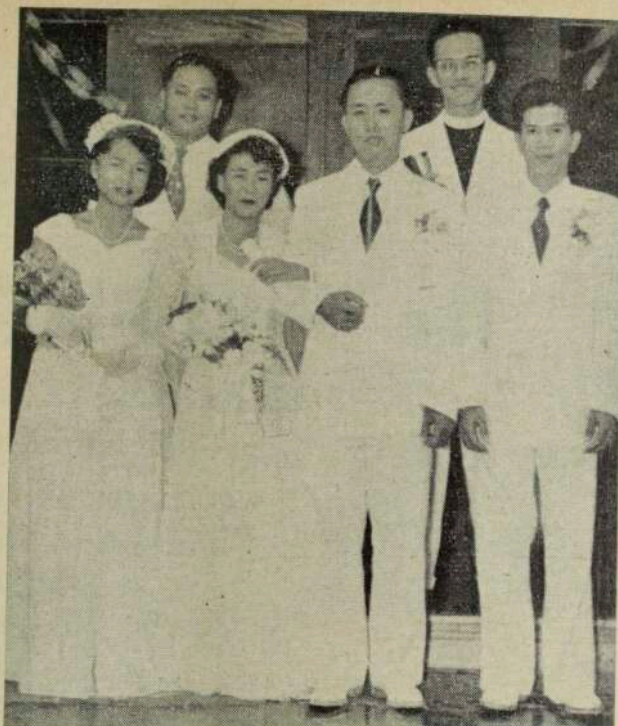
Brushable Hydroseal preserves and proofs metal against corrosion and cracks — concrete and asbestos, too! Remember, Hydroseal can not contaminate water.





Rabaul Wedding

In Rabaul recently, Leong Sun Yee was married, at the Rabaul Methodist Church, to Miss Grace Seeto. They are shown here (centre) as bridesmaid; and Mr. Cheung, best man. Standing at the back Mr. Leo Man Tung and the Rev. John Su. Photo by C. H. V. Hodgess.



Mrs. C. H. V. Hodgess, of the British Solomon Islands Protectorate, spent a brief holiday with her

sister-in-law, Miss Dorothy Hodgess, recently, at "Glenwood," Too-woomba, Queensland.

A female rhinoceros beetle was found aboard the *Yanawai*, at Suva, on her return from Apia in February by officials of the Rhinoceros beetle campaign. Eleven more beetles were located recently in south-eastern Viti Levu and 126 grubs in the Bau district, mostly in dead ivi leaves.

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PACIFIC ISLANDS SOCIETY ANNUAL MEETING

At the annual meeting of the Pacific Islands Society, held in the Feminist Club Rooms, Sydney, on February 23, officers were elected for the year and the annual report and a comfortable balance-sheet were accepted with acclamation by a good attendance of members.

The withdrawal, for health reasons, of Mr. H. E. Maude, OBE, as patron of the Society was accepted with regret. His successor as patron is Mr. R. W. Robson, FRGS, managing director of Pacific Publications Pty. Ltd.

The following officers were elected for 1956: President, Major C. A. Swinbourne, OBE; Vice-Presidents, Dr. G. Mackaness, MA, PhD., Mr. J. R. Donaldson, Mr. N. F. Foxcroft, Mr. H. Sabben, OBE, Mr. A. E. Stephen.

Hon. Secretary-Treasurer, Miss M. M. McGavin; Hon. Assist. Secretary, Mr. L. R. Haynes, FRGS.

Members of Council: Mr. A. E. Sturt, Mr. L. R. Howell, Mr. N. B. Casey, OBE, Mrs. J. Edwards, Mrs. N. F. Foxcroft, Mrs. H. Sabben, Mrs. A. E. Sturt.

Following the business of the evening an interesting travel talk on Ceylon, with coloured slides, was presented by Mr. F. J. Salisbury.

A feature of the March meeting will be a colour-movie travelogue by Mr. W. F. Trinick.

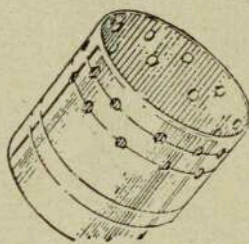
† Mr. Dadi Wirz, who arrived in New Guinea from Brazil last year, to attend to the affairs of his late father, left New Guinea in January, and has returned to South America via New York. His father, Dr. Paul Wirz, who was a well known Swiss anthropologist, died at Maprik, in the Sepik area of New Guinea, last year, and was buried at Wewak. Dr

Wirz visited New Guinea many times between 1915 and 1955.

† Work on the £10,000,000 Yate da project in New Caledonia was accelerated by the arrival of Tahitians at Noumea per Messager Maritime *Tahitien*, in February. Some 300 Wallis Islanders are already engaged on this work.

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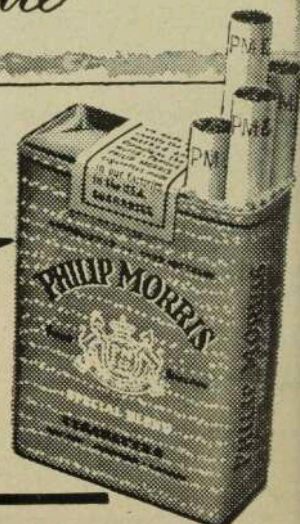
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Tracing a River in the Ocean

EVERYONE knows something about the Gulf Stream of the Atlantic, but not many, even residents of the Pacific Islands, know much about the Counter Equatorial Current which flows like a great river across the Pacific from west to east—back against the Trade Winds and the general surface drift of tropical Pacific waters.

The men who have most to do with the Counter Equatorial Current are the Masters of the Western Pacific High Commissions' small craft which maintain communications within the Gilbert and Ellice Islands, and with the Northern Line Islands far to the eastward.

Not a great deal is known of the Counter Equatorial Current, except that it is one of the answers as to what happens to all the water that is pushed westward by the trade winds. It flows back to the eastward along that zone where the North and South Trades of the Northern Pacific meet—if not exactly on, at least in such a way that they cancel each other out and result in the Doldrums—a zone of calms and variables, an area which varies slightly north and south in the seasons.

Recently the United States Fish Wildlife research vessel, *Hugh M. Smith*, engaged on an American Pacific Oceanic Fishery Investigation project, came south from Honolulu to locate the exact northern boundary of this great ocean stream. The Gulf Stream's origins are often visible to the eye, though a difference in the colour of the water, and easily determined, the marked difference in temperature.

The Counter Equatorial Current is so spectacular in this regard, there is a marked though small temperature difference, and this difference was used by the *Hugh M. Smith* researchers.

The vessel sailed due south from Honolulu towards Christmas Island, entered the northern margin of the CEC at 10 degrees 30 minutes latitude. She then sailed eastward for 2,500 miles on a zig-zag course, crossing and recrossing the stream's border and plotting its position at frequent points. Work took from September 26 to October 16 last, and it was found that the stream's northern border deviated more than 20 miles north or south of 10 degrees 20 minutes north, in all of the 2,500 miles cruised.

It is known that the CEC not only

has a seasonal movement north and south, but also varies from year to year, as does the doldrum zone. Both have a tremendous effect on the climate of the Line Islands.

But the *Hugh M. Smith* researchers are more interested in its fishing potentialities and influences. American tuna fishermen know that where such ocean streams meet, fish are often found in profusion. They want to know how far south they will have to come at different times of the year to fish along the invisible line, and they also want to know whether the temperature difference, and the abundance of plankton at this marginal zone, is sufficient to result in any exploitable concentration of fish.

The answer so far does not seem to have been encouraging. The research vessels *Hugh M. Smith* and *John R. Manning* have been coming south of the Line Islands area for several years past, sampling water at many depths, studying it for plankton, etc., and also to actually fish the area—the proof of the pudding!

Results have been very irregular as far as fish hauls are concerned. But the work goes on, and the "by-products" of this work will be of value to navigators, climatologists, and perhaps even coconut planters.

† A branch of the ANZ Bank has been opened in Lae, N.G. Mr. A. Watt is manager.

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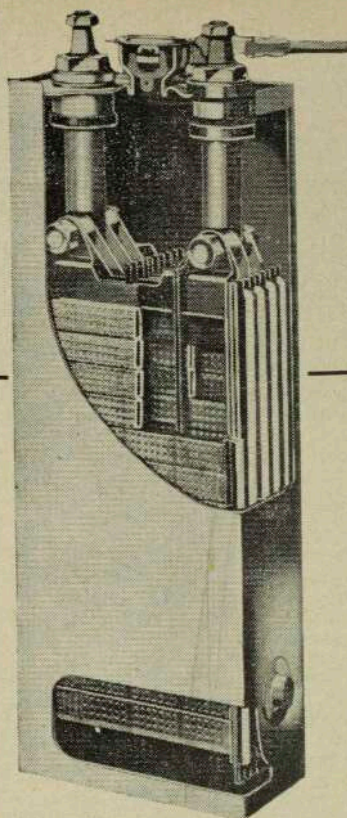
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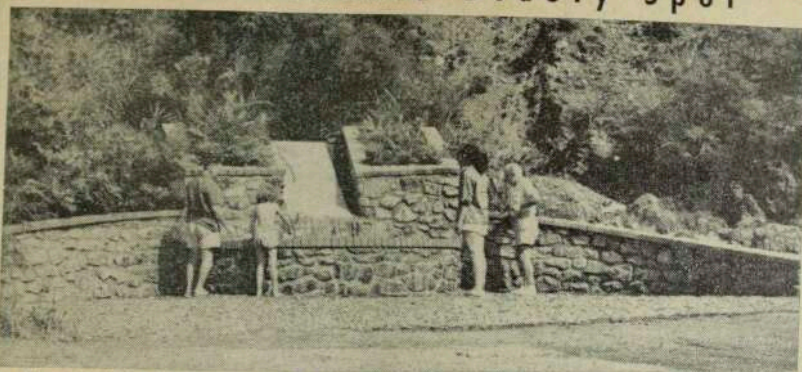
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MARCH, 1956 — PACIFIC ISLANDS MONTHLY

New Caledonia Beauty Spot



Many tourists who have visited Noumea will remember the trip to Plum beach a few miles outside the town, and the ice-cold spring that gushes out of the mountain high up the flank of Mt. Dore. Recently the local Syndicat d'Initiative, which is the local tourist organisation, had this retaining wall built above the spring. A considerable amount of other work has been done—and some Noumea residents wish the project had gone even further and a swimming pool built. The volume of water is sufficient for this. From the spring there is a sweeping view down to the sea coast.

—Photo by F. E. Dunn.

BIG GAME FISHING IN FIJI WATERS

Mr. and Mrs. Frank Hayford, an American couple at present in Fiji on a big game fishing expedition, have been sampling the waters in Lomaiviti and south of Suva.

A large silver marlin was hooked

by Mr. Hayford on February 9, but not landed. Mrs. Hayford caught a 155-lb sailfish 3 days later near the island of Wakaya, using a locally-made rod of Fiji timber.

Mr. and Mrs. Hayford have established a base at Levuka and will fish in Lomaiviti waters over the next few weeks.

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PACIFIC ISLANDS MONTHLY — MARCH, 1956

INQUIRY ENDS

Fiji Police Bribery Charges

IT was malicious gossip that had been responsible for the setting up of the Commission of Inquiry into alleged bribery in the Fiji Police Force, said Mr. A. M. Duncan, chairman of the Commission, in February. The gossip had created a great deal of suspicion against the Police and "the sooner that this is eradicated from the minds of the community the better."

The inquiry began in Suva on November 2, had some sittings in Lautoka, and ended on February 10. Over 200 witnesses gave evidence.

The findings of the Commission will be presented to the Fiji Government in due course.

Fiji's First Speaker On Visit to Mother Parliament

RATU SIR LALA SUKUNA, K.C.M.G., K.B.E., who is to be the first Speaker of the Legislative Council of Fiji, is now London-bound per *Orsova* to attend a course in Parliamentary procedure, organised by the Commonwealth Parliamentary Association.

Ratu Sir Lala will attend House of Commons proceedings in London and also visit the Parliament of Northern Ireland.

FIJIAN DEVELOPMENT FUND FINANCES

CONTRIBUTIONS by Fijians to their Development Fund for the August-December period totalled

£89,836 for the whole group.

Biggest contributors were the districts of Cakaudrove and Lau, with £25,748 and £23,290 respectively.

In the same period, Namosi district was last on the list with 10/7.

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THE YANKS

RE BACK

New Meteorological Station on Betio

AS a sequel to several officially-unexplained visits by senior American military officers to Tarawa, Gilbert Is., last year, an American tank landing ship suddenly arrived on December 11 and began to discharge equipment, technicians, and construction staff at the islet for an important meteorological station.

On December 14, a PBM flying-boat arrived from Kwajalein, Micronesia, with a crew of 11 and 10 senior US Army and Air Force officers and construction foremen. Its aircraft departed two days later, but other PBM's were expected on December 20, 28, and January 4. A C-47 land-based aircraft was expected to call.

Ever since the Americans departed after World War II has Tarawa seen much activity and excitement.

Following an official statement, best guesses are that the station has been established in preparation for a forthcoming series of H-bomb tests.

By extending the meteorological network for the study and casting of high-altitude winds, the Atomic Energy Commission is being certain that there are no predicted "fall-outs" this year, as occurred in the last tests with disastrous effects to some Micronesians and Japanese fishermen.

It is also considered possible that the station is part of American research plans for the International Geophysical Year, which commences in 1957.

The American station at Betio is in charge of Mr. Charles W. Kelley.

There is, of course, a New Zealand-manned meteorological station at Tarawa, as part of the extensive Pacific network controlled by Wellington through Nadi.

The meteorological centre in Fiji.

Balloons Ride Jet-Stream

In January United States meteorologists launched the first of a regular series of giant balloons.

Japan in a project to ascertain facts on the so-called jet-stream, a fast-moving migratory air current which speeds across the Pacific and round the world at a height of about 30,000 ft.

The balloons carry a radio transmitter which operates simultaneously on three frequencies, and the signals reveal the position of the balloons and a great deal of meteorological information as they speed around at about 200 miles per

hour. It is believed that one of the functions of the American meteorological station at Tarawa is to intercept the signals from these balloons.

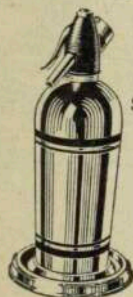
The commencement of this jet-stream project recalls a little-known Japanese activity of World War II, when the Japanese Army set up a special unit for the launching of similar balloons with incendiary and anti-personnel bombs for delivery to Canada and the United States. From November, 1944, until April of the following year some 9,000 balloons were launched, about half of which reached their destination, though they did little harm.

American military investigations after the war showed that the

balloons were released in batches. With each batch was a rubber balloon carrying radio equipment which was monitored in Japan on the flight across; signals indicated when the balloons had reached the American continent. The other balloons of the batch were made of glued layers of parchment paper and were 33 ft in diameter.

Filled with hydrogen they each carried three or four 32-lb incendiary or anti-personnel bombs and thirty 6-lb bags of sand ballast. They were adjusted to rise to between 30,000 ft and 35,000 ft where strong westerly winds are known to constantly blow. If the balloons rose too high, gas was automatically released, and if they fell below

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30,000 ft they released ballast. Each paper balloon with equipment cost about \$800 to manufacture.

The American post-war investigations showed that the Japanese abandoned the project after six months because they did not think that the cost was worth the results achieved, but had they continued through the summer months the US authorities are satisfied that their bush-fire hazard would have been very considerable.

Special bush-fire-fighting teams were prepared in the US and Canada to combat the menace—but they were not needed.

Balloons landed all the way from Alaska to Mexico. They had a device which was supposed to explode when they had released the last bomb, but in ten per cent. of cases this device failed, and about 100 balloons were captured intact after landing. The only casualties caused took place when a balloon landed at a children's picnic in Oregon State. The children played with the balloon causing the bombs to explode. Five children and one woman were killed.

In another war, similar balloons could be released from Siberia, and more than likely, such balloons are already being used to-day for secret photographic and other purposes, they could well travel round the world and land again roughly at point of take-off.

A Good Year For

Kerema Rubber

THE annual general meeting of Kerema Rubber Ltd. will be held in Port Moresby on March 15. The directors will submit a report that shows substantial progress during 1955.

Nett profit for the year ending December 31 was £38,158 and total dividend for the year will be 15 per cent.

The report shows that the plantation produced 386,198 lb of rubber during 1955—a record. Average price received was 3/2 per lb and cost of production c.i.f. Australian ports, 1/6 per lb. During the year, Kerema had only 87 inches of rain instead of the average 134 inches.

During 1955, 98 acres were planted up with high-yielding rubber seedlings raising from imported Malayan seed. Total planted area is now 1,598 acres—about 350 of them post-war plantings. Another 35 acres of virgin land will be ready for planting by November.

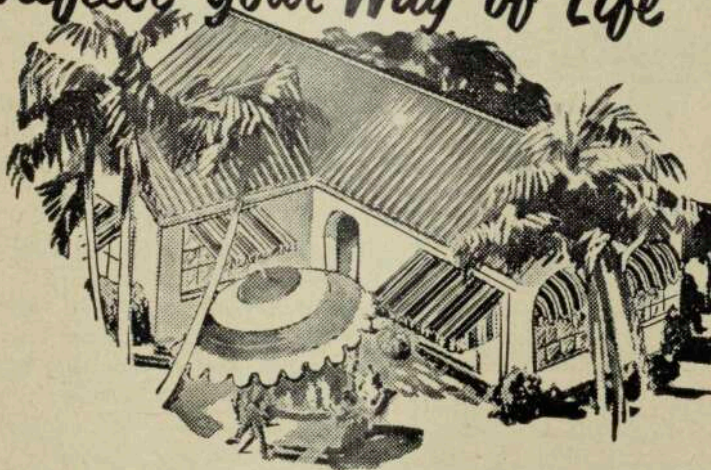
Mr. R. J. Keegan, formerly a well-known official of the British Colonial Service in the South Pacific, and now retired, arrived in Australia from Europe in November, and has been living in Sydney. Mrs. Keegan is a daughter of Mrs. Lockhart Bell, recently deceased. Mr. and Mrs. Keegan probably will make their permanent home in England.



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COCOA: World Supply and Demand

THE new year has opened poorly for cocoa producers. The period of price stability is past, and cocoa is now cheaper than at any time in the last five years. Prices started to sag late in December when the final estimate of the 1955/56 crop in the Gold Coast, the largest producer, indicated that production had been maintained, contrary to general belief.

Confidence weakened further when the British West African marketing board on January 6 sold 15,000 tons to a large American manufacturer at about 240/- a cwt.; and unusually early sales of Brazilian cocoa from the temporao crop have strengthened expectations of a good crop in Brazil.

Late this week Accra cocoa could be bought for as little as 222/6 a cwt. for March/May shipment.

A fair amount of business has been done at declining prices, but there is little interest in prompt supplies. Most buyers are waiting to see at what price the big British manufacturers and the marketing board will do business. Consumers' stocks are high, and the credit squeeze increases their reluctance to add to stock.

Yet the outlook is not too dismal. Lower prices are constructive, for consumption in Europe and the United States is picking up. The

question is how long it will be before consumption draws level with available supplies.

World consumption last year is estimated by Gill and Duffus at 707,000 tons and production at 799,000 tons, leaving an apparent increase in stocks of some 90,000 tons. Hence, even if production were to fall well below that of last season, consumption would still

have to rise substantially before supplies became tight.—*London Economist*, Feb. 4.

† A past understanding that the *Maui Pomare*, during the Cook Islands fruit season, would call at any island having 1,000 cases of oranges, or 3,000 cases of tomatoes, is likely to be accepted again during the 1956 season.

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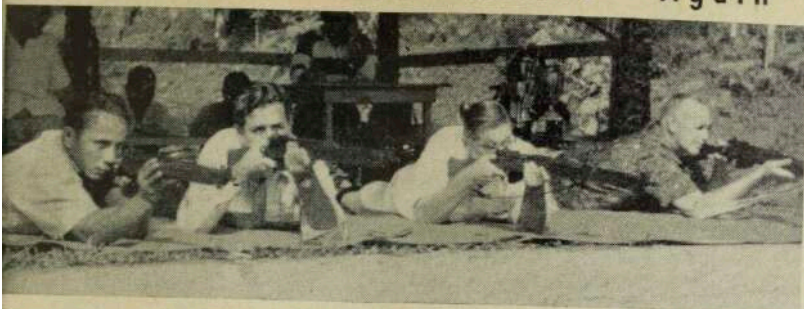
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Apia Rifle Club Active Again



Because of building plans encroaching on the old range area at Vaivase, the Apia Rifle Club has been inactive since 1951. However, a new area was recently granted at alii by NZ Reparation Estates and a modern yard range built under the supervision of the club armorer Mr. A. Belford. The membership of 50 is full and there is a long list of prospective members. A move already under way to raise funds to send team to compete at the NZ National Championships in 1957.

Seen here at a special shoot on the opening are (left to right): J. Schaafhausen, A. Mussen, D. R. Eden (the president), T. (acting High Commissioner and Patron).

Photo: R. F. Rankin.

TREATMENT OF YAWS

Letter to the Editor

1943 and 1944, while stationed on Vella Lavella as a medical officer with the United States Army, I went to two Islands (Mananga and Simbo) to treat the natives once a week for several months, for yaws with Mapharsen Bismuth.

In those months I never saw a primary yaws—the first sign of yaws infection—only the secondary manifestations, and the later stages. I found out through an interpreter that my experience had taught the natives that the complications of yaws were less if treatment was not delayed until after the secondaries were present.

My observation in treatment of yaws has been followed by my successor of Syphilis, Dr. C. C. Dinnie, of Kansas City, Missouri, who is a world authority on the subject.

I told Dr. Dinnie what I had found on Vella Lavella. He was very interested and wanted me to get serology (blood tests) on these natives but, being a forward station, I did not have the laboratory available for such studies.

I wonder whether, with the advent of penicillin, the natives are still holding this theory.

D. A. ANDERSON, MD.

South Santa Fe,
a, Kansas, USA.

Maybe, some medical missionary in this section of the Solomons could decide the American doctor with information he is seeking.—PIM.)

Mr. Willoughby, of New South Wales, is the new headmaster of the Norfolk Island school.

Cook Is. Shipping Should Improve—Soon

ACCORDING to unofficial estimates made by men engaged on the extensive refit to NZGS *Maui Pomare* at Auckland, the vessel would be unlikely to resume services on the Auckland-Cook Islands run until "well into April." The inter-island 300-tonner *Charlotte Donald*, following an extensive refit at Auckland, cleared Auckland in February for Rarotonga.

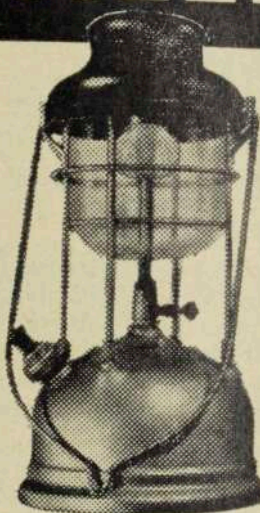
It is possible that a small cargo vessel might visit the Group from New Zealand in March, if sufficient cargo is offering.

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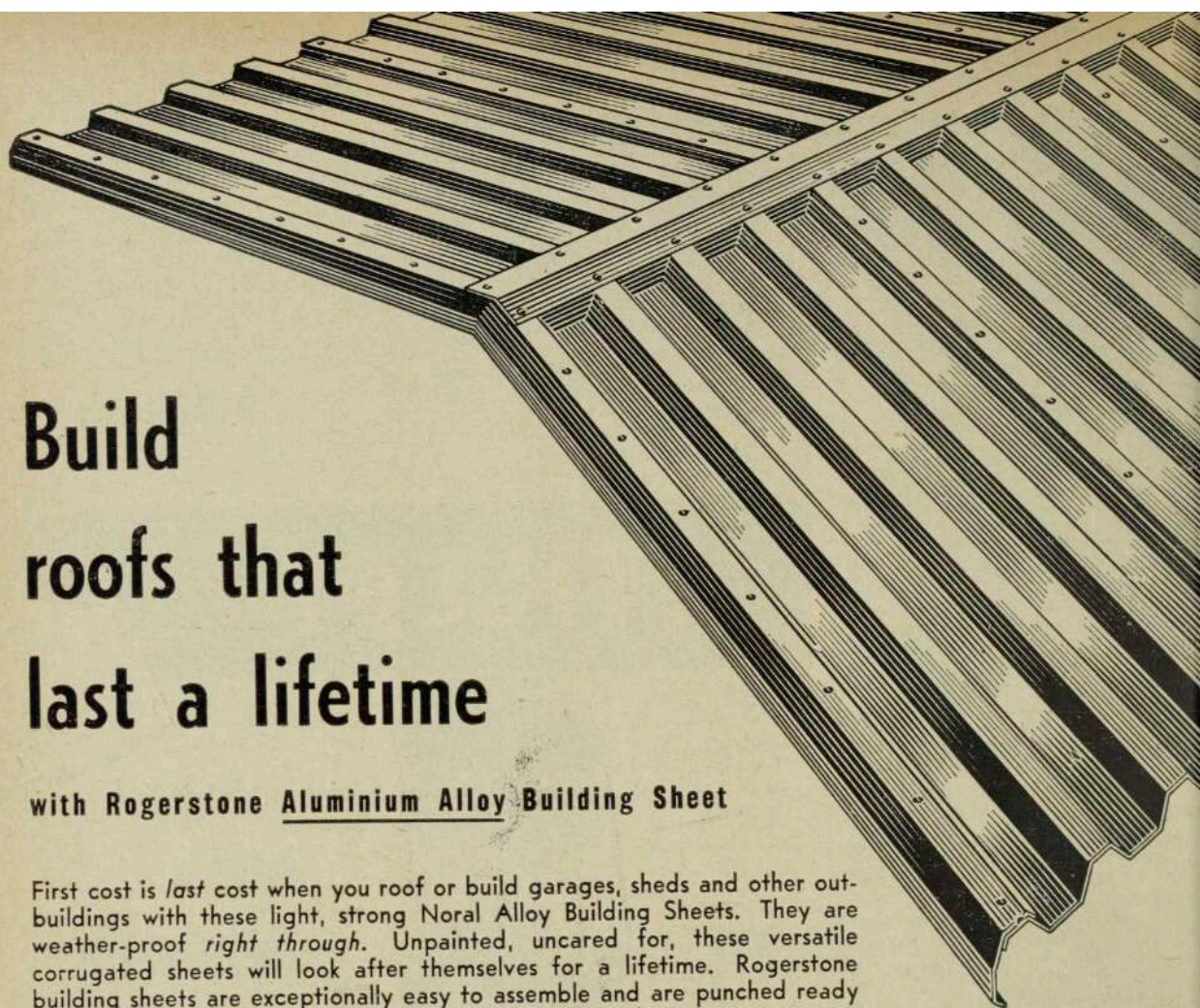
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On the stretcher is Tete, a Gilbertese girl 18 whose life was saved at Fanning Is. the end of last year through the co-operation of the local manager of Cable and Wireless, the District Officer on Christmas Island, the manager of Fanning Plantations, Ltd. Tete developed tetanus when local supplies serum were insufficient to save her life. She was brought by plane from the US on two occasions.

—Photo by B. E. Kiraly.

WESTWARD THE COURSE?

Heyerdahl Makes Easter Is. Discoveries

SINCE Norwegian Thor Heyerdahl and companions made the *Kon-tiki* raft voyage from Peru to Polynesia in the winter of 1947, in an effort to prove that ancestors of the present-day Polynesians could and did migrate from the American continent, the Heyerdahl theory has been debated almost bitterly in scientific circles.

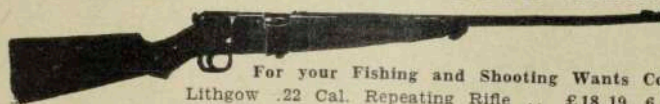
Almost alone in his belief in a westward migration theory, Heyerdahl has continued his researches to further prove his theory.

At the end of December an expedition headed by Heyerdahl and including a Chilean archaeologist, Mr. Gonzalo Figueroa, reported important finds from Easter Island. Advice was received in Valparaiso from Mr. Figueroa that excavations had uncovered "columnar sculpture" strikingly similar to funeral monuments built by the Incas of ancient Peru, and entirely different to the well known sombre-faced stone images for which the island is famous.

Mr. Figueroa was reported to have given the opinion that the discoveries would tend to prove that pre-Columbian civilisations in South America migrated into the Pacific.

† Mr. C. K. Smith, of NG Goldfields staff, with Mrs. Smith, returned to Lae on the January *Soochow*.

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SOME FISH STORIES FROM EXPERTS

EXPERTS concerned with the global pattern of food for the earth's teeming millions are looking more and more towards the comparatively untapped wealth of the oceans, and Japan stands out as the nation that is most progressive and determined in exploring and exploiting the vast oceanic food resources—especially of the Pacific Ocean.

As evidence of this the Tokio University of Fisheries has a staff of 28 professors, some 70 technical officers, and owns three research ships, the largest *Umitaka Maru*, a diesel-powered steel vessel of 1,387 gross tonnage.

A visit to the above University was made by the delegates from the 16 countries who attended the Indo Pacific Fisheries Council, held in Tokio last September-October.

This sixth session of the IPFC was covered by the versatile Mr. Van Pel, Fisheries Officer to the South Pacific Commission, and he reports upon it, and also upon latest developments in fish-farming, in the January issue of the *SPC Bulletin*.

Another fish story in the same publication, contributed by M. Boeseman, covers the fresh-water fisheries potential in Netherlands New Guinea.

¶ Count F. T. Goedicke van Asten, who was a resident of Tonga for very many years, and who went to live in New Zealand after World War II, is suffering from minor ailments, and now is a resident of a private nursing home in Auckland. His eyesight is practically gone but, despite his great age (about 95), his memory is clear

and lively. He was a member of an aristocratic family in Germany—he is related to the former kings of Bavaria, and in his childhood was an associate of the late Kaiser Wilhelm II—and he first came to the Pacific when the Germans entered New Guinea, about 75 years ago. He acquired British nationality after World War I.

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REPORT SHOWS HOW:—

Cooks Can Be Made Fit For Islanders To Live In

THE Belshaw-Stace "Programme" for economic development in the Cook Islands was recently submitted to the New Zealand government. It is based on an investigation made in the Group in 1955 and makes these points:

- There is too much free-aid to Islanders and insufficient emphasis on self-help.
- The feeling of Outer-islanders that Rarotonga is "favoured" by Government is justified.
- It is a disservice rather than a help to exaggerate the possibilities of economic expansion.
- All is not well with the citrus replanting scheme.

The Report calls for improved transport and marketing, provision of capital and supplies, increased responsibility to be borne by the Cook Islanders, and better educational facilities.

Great emphasis is placed on improving public relations to stimulate and direct the interest of the people in local affairs and to promote an at present non-existent community spirit.

Certain public buildings in Rarotonga are cited as examples of misguided policy"—i.e., favouring Rarotonga—in that they cannot be duplicated in the outer islands. Something less grand would have been adequate, and more desirable viewed from an outer-islands point of view.

Before any firm suggestion can be made regarding the expansion or diversification of agriculture in the Group a thorough survey of population trends, soils and land capabilities will be necessary. Such surveys could be carried out immediately.

The researchers also emphasise that even although certain crops might grow well in these islands, the temperament of the people must be considered. A crop like milla, which requires a great deal of painstaking work, is not likely to be a success. High priority is given to agricultural experimentation, but with the above aspect emphasised.

The researchers show in detail that all is not well with the Citrus replanting Scheme and its future outlook. They consider that bananas would better suit the Southern Group outer islands. Due to shipping problems, the tomato crop could be encouraged only in Rarotonga, and the pineapple crop only in Mangaia. The copra crop could and should be greatly expanded and completely reorganised.

The report calls for the appointment of an assistant to the Director of Agriculture, an experimental officer with the necessary Maori staff, an additional field officer for the Southern Group, a field officer for the Northern Group, and an agricultural education officer. A forestry officer will also soon be required.

A marketing board should be established, and also a copra board, though the former board might perform both functions. The present system of copra marketing was found to be completely unsatisfactory.

The researchers consider that there is likely to be a considerable rise in population in the future, as health conditions are improved and the present heavy infant death rate lowered.

This will call for greatly expanded food crops.

Resident Agents will have to take active roles as development officers, and will have to be leaders exercising initiative and guidance in the promotion of community activity and economic development. They will have to be men specially picked for their jobs, and their terms of service, to preserve continuity, should be lengthened. This should also apply with the Resident Commissioner.

A reorganisation of the taxation system is recommended, the application of New Zealand income tax ceasing. Taxation should be thoroughly explained to the people. There should be a local income tax and a local schedule of Custom duties. Export duties should stand as at present but consideration

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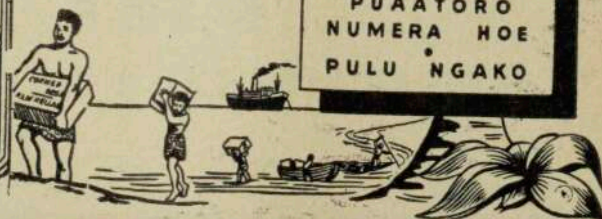
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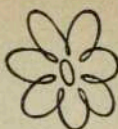
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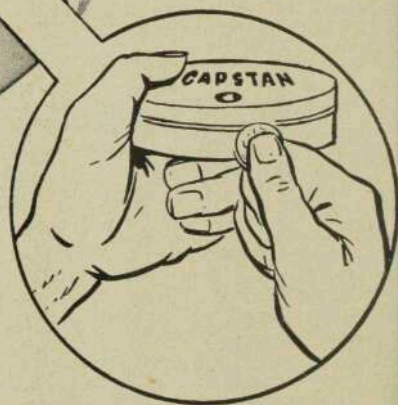


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should be given to applying the proceeds to the particular industries which yield these taxes.

A Bank of the Cook Islands is recommended along similar lines to the Bank of American Samoa, to provide finance for development. It should be a quasi-public concern, not a government department. It would provide full banking facilities, at present non-existent. It should take over the present Post Office Savings Bank accounts.

As the principal means of improving public relations, which will be a vital part of the plan, the present broadcasting system will have to be considerably extended. This will call for equipment and for the appointment of a technician, programme production officer, a home economist, and a translator-interpreter.

Development of the North Group Islands, all atolls, should be limited to the copra industry. A field officer recommended for the Northern Group to supervise this development. He would be based at Enrhyn, which would assume new importance as a northern capital.

A Government-owned schooner could be based there for the use of the field officer and other administration officials, as well as for the movement of passengers and limited amounts of cargo.

The authors stress that these developments must be spread over many years.

Some Recent SPC Publications

SINCE its establishment in 1947, the South Pacific Commission has produced many technical papers as solid references in compact form for the planter, the administrator, and the educationalist in the South Pacific.

Among those just to hand are the following: *Educational Aspects of Community Development*, a survey of fundamental aspects of community education by the Senior Social Welfare officer of the Papua and New Guinea Department of Education, paper 74, 4/-; *Catalogue of the South Pacific Commission Co-operative Library*, paper 75, 5/-; *A Bibliography of Tropical Housing*, paper 76, 2/-; *A List of Insect Pests Recorded in South Pacific Territories*, paper 79, in English and French, 6/- or 55 frs. CFP; and the *Distribution of Mosquitoes in the South Pacific Region*, paper 86, in English and French, 8/- or 75 frs., CFP.

Mr. M. Hoskins, ARIA, Newcastle architect, left on the *Polynesie* on January 20 for New Caledonia and New Hebrides. This was his 54th round trip, and it is claimed to be a record for an Australian-born person. Mr. Hoskins said he was making the round trip to survey progress on a number of projects,

now under way in the New Hebrides and New Caledonia, which are being directed by his organisation.

† Joe Bishop, 14, promising Aitutaki student attending the Rarotonga Tereora College, was accidentally killed in a shooting accident while hunting wild fowl near Ruatonga in January.

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TAGGED TUNA

Migratory Secrets Revealed

FOR several years now, US Fish & Wildlife Service scientists have been tagging tuna in the North Pacific, releasing them, and hoping that some day some of the tagged fish might be again caught and their migratory habits partly revealed.

According to a recent press statement from F & WS, the tagging project has started to yield results. Last November 24, the first tagged tuna was recaptured by a Japanese fishing vessel north of Hawaii and 810 miles due west of a point 400 miles north-east of Midway, where it had been tagged ten months earlier. The Big Eye had grown by 10 lbs in the interim. The tag was returned by the skipper of *Nikko Maru No. 5*.

No. 2 fish, an albacore, was taken by another Japanese vessel 75 miles north-east of Tokio Bay on January 19, 471 days and 2,670 miles from point of release 1,300 miles north of the Hawaiian Is. That fish had weighed 20 lbs when tagged and over 40 lbs when recaptured.

Next tag to come in was delivered by the Honolulu sampan *Neptune*.

This aku had been at liberty for 252 days when hooked on February 1, but its point of recapture of Barber's Point was only a few miles from where it had been tagged. Its weight had increased from 7 lb to 14 lb.

US Fish & Wildlife Service, PO

Box 3830, Honolulu, appeals to all Pacific fishermen to return such tags with dimensions and weight of fish and details of where, when, and how the fish was taken. The tag resembles a piece of plastic spaghetti and is attached to the back muscles of the fish.

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MARCH, 1956 — PACIFIC ISLANDS MONTHLY

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Letter to the Editor:

Final Word on That Blasted Channel

WITH regard to the Mangaia reef Channel (see PIM, January, page 77) I should like to say this:

Mr Edwin Gold was not present at the meeting in Mangaia during which the captains of the various surf-boat crews asked me to clear the Atuakoro reef channel for them. Centuries ago, there may have been a reasonable channel at this point. Since then, however, coral heads and shifting boulders had choked it to the extent that the passage was gradually becoming impassable to all but the smallest boats.

The representative of Keia district pointed out at this meeting that his village wished to build a new surf-boat that would be capable of carrying 4 tons of cargo at a time; there was no point in their going so while the channel remained in its then lamentable condition.

Being the only person in Mangaia who knew anything about explosives, I agreed to tackle the job. A very co-operative Cook Islands Administration provided me with the limited gear at their disposal. The explosive they supplied was Polar blasting dynamite. Not having used this particular explosive previously for underwater blasting, I approached the manufacturers with a request for technical data on the matter. When this was obtained, I secured voluntary local labour and went ahead with the job.

Mr. Gold writes: "The aim of blasting was not to create a passage but to blow away the reef-lip that was always impeding entrance to the lagoon. . . . This was abortive". He is apparently unaware that the Mangaians specifically asked me not to cut away the reef-lip as such action would have aggravated the dangerous currents at this point. I must apologise to Mr. Gold for the "feeble bangs" (of the explosions) to which he referred in an earlier letter. Any kind of mechanical noise represents loss of energy, so he may gain some satisfaction from learning that the comparative silence of the underwater explosions may have indicated reasonable efficiency on the job. Finally, if any firm cares to state with accuracy that its products were used in so-and-so connection, it is for anyone utterly unacquainted with the facts to question their aptitude to do so.

In self-defence, I must add that during the war I trained sabotage squads in the use of explosives.

Eden, NZ, I am, etc.
7. 1956. RONALD SYME

No further correspondence will be received on this subject.—Ed.)

AMBITIOUS BSIP NATIVE TRAINING PLAN

A STEP towards meeting the widespread demand for native school teachers, artisans and clerical workers in the British Solomon Islands Protectorate has been taken as the result of a grant under the Colonial Development and Welfare Scheme.

A vocational training college is to be erected at a site adjoining the Kukum airfield, six miles from the capital, Honiara.

It will cost nearly £24,000, will be of steel and cement, and the Government Architect's design shows a central two-storey block with three classrooms and amenities on the ground floor, dormitories above. Wings from the central block will house the technical classrooms, library, dining hall, kitchen, etc.

Two-year courses for teachers, clerical workers and carpenters will be the first aim; later, other classes will be introduced in metal work, electricity, radio operation, etc.

Plans of the training college and further details of this BSIP development appear in the January issue of the *SPC Quarterly Bulletin*.



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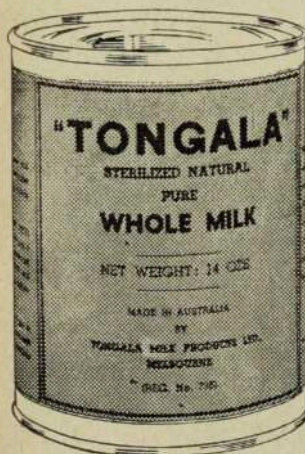
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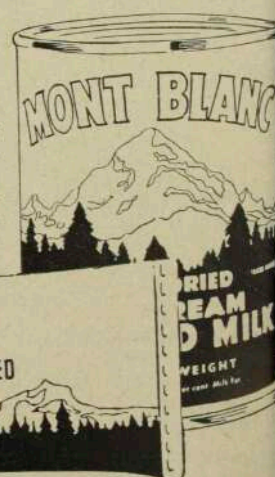
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Fiji Schoolboys

Go Into Print

TWO school magazines were received at the end of the year: both from Fiji, one Indian and one Fijian, and both excellent. Queen Victoria School—the all-Fijian secondary school of the colony—calls its magazine *Nanumi* and it takes the usual form of school magazines, most of the letter-press being provided by the pupils themselves.

This is the magazine's second year of issue—and we hope that there will be many more as it gives an excellent idea of how these young Fijians, now established in their new school at Matavatuou, are developing in an environment designed to fit them for living in a Europeanised world.

As well as a chronicle of school activities in 1955, there are numerous original contributions from the boys on subjects ranging from gay to grave. This is one of the best of them—from NHD, of Form VI. I called it *Invisible*.

"Well, if you really must know how I made my discovery, I suppose I had better tell you," said to the reporter, who for the last five years had been pestering me for an interview. What do you think made him try so hard

for an interview with me? Now, do not make the excuse that your breakfast has caused you to forget so quickly. If you really cannot find the cause perhaps I had better tell you. There is every reason for every reporter in the country to want to interview me, for you see, I am the scientist whose name recently hit the headlines on account of my discovery, Inv. 5, a serum which when introduced into the body at the business end of a hypodermic needle makes the recipient invisible after exactly five minutes.

I had, for three years and for no clear purpose at all, been experimenting on a large number of mixtures in the hope of finding one that, when injected into a living organism, would make the refractive index of its tissues similar to that of air. After many disappointments I finally stumbled upon my serum. I say stumbled because my discovery was made quite by accident.

It was about half past three on Friday morning when, completing my mixture, I went into the kitchen for a cup of coffee. I returned in about 10 minutes and thinking that I still had to add a certain chemical to the mixture, measured out the required amount and did so. To my great surprise the mixture frothed and foamed and went through five different changes of colour, a factor which had not occurred in any of my previous preparations.

Full of hope I injected 2 c.c. of my new serum into one of my few remaining guinea pigs, at the same time recording the temperature and heart-beat of the animal. In exactly five minutes after the injection, the animal disappeared completely from sight, hence the name Inv. 5. Crowned with success and now full of confidence it was no difficult matter for me to work out an antidote to my serum.

You may be sure that I did not make my discovery known until I had made the best possible use of it. Scientist though I am, cheap movies offer a great attraction for me and for a month I went around seeing every movie possible—free of charge. It was only when I realised that I was not the only one who wished to see a movie free of charge that I made my discovery known.

THE other magazine is from the Vivekananda High School at Nadi. This High School was started in 1949 and although the roll of 315 is predominantly Indian, there are 12 Fijian students and one Chinese. There were 43 girls attending the school in 1955—one of them a Fijian girl. This seems to suggest that the

The Pacific Islands Society

(Founded 1937)

Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

Regular meetings and social gatherings, with lectures, are held at the Feminist Club Rooms, 7th Floor, 77 King St., Sydney, on the fourth Thursday of each month, at 8 p.m.

Address for correspondence:—

THE PACIFIC ISLANDS SOCIETY,
Box 2434, G.P.O., Sydney.
(The President may be contacted by telephone at XJ 3205.)

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PACIFIC ISLANDS MONTHLY — MARCH, 1956

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Indian resident of Fiji, has still to be persuaded that girls are worthy of higher education.

There are reports on school activities and contributions by past and present students but the magazine differs from the usual school annual in that it contains also articles and illustrations on Indian cultural matters and articles of general interest to education.

Most of the magazine is in English but there are also sections in Fijian, Hindi, Tamil, Gujarati, and Malayalam. Judging by the original contributions, it seems that the Indian schoolboy is a much more serious fellow than his Fijian counterpart. Here is one typical contribution from Govardhan, of Form V. He calls it *Man over Nature*.

In the pre-historical period man prayed and offered tribute to lightning, lions, other wild animals, Rain God, Wind God, and thousand and one other gods whom he needed.

But as time passed on, man progressed. The gods to whom he prayed became his slaves and the man became their master. Man made fire, domesticated wild animals and cultivated lands. Iron and copper were converted into knives, saws, axes and other implements. The river, which he once worshipped and never dared to go near, was crossed by boats.

As time marched on still brighter and clearer discoveries were made.

Though man does not have wings he can now fly higher than birds and faster than sound. Man harnessed water to supply him

with power to run factories and so on.

Man lives in all the climates and countries. He lives in the skyscrapers, igloos, bures and long houses. He is both carnivorous and herbivorous. He is no longer scared of the forces of nature. He is the master of them. He thus lives true to the words of the great Greek philosopher—"Man is the measure of all things".

¶ Mr. Alan Donald BVSc., has been selected for appointment to the post of Veterinary Officer (Pathology), in the Department of Agriculture, Fiji. He was

a Colonial Development and Welfare Scholarship holder, recently graduated BVSc., at the University of Sydney, and has accepted a teaching fellowship in veterinary pathology at the Sydney University Veterinary School during 1956. He will likely take up his appointment in Fiji early in 1957. Mr. Donald was born in Fiji and is the only son of Mr. D. A. Donald (who served as an Agricultural Officer in Fiji prior to his appointment as Senior Agricultural Officer to the BSIP) and Mrs. Donald.

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Letter to the Editor:

ACHIEVEMENTS IN EXPLORATION

THE John Lewis Memorial Fund is administered by The Royal Geographical Society (SA Branch) Incorp. and the Gold Medal is awarded annually for "the most noteworthy achievements in exploration, research and literary work." Prizes or books are given—for papers on either the history, exploration or administration of the Northern Territory—or, at discretion, monetary assistance to enable the writer to effect research.

Bronze medals are also awarded for University examinations.

Your remark (Dec. PIM, p. 13) about the lateness of the presentation of the Gold Medal needs explanation. The awards to Ivan Champion, Sir Gordon Taylor, Dr. Donald Thomson, and Sir Edmund Hillary have been made, but the presentation in each case was held over at their request to enable their attendance if possible at the Society's Library. The presentations to both Sir Gordon Taylor and Sir Edmund Hillary are still awaiting their return from abroad.

If you or your associates come to Adelaide it is hoped that you will find time to visit our Library. Here you will find the most unique collection of books of travel, maps and manuscripts based on the original purchase of the famous York Gate Library of London. To this has been added the Gill Library of SA history and the Benham Library of travel, etc.

I am, etc.,

CHAS. C. DELAND.

Adelaide.

(In our caption to the December photograph, we were not referring to the fact that the award was made in 1953 and the medal presented in 1955. But to the fact that (according to our correspondent in Moresby) the award was made for Mr. Champion's journey across New Guinea from the Fly to the Sepik over 25 years ago. That is the delay to which referred.—Ed.)

TWO FIJI DEPARTMENTAL CHIEFS TO RETIRE

R. J. M. CRUIKSHANK, C.M.G., Director of Medical Services in Fiji, is due to retire shortly and will be replaced by Dr. P. W. Dillissell, who is at present Director of Medical Services, Cyprus. Dr. Cruikshank will commence his pre-retirement leave in March. Mr. H. A. Ragg, Director of Public Works, is to go on pre-retirement leave in April and will be replaced by Mr. John Common, Assistant Director of Public Works, Aden. Mr. Common is already well-known in Fiji, where he served as Executive Engineer from 1947 to 1953.

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- 16-oz. Grapes.
- 30-oz. Peaches.
- 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.

COLD MEATS

- 12-oz. Trim (Pork and Beef).

- 12-oz. Meatreat.
- 12-oz. Hampe.
- 12-oz. Camp Pie.
- 16-oz. Corned Beef W/C.
- 12-oz. Taper Corned Beef.
- 6-lb. Taper Corned Beef W/C.
- 6-lb. Taper Corned Beef.
- 12-oz. Taper Corned Beef W/C.

SAUSAGES

- 16-oz. Beef Sausages.
- 16-oz. Oxford Sausages.
- 16-oz. Cambridge Sausages.
- 16-oz. Pork Sausages.
- 10-oz. Vienna Sausages.
- 16-oz. Vienna Sausages.
- 4-oz. Vienna Sausages.

TONGUES

- 12-oz. Sheep Tongues.
- 12-oz. Lamb Tongues.
- 12-oz. Calves' Tongues.
- 12-oz. Lunch Tongues.
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- 16-oz. Tins Dripping.
- 37-lb. Tins Dripping.

MARGARINE

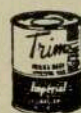
- 56-lb. boxes Cake Margarine.
- 56-lb. boxes Pastry Margarine.

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- 56-lb. boxes Bulk Butter.
- 16-oz. pats Butter.
- ½-lb. pats Butter.
- 12-oz. tins Butter.
- 16-oz. tins Butter.

CANNED JAMS

- 12-oz. & 24-oz. Fig.
- 12-oz. & 24-oz. Plum.
- 12-oz. & 24-oz. Raspberry.
- 12-oz. & 24-oz. Quince.
- 12-oz. & 24-oz. Marmalade.
- 12-oz. & 24-oz. Apricot.
- 12-oz. & 24-oz. Peach.
- 12-oz. & 24-oz. Melon & Ginger.
- 12-oz. & 24-oz. Melon & Lemon.
- 12-oz. & 24-oz. Melon & Pineapple.



MAGAZINE SECTION

Tropicalities

THE WHISTLE WENT PEEP, PEEP
EUROPEAN girls in Honiara get whistles—but they aren't wolf-whistles.

This and other fearsome data were brought back to Sydney at the end of February by Miss Marjorie Fisher, an ex-BSIP Government employee, an English stenographer, and a nursing sister who had found conditions of work in the Protectorate intolerable. All girls had broken their contracts.

Miss Fisher said that she wanted to warn other Australian girls against going to Honiara because conditions were "dreadful."

The things that were dreadful included:

- The war-time American army units that served as Government offices;

- The land-crabs that walked across the floors;

- The unbearable heat;

- The snobbish caste-system of the British administrative officials—they "ignored Australian girl stenographers."

- The single girls' quarters which had no kitchen facilities so that they had to eat in the hotel. Miss Fisher said that the acting Chief Secretary, who lived in a 5,000 house, told them that they had to have a pioneering spirit.

The English stenographer, Miss Ella Myers, said that the girls had been issued with whistles after a European girl had been nearly strangled by a native three months ago. Said Miss Myers: "We were told to whistle three times if natives troubled us. . . but the next girl I asked found the whistle would only go feebly 'peep peep.'"

FORECAST: Shortage of Australian stenographers and nurses in the BSIP in next few months.

SHADES OF THE COCONUT!

STRIKING manifestation of the changing South Seas is seen in a recent Cook Islands Legislative Council decision to supply every school child between the ages of 5 and 12 years with a regular supply of cow's milk.

Thirty years ago (or less) such a suggestion would have been laughed at. The milk of the coconut is capable of turning out fairly good samples of children for 1,000 years, and the atoll children of today—for example Tokelau children—where the coconut is still in vogue,

are probably the finest physical specimens to be found anywhere.

Not that the Cook Islands move is revolutionary. Milk is being distributed to many Island schools today; usually it is dried milk-powder which is mixed with water.

GETTING THERE FASTER

QANTAS' Super-Constellation Connoisseur service to London has now had 20½ hours travelling time clipped off it. Planes leave Sydney at 6 p.m. Fridays and arrive in London the following Sunday at 2.30 p.m. London time. This is achieved by cutting out the night-stop in Singapore and over-flying Djakarta and Bangkok.

Getting there a day earlier will probably be fine for people in a hurry—but it takes all the fun out of travelling by air.

Most people, after a night and a day in a plane, are glad enough to break the journey to sleep in comfort in an air-conditioned room, and Djakarta and Bangkok airports were worth an hour's visit. Djakarta for its overcrowding, flies, armed guards who ride bicycles around the airfield, and the howls of fury with which the Indonesians react to the wayward traveller who dares to put a foot outside the door of the terminal building. And Bangkok for just the opposite. The huge terminal building with its

air-conditioned lounge and dining-room, is one of the best in the world; and the courtesy of the staff is in sharp contrast to the Djakarta staff.

As Qantas can no doubt point out, people who want to dawdle can still take one of their three other services that are run each week. These, however, are mixed-class services and do not give the same feeling of spaciousness as the Connoisseur service which carries only 43 people.

COLD-SHOULDERS (MALE) FOR FOUNDATION GARMENT PLAN

OUR Tahiti correspondent reports that one of the largest foundation garment manufacturers in the United States has been recently

Prince With Rumpled Sox



Prince Taufa-ahau, seven years old, and son of Prince Tugi of Tonga, spent a month's holiday in Sydney with his grandmother, Queen Salote Tupou, in January-February. Here he is shown, on arrival by plane from New Zealand, with Vaea Tupou, aide-de-camp to the Queen.

Women's Weekly photograph.

investigating market possibilities and suitable agents in Polynesia.

Our correspondent says, however, that there seems little enthusiasm locally towards the idea of further promoting the confinement of the generally attractive Tahitienne figure within foundation garments from the United States or anywhere else.

One leading importer, dismissing the suggestion that this might be a worth-while agency, recalled with nostalgia the well dressed woman of yesterday. Then the sole dress was a "wispy muslin chemise, suspended from the shoulders by two straps," with accompanying voluminous and airy drawers—on special occasions only.

Thus attired, the local beauties greatly enhanced the evening sunset view from the verandahs of the Yacht Club, Cercle Bougainville, and other popular male lounging-places, as they passed between sun and viewer in their promenade along the Broom Road.

To-day, the importer said, there was no such view. The foundation garment had already made deplorable inroads.

Two years ago there was a suggestion that an American firm might set up a foundation garment factory at Pago Pago—but the intention had been only to manufacture garments, not sell them in the Islands. The scheme fell through.

"WHO IS SPEAKING, PLEASE?"

A CALL on any one of the hand-cranked party-line telephones in rural Rarotonga is always an adventure, and the outcome is rarely predictable.

When the line is not dead—as it frequently is—it is very much alive. This you gather from the rapid series of faint clicks that tell of receivers removed and clamped eagerly to the ears of neighbours, all able, willing and anxious to listen, and participate if allowed.

Seasoned subscribers will clear the line to base with a few searing words to "line crashers", and perhaps a cheery aside to some pet neighbour, distinguished by the way in which he or she breathes into the receiver.

As evidence of the uncertain outcome of a call on this line, the following conversation took place recently in Rarotongan when a Titikaveka lady was interrupted in her efforts to contact Avarua. "Who is that speaking?" she queried.

"This is Jesus speaking—Jesus Christ," said a young and obviously female voice. The Titikaveka lady, who is familiar with the ancestry and problems of every Maori on the island, rapidly ticked-off in her mind all the young upstarts likely to be tuning in at that hour.

"Where are you speaking from?" she asked.

"I am speaking by the telephone here," was the cautious reply.

"And what is your father's name?"

And the voice replied, "God."—*GFR.*

BIRTH CONTROL AS ANSWER TO SOME PACIFIC PROBLEMS

IT is a law of the human species that, as the standard of life improves, the birthrate declines. Among the swarming millions of Asia, where over-population keeps the masses very poor and the standard of living very low, the birthrate is fantastic.

Both in India and in Japan, where the birthrate has been so high that it creates almost insoluble politico-economic problems, the Governments have been advocating systems of birth-control.

The problem has been reflected, for many years, in Fiji, where an annual birthrate of well over 40 per thousand per annum has placed the Indian population, in numbers, well ahead of the Fijians, although the latter are quite healthy, and have a normal birthrate. A few years ago a Governor of Fiji, Sir Brian Freeston caused a stir in high official circles by urging the Fiji Indians to observe the principles of birth control.

Actually, a deliberate birth-control policy in Fiji may not be necessary. It is likely that, as the Indian standard of life in the rich and prosperous sugar Colony improves, the age-old law will bring the birthrate down to normal and less than normal.

An "International Conference on Planned Parenthood" recently broadcast some startling statistics about the way certain world populations are increasing and the probable economic and political effects of these increases.

Following that, Japanese leaders announced that Japan, as a nation, now is deliberately encouraging birth control. They said that in no other way could Japan avoid disaster.

There are over 90 million people in Japan, increasing by more than one million per annum; and there is not enough room now in Japan for the present population, and no overseas Japanese territory to which the surplus people may go.

Shell-Collector and Painter of BOP

MRS. ANNIE KUSTER of MANUS (below) is an attractive, talented part-Polynesian with a strong German flavour. Her father was Charlie Munster, a well-known adventurer who had run away to sea from Germany, obtained British citizenship when he was a newspaper boy in Australia, and then went to the Solomons for Lever Bros.

They sent him to Lord Howe Atoll (or Ontong Java), where he was finally told by the Buala, or King of the Atoll, to get out, get killed or get married, so he took the same alternative as Harold Markham, and married the girl in question. She was the lovely Va'ule, daughter of the Buala himself. She died giving birth, in 1907, to Annie Johanna.

Charlie left for New Guinea a couple of years later, and while he was around Rabaul little Annie was cared for by the famous Mrs. Parkinson there. In 1910 Charlie settled in Manus, where he lived the rest of his life as a planter and trader. During the First War he was interned with other Germans, but after proving his British nationality in Australia was allowed to return to New Guinea. During the Second War he was not interned but was collected by the Japanese and did not survive the war.

Annie married Ludwig Kramer about 1929. He had been planting at Kokopo, and then went to seek his fortune on the Goldfields, where Annie made her home at Wau, and had three children. Kramer died in 1940, Annie married again the next year, to an Australian of distant German descent, Gus Kuster, and they moved to Australia ahead of the Japs. Gus first joined the AIF, then the NGVR, and finally the American small-ships. Since the war the Kusters have settled at Manus, and have four children. Annie is a keen shell-collector, and also paints in oils and water-colour, mainly island scenes and birds of paradise, all in fine detail, and some miniature paintings for Christmas cards.—*BRETT HILDER.*



Kimi and the Judge were embarrassed but it was a—

PORKERS' PICNIC

By W. H. PERCIVAL.

KIMI'S heart was full as he looked down at his sick brother. He saw the little muscles round the lad's mouth jerk as sudden pain caused his nerves to twitch; heard his faint moan as he turned on his side. The sweat from his thin face soaked into the pillow-slip, making a damp patch that spread round his curly black hair.

He turned to the Native Medical Practitioner who stood at his side. "Can't you do anything for him?"

"I've done all I can, Kimi. There is only one thing left. He must be sent to Rarotonga hospital at once. The *Aratangi* leaves for Rarotonga to-morrow."

Lines of worry showed in Kimi's smooth young face.

"But I have no money for the fare."

Nobody on the island had any money. The profits of the tomato crop had been spent weeks ago; and the orange season was three months away. He felt the Medico's hand on his arm. "Go and see the captain, Kimi. Maybe he let you pay later."

Kimi stared at the lean, battered length of the small ship tied up to the rough jetty. The once-white paint was peeling off in places, showing patches of red lead as ugly as tropic sores. Polynesian seamen were lashing boxes of shell and bags of stinking copra into position on the dirty deck. He crossed the narrow gangplank and stepped over

the sagging guard rails.

"What do you want?"

Captain Vosco eased his flabby bulk down the bridge companion. He wore a filthy singlet and three days' growth of beard. A leather belt made a dividing crease across his gross stomach and supported wrinkled and stained duck trousers.

Kimi wet his lower lip with the tip of his tongue and smiled nervously. "Captain, my brother, Mata, he very sick. Doctor say he must go to Rarotonga hospital. But I have no money for his passage. I pay you when you come back in the orange season. I have plenty money then."

"What sort of a mug do you take me for, kid? How do I know that you'll pay me? If your brother's sick he'll have to travel cabin. That'll cost £5. And the terms are strictly cash."

"But captain, no other ship call here until after the hurricane season, and if Mata not go hospital very soon, maybe he die."

"That's none of my business. I'm running a trading vessel—not the Public Health Service. Come and see me when you have the money. No dough, no passage." He turned and walked aft.

Kimi trudged up the wharf towards the coastal road with tears blurring his vision and spilling down his cheeks. Where to get so much money, so quick, he thought. All my friends and relations are as broke as me. Too much big fool, me.

When I have money I spend it all on ice-cream and paper hats. I take my girl to the cowboy pictures and buy her new dresses. Now I have no money.

He stopped suddenly as the idea came to him. There was just about enough taro and kumera on his plot to raise the required amount. The vegetables were ready to be gathered and it was market-day to-morrow. His neighbours would loan him their horse and buggy, and he would be sure of selling all he could produce, for food was getting scarce.

He hurried along the dusty coral road, then turned inland up the track that led into the hills. The jungle was a thick green carpet that covered the land, except where an occasional rocky outcrop showed a grey, basaltic face, and coconuts and citrus marched in orderly ranks across the level spaces.

When he reached his own small plot he was perspiring freely. He looked about him—and sudden dismay sickened him like a blow in the stomach. The kumera plants were smashed and trampled down and half-devoured vegetables lay rotting in the sun.

He jerked his eyes towards the taro swamp, feeling rage build up at the sight of further damage. Less than a quarter of the crop was unspoiled.

"Damn pigs," he said. He could hear them grunting somewhere among the taro leaves. And then he saw them, a large black boar and a fat old sow, almost invisible as they wallowed in the black mud.

He walked over to a clump of wild hibiscus saplings, and with his clasp knife, hacked one down and trimmed it. He tore at the green bark with his teeth and ripped it off in strips. Within a few minutes he had nooses of pliable bark. He began to stalk the pigs.

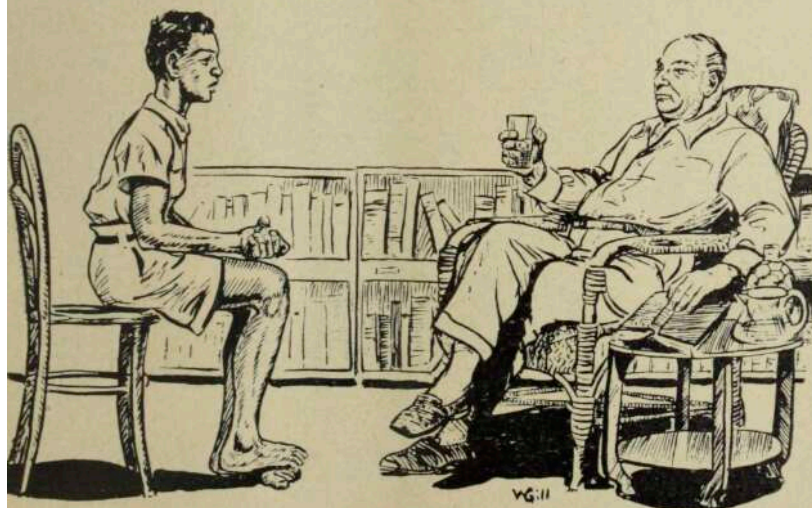
Half an hour later he sat down in the shade of the trees to rest, too tired to be angry any longer. The pigs were safely tied to convenient trees and would stay there until he had decided what to do.

He crossed his mud-blackened legs and began to think about old Judge Charleston.

Lately the Judge had increased the fines for this offence. He also lectured the guilty ones at length and threatened them with drastic punishment if they should come up before him again. The Judge understood the islanders and their problems. He was a good man, and a fair man. Kimi stood up. I go see the Judge, he thought. He tell me what to do.

KIMI crossed the wide, well-kept lawn that surrounded the spacious bungalow. He could see the Judge sitting in his bamboo chair on the verandah. He stood at the foot of the steps as the Judge put

Speak up, lad . . . who is the owner?"



down his book and reached for his whisky glass.

"Well, my lad. What can I do for you?"

"Good afternoon, sir. I am sorry to disturb your honour. But I have some troubles about some pigs."

"Oh, yes? Well, sit down a minute and tell me about it."

Kimi sat down carefully on the edge of a chair, began to tell the Judge about Mata's illness, the necessity of his travelling on the *Aratangi*, of his efforts to raise the passage money being frustrated by the pigs.

"I feel very bad, sir. The *puakas*, they spoil my crops. So I come to ask you, what shall I do?"

"Did you catch the pigs?"

"Yes, sir. And I tie them to the trees."

"Right, then. The next step is to send for the owner, show him the damage and ask him to pay for it. If he refuses to pay, issue a summons against him and bring him to court. I promise you that I will deal very severely with him. There is no excuse for this sort of thing. And I'm determined to stamp it out."

The Judge sipped at his whisky and placed the glass on the table. "By the way, do you know who the pigs belong to?"

"Yes, sir." Kimi lowered his eyes and stared at his feet.

"Well, speak up, lad. Who is the owner?"

"You are, sir."

"What?" The Judge's mouth fell open. He sat upright in his chair and surprise made his round face comical. "That's not possible. Are you sure? Describe them."

He got out of his chair and paced the verandah with short, jerky steps as he listened. "By George, that's them all right. How much did you say the damage amounted to?"

"Five pounds, sir."

"Hum—a fiver, eh."

The Judge reached for the wallet that bulged his hip pocket.

† The District Medical Officer Eastern, the Roko Tui Lomaiviti, Messrs. E. Ashley, I. D. Cammell, Gulabdas, A. G. McCown, R. A. Ricketts and W. G. B. Williams have been appointed members of the Levuka Township Board, Fiji, under the chairmanship of Mr. E. O. Sundin.

† By notice in the French Oceania *Journal Officiel* of January, Mr. Carlos-Gracia Palacios is confirmed as Consult for Chile in Papeete.

JUST ONE FOR THE ROAD

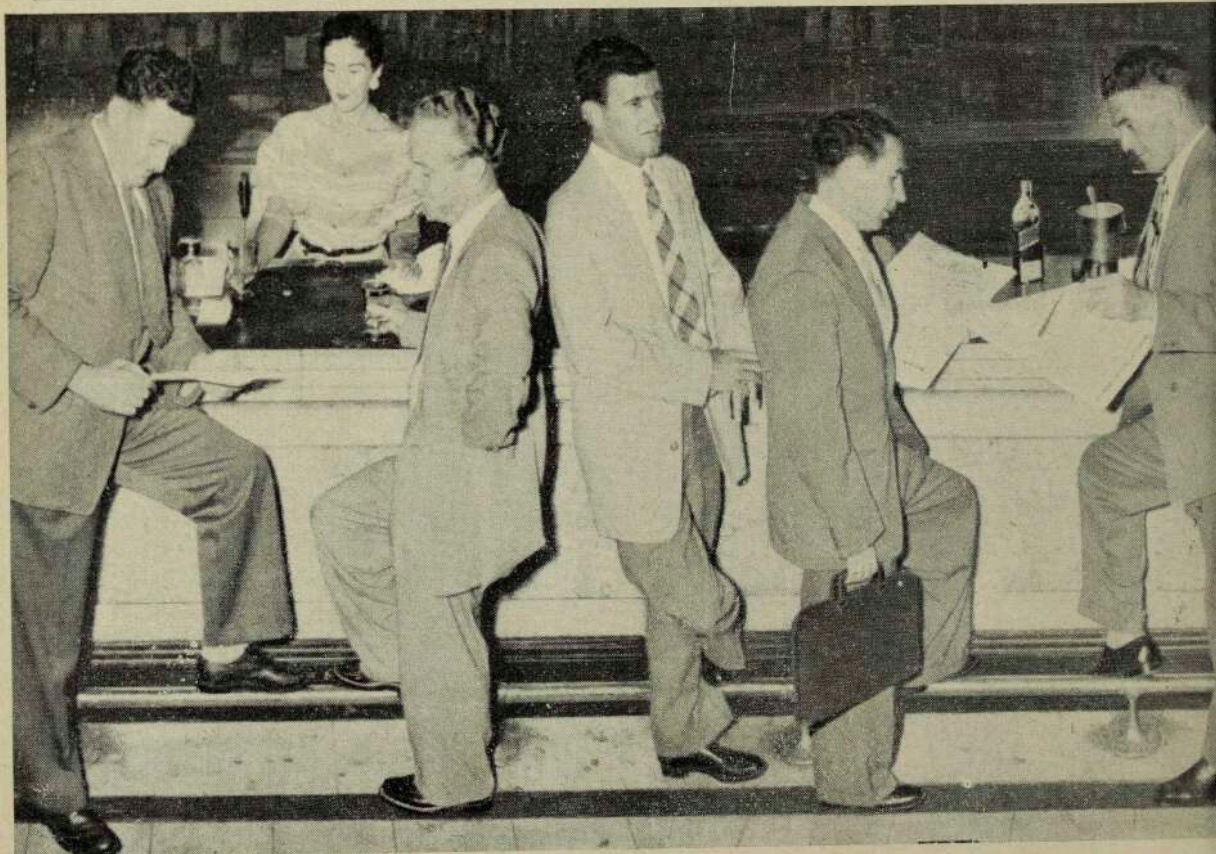
By DAIKA TAU

IN the days before World War II there was an outpost of Empire situated in the islands East of Samarai, staffed by an Assistant Resident Magistrate, and a Patrol Officer, who did the wandering around the countryside; the station was supplied by a Government vessel about every six weeks. The place was regarded highly by the staff although supplies did run a bit short at times.

On one occasion the trawler was returning from a trip to another place and called in to pick up the mail and to anchor overnight. As is usual at such times, the unexpected arrival and imminent departure caused a last-minute flurry of letter-writing and checking, or orders, lasting into the hours of darkness.

The Captain visited the office about 9 p.m. and found the ARM just finishing off his mail. These men were old friends and were both keen students of Grogology when the opportunity offered, even going as far as to make opportunities. And here was a golden one offering.

The only cloud was the fact that



the ARM's wife was aware of his failing and endeavoured to keep his intake of alcohol under supervision sufficiently for him to be able to proceed under his own power when heading towards the marital couch. To ensure this, she had locked up his grog supply as soon as the boat was sighted. But ARM's did not reach their position without being able to cope with obstacles, and this one had been well coped with, earlier. Precautionary measures taken had been to place grog in well-disguised containers in various unlikely places and it was to one of these hideouts that the two old friends looked for spiritual comfort.

The first one lasted until the pressure-lamp went out. By then, the ARM was unable to rise unaided, the Captain was talking thickly and the time when wifely suspicion was likely to produce results was getting close.

By the light of a dim lantern, under the mumbled instructions of the ARM, the Captain procured a bottle from another hideout and poured himself one for the road.

The ARM had passed the stage of being able to contain any more and even uttered an occasional snore. The Captain, knowing that he would get no more until he reached Samarai, poured himself out another drink for the trip, a real woodener, finishing the bottle.

Just then a feminine voice came

from outside, asking the ARM to come home and let that other brute get away. With great presence of mind the Captain downed his drink and, staggeringly discreet, left by the back steps for his boat, getting away from the wharf at once.

Some time after dawn the next day the two passengers on board were shown a bottle containing some murky-looking fluid and were asked if it could be Blackwater.* Neither was sure, so to be on the safe side, the Captain took to his bunk and the passengers conned the boat with all speed to Samarai, where the Captain was carried to hospital on a stretcher. He had no temperature but Blackwater was a serious thing and it was wise to take precautions.

After several days, he was discharged and came back to take his boat over again, saying that he had caught the complaint at a sufficiently early stage to avoid serious complications.

A trip to another station caused a delay of several weeks before he saw his old friend again. As he sailed into the small harbour, he

* For the uninitiated—now that malaria is regarded as an "entirely preventable disease"—Blackwater is an acute disease, frequently associated with persistent or neglected malaria; it has a high mortality rate (about 50 per cent.) and one of its symptoms is the passing of red or dark-brown urine.

could see the ARM walking up and down agitatedly. Before he was able to tie his boat up, the ARM called: "Captain, have you any office supplies aboard for me?"

"Yes," was the answer, "I have your six-monthly requisition. Are you short?"

The answer was explosive: "Short! You have held up the whole work of the Government in this district. We have not been able to hold a court case legally. And it is your fault. The night you left you drank the last of the ink on the island."

¶ Mr. H. T. C. Bentley, who was transferred from the Fiji Postal Service in 1947 to the position of Head Postmaster in Nyasaland, East Africa, was recently appointed Postal Inspector-Surveyor in Southern Province, with headquarters at Blantyre. Mr. Bentley is the son of Mrs. Ella Leembruggen, now of Sydney.

† In January, a meeting called in Suva by the Indian Society of Fiji, to discuss the Fiji Constitution, lapsed through lack of a quorum.

FINDING OUT WHO'S WHERE

At the NG Bar

THIS clever piece of photography (left) is reproduced by permission of the Australian magazine "People" where it originally appeared in the issue of February 8. The subject: Ushers New Guinea bar in Sydney, famous for about a quarter-century with men from that Territory, although unknown to most Sydneysiders until recently introduced to it through an article by Stuart Inder.

Stuart Inder, until mid-1955, was ABC journalist at Port Moresby and recently he has been doing a good job for the Territory in "People" and other Australian publications by showing that stories about the Territory can stand on their own merits as interest-holders without being propped up by the usual imaginative sensationalism given most things Pacific.

As well as providing the usual refreshment, the New Guinea bar has been famous for two things—for the women who were in charge of it; and for the fact that it was the unofficial meeting place and news exchange for men down on leave from the Territory.

Ethel was the first, and probably the most famous, chatelaine of the bar; and the present incumbent is Joan—seen in the photograph. The information exchange is through "the book" which is kept under the bar. Territory men wanting to announce to their friends that they are around enter their names in it. Conversely, if you want to find out who is in town, you look through it and perhaps leave a message. The present "book" is, of course, one of a long line of such volumes—past "books" now could probably be regarded as works of historical interest.

Seen in this photograph, in characteristic attitude, left to right, are Messrs. Mick Foley, last posting ADO Talasea; Ted Hicks, ADO; John Baldwin, of Moresby Customs Dept.; Arthur Costello, who was with the "South Pacific Post" in Port Moresby for some time; Allen Burns, shipmaster for APC; D. Clancy, Patrol Officer of Mendi; Frank Cleary, of the Postal Department, Moresby; Jim Hoile, well-known resident of Wau; and Harold Hindwood, of Mandated Airlines, Lae.

The Sun Features Bureau can supply copies of the photograph to anyone interested.



RADAR IN SHIP NAVIGATION

The Magic Black Box That Smooths the Brows of Islands Skippers

By. CAPT. BRETT HILDER

TO the harassed navigator radar has come as a boon and a blessing, acting like Alladin's Genie of the Lamp, solving problems from its magic black box. It restores confidence and soothes anxious nerves like a magic balm, and is the greatest aid to inter-island navigation since the introduction of charts and the magnetic compass. In fact, for close pilotage, it almost super-sedes the compass.

Navigating through the isles of the Pacific calls for a lot of night navigation, in addition to periods of bad visibility due to rain, haze or volcanic dust. In the past, this has caused a lot of eye strain, and hours of peering through binoculars at murky horizons, trying to pick out the land from the clouds.

Sometimes, at close quarters, on dark and stormy nights the only glimpses of the land are in flashes of lighting, and often it was necessary to go dangerously close to land or breaking reefs in order to pick them up at all. All these anxieties can now be modified by ships which are lucky enough to carry radar.

All Burns Philp ships are now fitted with it, largely as a result of the stranding of SS *Mangola* three years ago on Kar Kar Island (NG). This was one type of accident that radar could have prevented.

Radar consists of a combined transmitter and receiver about the size of a man and situated on top of the bridge; and several large boxes of electromagnetic mysteries which project their answers in visual form onto a luminous screen rather like a television set.

Radar uses radio waves of very high frequency, that is, of very short wave length, about an inch in length, compared with ordinary short-wave radio which has a wave length of about 20 yards.

Radio waves are identical in nature to light waves, except for their higher frequency, and radar uses them as a substitute for eyesight. As well, it does a lot more, for a radar set transmits its waves in a beam which sweeps around the horizon, illuminating any object it strikes, and then receives back any echoes which are strong enough to record on the screen.

Our eyes can see only objects which either produce their own light, or are illuminated by other sources. Even if our eyes were fitted with searchlights they would still not do all that radar does, for

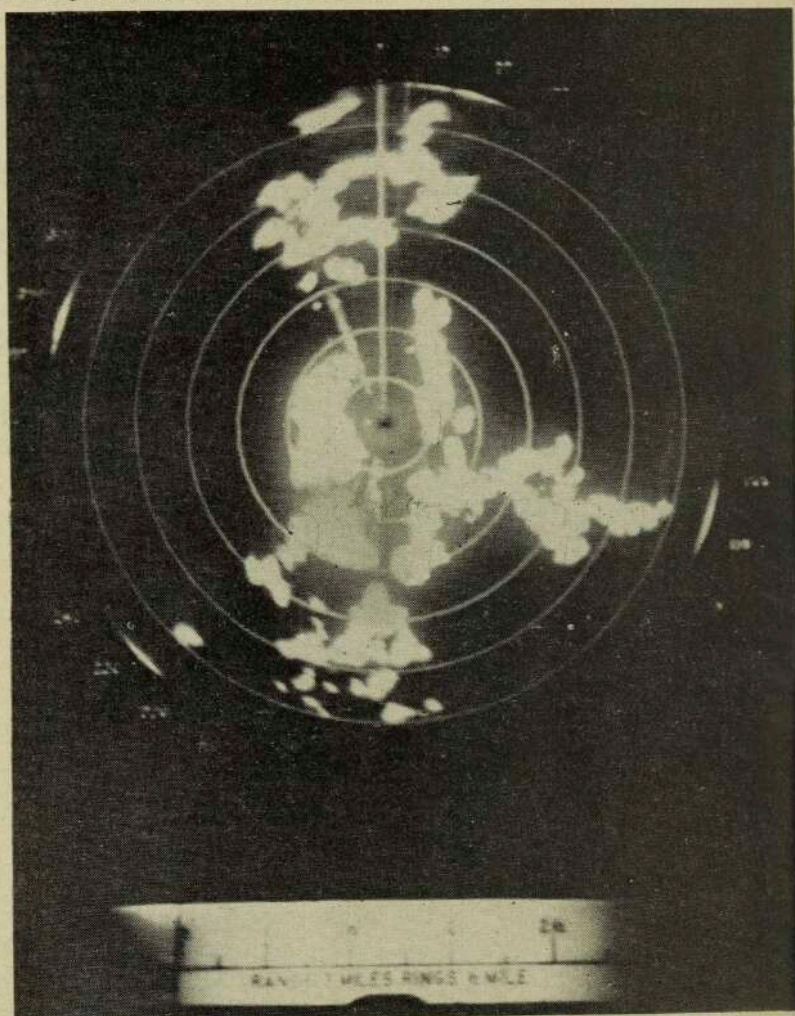
as well as seeing objects and recording them on a screen, it also measures their distance off very accurately, by automatically timing the echoes and showing all these distances on the screen.

The combination of direction and bearing of each object on the screen produces a bird's eye picture of the whole area around the ship, like an aerial photograph. The ship is

represented by the dot in the centre of the circular screen, and the ship's course, or heading, is the vertical line from the centre to the top of the screen.

Radar cannot see any further than the human eye on a clear day, in fact it cannot see quite as clearly or sharply, so that it is possible to see the masts of ships below the horizon by eye before radar can pick them up. Most sets are limited to a range of 40 miles and so cannot record any high mountains beyond that distance, though the mountains can be seen by the naked eye.

To offset this handicap, radar can give accurate distances of anything it sees, while an observer has to guess at distance, or use a sextant and trigonometry, or an optical rangefinder if he has one to help him. This ability to give distance



Photograph of the Radar Screen when ship was leaving Port Purvis one dark night in the Solomons. To get out of this port safely it is necessary to pass the points of land and reefs 1/2-mile off, which would be too hazardous to attempt on a dark night without Radar. The screen shows the picture on the 3-mile range scale, and the range rings surrounding the ship in the centre are 1/2-mile apart. The vertical line shows the ship's heading, and she has already travelled about a mile on this course, which happens to be about South West. Bearings can be measured by means of a radius, and read off against the numerals around the circumference.

ff is of very great value in navigation.

When navigating by eye at night, even when land is visible and it is possible to take compass bearings of it, it is often very difficult to keep the necessary distance off it to avoid unseen dangers like rocks and shallow reefs. A bearing and distance by radar of a single object will give an accurate position of the ship, and ensure her safety.

The later type of radar set has been designed for accuracy for short distances to enable ships to enter harbours in fog or rain, by being able to pilot by radar past floating buoys and fixed beacons, as well as dodging other ships in the harbour.

To enable all this to be done on the screen, the range can be limited to one mile, instead of showing up to 40 miles, and this, of course, gives a picture of the vicinity just 40 times larger.

The set may also be switched to intermediate ranges, usually a 3-mile and a 10-mile scale, for coasting pilotage. The one set therefore fulfils most of the functions needed in ship navigation.

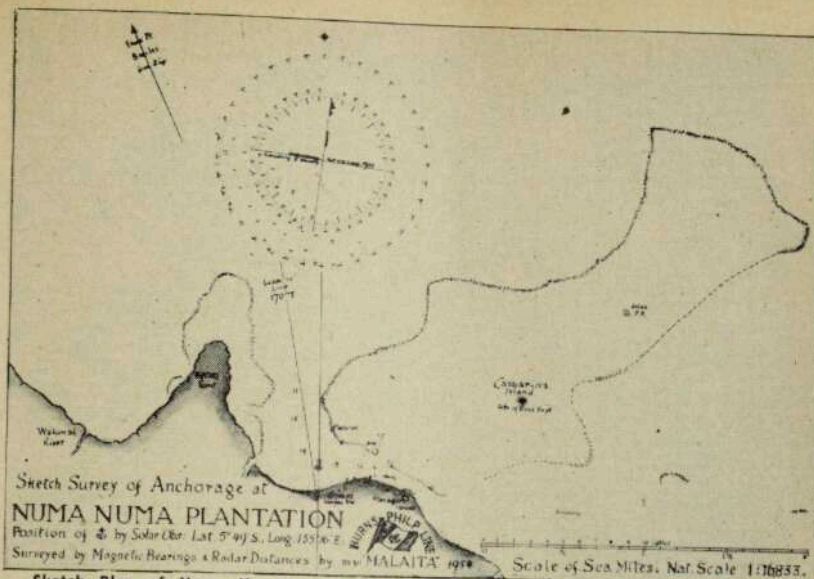
As well as looking at the horizon, the beam looks a little above and below, and we therefore get heavy clouds showing up on the picture, and also the waves of the sea. We could cut out the return from the waves, we would also cut out any small boats, buoys, and banks, and lines of breakers as mark the edges of reefs, rocks, and tide-rips.

By tuning the set with different controls it is possible to distinguish heavy rain clouds from solid land masses, and to diminish the sea-echo and show the rest of the picture more clearly, rather in the way as a radio is tuned to get the best reception of a broadcast. There is a lot for the observer to learn to get the best results from radar.

There is a danger that the confidence inspired by radar may lead to over-confidence, so that instead of slowing down or coming to a complete stop in dangerous circumstances, a shipmaster may be tempted to charge on, regardless of fog or poor visibility, and run the risk of collision, strandings or the wrong way by mistake.

Many collisions have occurred in Europe by ships using radar, and the expression has been coined, "radar-assisted collisions." For one ship, in fog or rain, picks another by radar she cannot tell whether the other ship is fitted with radar or not and her evasive action otherwise often turns out to be the wrong thing to do.

So, with radar, there is not the visual recognition of objects that boats may be mistaken for navigation buoys, and ships mistaken for small islands, or islands mistaken for each other. All these



Sketch Plan of Numa Numa, a small anchorage port on the coast of Bougainville; the plan was made with the help of Radar to measure the distances to be plotted. The port can be seen to be barely $\frac{1}{2}$ mile wide, while the reef extends $3\frac{1}{4}$ miles to seaward as a considerable hazard to navigation. The only previous plan was a German one which was very rough, and showed the main reef to be only $1\frac{1}{4}$ miles long.

mistakes must be guarded against, for the whole object of fitting radar to ships is to increase the safety factor, not just to make things easier for navigators.

Radar has many other uses than are described here, but the main one so far unmentioned is its use in making charts. As well as an increasing use for naval hydrography, it has been used by the writer to make plans of small uncharted harbours along the coast of Bougainville, and two on Guadalcanal. It will be seen from this that the screen gives a fair representation of a chart, or aerial photograph, though there is quite a lot of work to be done before a plan can be plotted, and so add to the safety of navigation in the South Seas.

Book by Pastor A. G. Stewart

DURING the 48 years in which he was actively engaged in missionary work on behalf of the Seventh Day Adventist Organisation in the South Pacific Islands, Pastor A. G. Stewart, now retired, saw some extraordinary changes in social and political conditions in the Islands, and had many interesting personal experiences. Probably, there is no South Pacific Islands missionary more widely known in the islands than Pastor Stewart.

A book written by him, covering those 48 years, will be published in America about the middle of this year, under the title of "Trophies of the Cannibal Isles"—a typical American title. It certainly should be readable—and, as a study of the most critical period in South Pacific Islands history, it probably will have great reference value.

Memories of Time-Before at Maron

A note from Arthur Richards, of Rabaul:

Your article on our old friend, Heinrich Rudolph Wahlen, was very interesting.

He may be interested to know that his old plantation at Maron (Northwest Islands), now being run by Mr. C. Batt, is now producing about 156 tons annually of copra, and also considerable shell. Cattle, the progeny of his original herd, are running on these islands, and also many deer, which he introduced.

At my home in Rabaul I have Mr. Wahlen's original writing-table, and one of his square marble table-tops. Out at our house in Toma I have his large round quila table—I wish it could talk!—and also his large quila bed, which has been reduced in size.

Upon which the irrepressible Mr. Wahlen make comment: "Thanks—I am most interested. Yes, I think that big quila table could tell a few stories. But why the favouritism—why not ask that big quila bed to talk, too?"

† Dr. W. L. I. Verrier, Fiji Medical Statistician and director of the Fiji Yaws Campaign, has recently been granted a fellowship of the World Health Organisation. His field of study will be Medical Statistics and Epidemiology. He left Fiji at the end of February for the UK and on his return journey will visit Geneva and New Delhi.

THIS MONTH'S
ONLY READING

Parenthood Plus

SINCE the Christmas rush, book publishers have been hibernating somewhere, nursing themselves back to full strength. Consequently, this has been a lean month for book reviewers; and for readers.

Our only offering (*Bread to the Wise*, by Barbara Goolden), cannot be expected to take up all the slack. This is a story that begins as though it were going to be brilliant, but mid-way changes its mind and comes perilously close to mawkish sentimentality.

This is the story of Judy, aged 11, and her mother Amice, a gay young divorcee, and Karin Alfriston, a jenny-wren person who shares their London flat. Karin falls in love with Murray Romford, who is married to a career-woman who had no time (or inclination) to have children.

Judy is precocious and sometimes amusing and is presented as a problem child bordering on a nervous breakdown because of the unsatisfactory manner in which she lives—in a "broken home" as the popular newspapers have it. The situations with which Judy is confronted are real enough, and common enough; what the author does not allow for is the natural resilience and toughness of the human child.

Karin and Murray understood Judy's problems because they are child-minded—and child-mindedness is the underlying theme of the story.

Both believe that the ultimate fulfilment of life is to have children. But Karen can't, because she has no husband; and Murray can't because his wife is a non-starter in the maternal stakes. Furthermore, she refuses to divorce him.

After much beating around the bush—during which time Murray develops a nauseous habit of asking all and sundry, like a neurotic woman, whether they think he is fit for parenthood or will make a good father—they decided to set up an establishment together for the purpose of having children. On this note the story ends.

It can scarcely be said that the writer, having satisfactorily made her point about the effect of insecurity on Judy, is consistent when she allows the hero and heroine to embark on a course that is likely to produce even worse problems for their offspring to face. Neither Karin or Murray hide their lights under a bushel in going about this business; and with a legal wife like the career-woman in the background, life for the *de facto* Mrs. Romford is not likely to be unalloyed joy.

Whether you like this book or not will probably depend upon whether you think children are a part of life; or the sole reason for being.

(Published by Heinemann; Australian price 17/-.)

WITH A BLADE AND A PRAYER

By AMEL

"Attractive property for sale, 2½ hours run by launch from Suva..."

SO said the advertisement, and the rest of the description was so alluring that we decided to go and "take a look," as the Americans say.

At eight o'clock on a teeming wet morning, we sat in a launch at Walu Bay, waiting to be taken along the coast. The canvas curtains of the launch dripped dismally, and it looked like being a terrible day.

However, the sun appeared—with the crew. They were an hour late, owing to a slight misunderstanding. Leslie was waiting for Douglas, Douglas was waiting for Leslie, and Kai was waiting for both of them. The matter was soon straightened out to everyone's satisfaction.

After the rain, the sea had a crisp sparkle, and we got away down the harbour to a reassuring roar from the engine.

Near Lami, the scars of the 1953 earthquake disfigured the green hills. The coastline from there towards Navua seemed strangely deserted. Had one been unaware of the existence of a city of 25,000 souls nearby, one could easily have imagined that hungry cannibals still raided the coastal villages, or prowled through the fastnesses of the rugged interior.

The launch wove a tortuous path among the beacons which marked the channel, like fencing posts without any wire.

Douglas and Kai trolled their fishing lines. They were so confident of catching a fish that they had brought a saucepan to cook it in.

The tide was falling, and the boat bumped once. Nobody took much notice. Our attention was focussed on a small aeroplane which was swooping down to give us a buzz. Did I say "buzz"? Why, it almost came on board and shook hands with us!

We gazed at it, open-mouthed, our ears ringing.

Someone remarked that the launch was vibrating, but nobody took much notice. Leslie hooked a nice fish, and Kai described the soup he would make for us.

Within the scheduled time, we reached our destination, and anchored the launch in a bay. Above us was a steep bluff, on which stood a cement bungalow, surrounded by long grass, and flowering shrubs in a neglected garden.

Kai hopped overboard, and ducked his head under the launch to see what had been causing the vibration. He surfaced, very promptly, with a startled expression on his round face.

"There's a blade missing from the propeller!" he gasped.

Leslie was unperturbed. "It must have come off when we bumped the reef," he said, calmly. "Never mind, we'll get home on two blades."

While we explored the property, Kai and Douglas commandeered the kitchen, to prepare lunch. We could hear them, chattering like magpies. Delicious smells of fish and onions floated out on the breeze.

Presently, we had lunch—fruit cake, tea, skyscrapers of sandwiches, and great bowls of fish soup, liberally seasoned with pepper, ginger and chillies.

"I only made it a little bit hot this time," said Kai, blandly, as we coughed, sneezed, spluttered and choked over it. "Only three chillies instead of six."

"Well, next time," said Leslie with a sly look at our red faces, "mind you season it properly."

Douglas suggested that we should go outside the reef on the return journey, to catch some big fish. We all agreed, and Kai said he would have another look to see if we still had two blades on the propeller.

We washed the dishes, packed up the remains of our lunch, and prepared for departure. While we threw oranges and coconuts onto the launch, Kai submerged again to check on the propeller.

To our amazement, he came up with a rush, and exclaimed "Whadyathink? There's only one blade left on the propeller!"

One blade—and, as far as one could see, no mast, sail, dinghy, or lifebelt or pole to help us, should the remaining blade give up the ghost. So casual, but yet so typical of Fiji, where, times without number, people set out on sea journey in small craft, without thought of providing for any emergency which might occur.

This disturbing news cancelled our plans for going outside the reef, so we fished near an island until the tide rose sufficiently for us to navigate the inside passage. The launch vibrated madly in every plank, with water pouring in through the crank shaft, and the crew bailing doggedly from start to finish, we set out on the painful journey home.

We completed it, too, under our own steam—in 4½ hours instead of 2½. The Suva skyline looked very good to us.

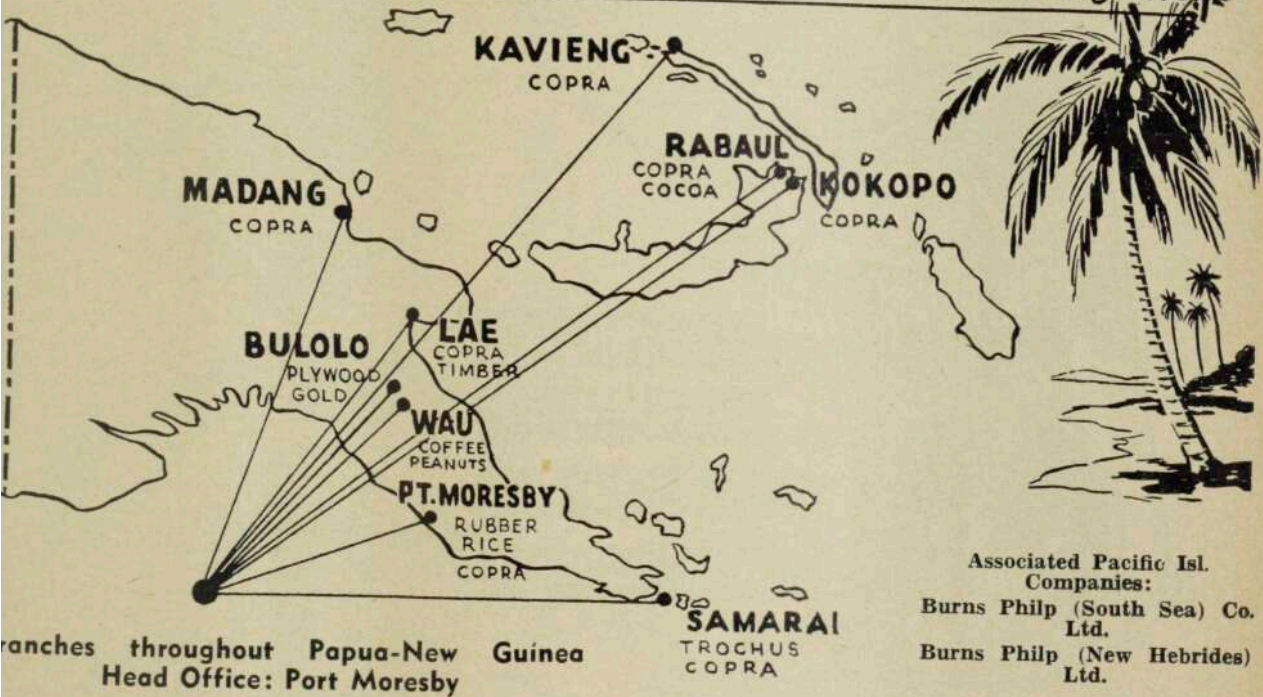
As the launch chugged under the Walu Bay bridge, Douglas, the incurable optimist, sang "Walkin' My Baby Back Home."

"Not so late for the party this night, after all," said he, cheerfully.

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HURRICANE'S WAKE

Life on the "fish-line" at Palmerston

HOW much does a "balanced" diet matter? The answer—in as far as it affects Pacific Islanders in times of emergency—appears to be "not very much".

An interesting article dealing with this matter of subsistence—on a hurricane devastated atoll—appears in the South Pacific Commission's quarterly *Bulletin*, issued in January. It is written by Mr. Ronald Powell, well-known Rarotonga resident, who spent some years on Palmerston atoll, home of the celebrated Marsters family.

When Mr. Powell went to Palmerston to stay he subscribed to the popular belief that a balanced diet is essential to health, and, with the aid of a little volcanic soil from Rarotonga, humus from stands of Tamanu trees on Palmerston, pig manure, wood ashes, etc., he had considerable success in an excavated pit wherein his sweet corn, tomatoes, beans, pineapples, onions, etc., did well, irrigated by tidal moisture below the soil.

Then the hurricane struck and within 24 hours the sea had destroyed almost everything on the atoll. When the fallen coconuts were consumed resort was had to the *Kamuka*, or millionaire's salad in the crowns of the fallen coconut palms, and later a somewhat similar food from the hearts of the uprooted pandanus trees.

When the above sources were exhausted, only fish remained, and on this unrelieved diet (fortunately in ample supply) the people remained healthy, but the pigs—few that survived the hurricane—died.

Some months after the devastation, a schooner from Rarotonga was able to furnish six sacks of *maniota* starch, a welcome break of which the net result was a crop of boils (nutritionists please note) which vanished only when the first nuts of the new coconut crop were large enough for consumption, more than a year later.

To Mr. Powell the experience was an adventure in elementary economics. He was impressed with the ability of people of Polynesia to stock to continue healthy and happy under such adverse conditions.

The fear of death from starvation or disaster from malnutrition was never considered. They were unhindered, he points out, "from the frustration of being without the myriad of trivialities which we find essential to carry on the pattern which life in cities imposes upon us."

Having been impressed over some fifty years with the Christian doc-

trine that "clothes maketh the man", the Masters' only worry was the maintenance of basic respectability by European standards. As woven remnants disintegrated, girls were to be seen clad in fragments of old tarpaulins, sugar bags, and even medical lint.

Although renowned for the beautiful hats that they weave from coconut fibre, the people were not impressed with Mr. Powell's suggestion that they could provide body garments in the same manner. "The step of going backwards, as they felt, to the grass skirt, was a bigger step than they were prepared to take. Had the depression lasted longer," he adds, "it would have been interesting to see what dire necessity might have brought about."

Palmerston island has been devastated by hurricanes quite a number of times since first settled by William Marsters and some Polynesian women in 1863.

A Qantas Super-Constellation and PAA Stratocruiser were delayed at Mascot, Sydney, on January 31 for hours because of cyclonic weather. Nadi, Fiji. One Qantas Super-Constellation, which was already on way had to by-pass Nadi and fly to Canton. Ten Fiji passengers were carried on and later flown back to Nadi at the company's expense.

Urquhart Handbook On Cocoa

COCOA planters in the South Pacific will be interested to know that Mr. Urquhart has compiled a handbook entitled *Cocoa*.

This cocoa-expert visited New Caledonia, New Hebrides, Western and Eastern Samoa, Fiji and Dutch New Guinea for the South Pacific Commission in 1952. Earlier he had

visited Papua-New Guinea and the Solomons for Cadbury's.

Cocoa is a comprehensive survey of "one of the world's most favoured crops," and carries an extensive index and a wealth of illustrations.

It is the latest of a series on tropical agriculture being published by Longmans, Green & Co.

¶ The Rev. C. L. Mountford, new rector of Honiara, BSIP, with Mrs. Mountford, arrived in the Protectorate on December 22.

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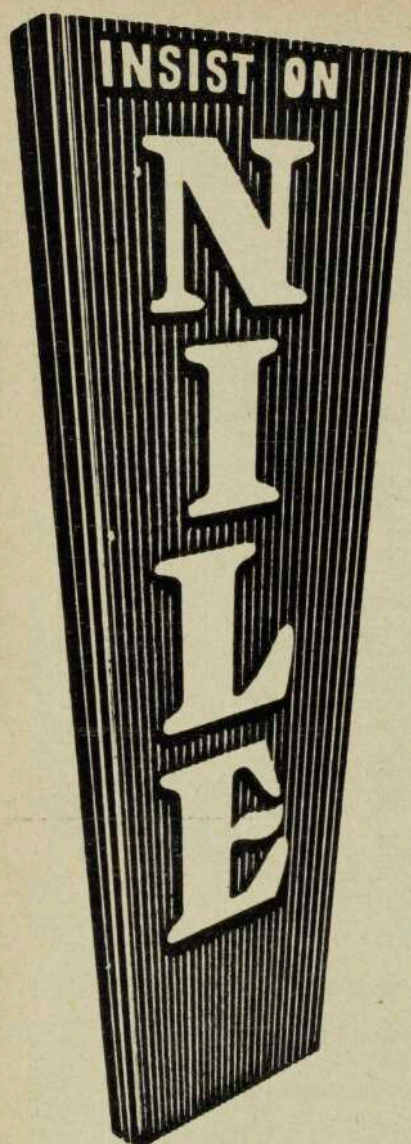
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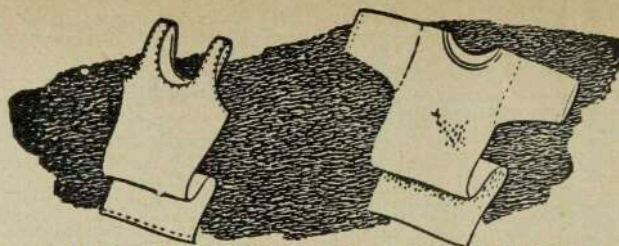


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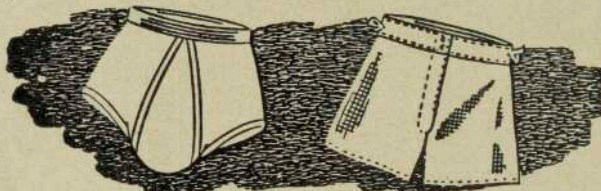


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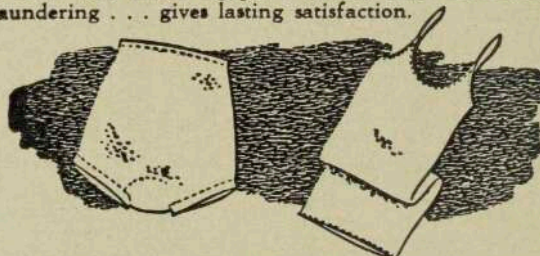
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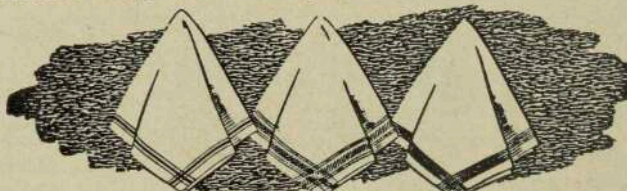
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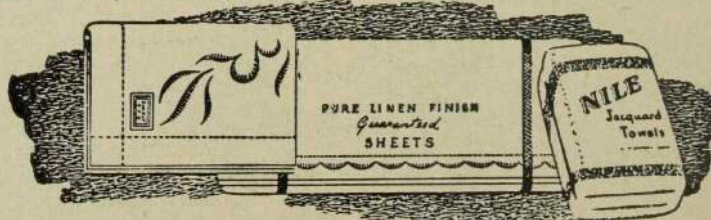
LADIES' BRIEFS AND SINGLETS

Nile offers a particularly fine range of ladies' and children's cotton and rayon cotton briefs, pantees and singlets.



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CALABOOSE BECOMES CORRECTIVE INSTITUTION"

Prison Reform in Papua-New Guinea

It seems that in future, District Commissions in Papua-New Guinea will have to do without the services of labour from the local calaboose for a little light road work or weeding in the garden. Nor will the prisoner, any longer, have a chance to "sit down nothing"—he will be receiving training that will enable him to become a useful member of society.

What is more, the calaboose will henceforth be known as a Corrective Institution.

This development, announced recently from Canberra, is the result

(a), an inspection of the existing prison system in the Territory by the Minister for Territories (Mr. Hasluck); (b) an examination of the recommendations by officers of the P-NG Administration; and (c), a report by Mr. W. Rutherford, Controller-General of Prisons in Queensland, who was co-opted to promote the Minister's recommendations.

The main object in establishing the corrective institutions is sound enough. In Mr. Hasluck's words, custody of prisoners is to be regarded not only as a measure of restraint but as an opportunity for giving reformative and educational measures."

It is proposed that in the institutions inmates will receive training in useful occupations and education in hygiene, standards of living, and the English language.

Mr. Hasluck admits that there are difficulties inherent in the plan, but that it is a lost opportunity if anyone leaves a prison without "a better understanding of our aims for advancing their welfare, and, as a consequence, a better spirit towards

All this seems a far cry from the happy days when a carefree minority of Pacific Islanders looked upon the jail as a source of good, regular food and interesting company. Many stories have been told of the smart ways of Pacific Islanders in grip of the law, and presumably some of this flavour will vanish with the establishment of "corrective institutions."

There are 443 persons in the Territory serving sentences of more than 12 months, a figure "remarkably low," the Minister thinks, for a total indigenous population of over 1½ million.

Mr. Rutherford points out that the nature of offences differs from the mainland of Australia. In the

Territory there is virtually no community of confirmed criminals (an interesting slant on civilisation!), as a very high proportion of natives committed to prison are offenders through tribal custom or ignorance of European law.

A Controller of Corrective Institutions will be appointed—applicants to come from within the P-NG Service (a most unusual course); and a Corrective Institutions Branch (of Civil Affairs Dept.) will be created.

POLICE TRAINING SCHEME

The establishment of a new training scheme to promote a nucleus of Sub-Inspectors in the Papua-New Guinea Police Force has been announced.

Applicants must be single men between 21 and 28. Those chosen will receive 3 months training at a State Police School, an induction course of 3 weeks at the Australian School of Pacific Administration, Sydney, and, after arrival in the Territory, a further period of 11 months training at Police Headquarters.

On successful completion of the examination at the end of the course, the cadets will be advanced to the rank of Sub-Inspectors.

† Copies of the latest edition of the Fiji Annual Report have reached Fiji from London and this small but comprehensive handbook on the Colony is available from the Government Press, Suva, at 4/6 a copy.

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POPULATION OF FIJI

Indians Top Fijians

By 20,000

ON December 31, 1955, Fiji's population totalled 345,164, an increase for the year of 13,775 (4 per cent.)

The new racial totals, with the increase for 1955 in parentheses, were: Indian 166,262 (5,959); Fijians, 146,842 (3,742); Europeans, 9,391 (931); Part-Europeans 7,956 (208); and among the 14,713 "in the field" were 4,183 Chinese and 4,247 Rotumans.

The latest census draws attention once again to the growing lead of the Indian population over the native Fijians in spite of the Indian death rate (9.61 per thousand) remaining as the highest in the Colony.

The European increase of almost ten per cent. is striking and is mainly due to migration rather than to natural increase. This is to be expected under the present "boom" conditions that prevail in this well-endowed and well-organised Colony.

¶ Fijian Empire Games representative, Sakiasi Wagan, who is now a medical student at Queensland University, will compete with University athletics clubs in Brisbane this season. Wagan competed in

the 120-yd hurdles and high jump at Vancouver in 1954 and still holds the Fijian high jump record at 6ft 4 in. He is also a promising sprinter, having run 9.8 secs. for the 100yd dash behind world-class Joe Levula.

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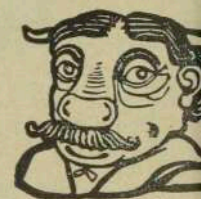
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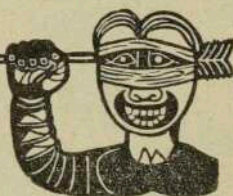
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THEY ARE
RARE, BUT—

Hurricanes Are Known in Fr. Oceania

FRENCH Oceania in February recalled the last great hurricane to strike that area, just 50 years ago.

There have been many occasions of heavy winds in these islands since then, and damage from at least one "tidal" wave not due to a hurricane, but it is believed that the blow of February 7-8, 1906, was the last true hurricane "with the meaning of the act."

The first recorded hurricane to strike these

The old Papeete wharf, built by an American company and destroyed by the 1906 hurricane. At the wharf, the old *Mariposa*. Head of her can be seen in the masts of the barkentine "Tropic d'".

Photo Oscar Nordman

islands with European knowledge, was in 1795—a very serious blow indeed. Offhand, we know of another that hit the Leeward Group in early 1845, and of the great Tuamotu hurricane of 1903, in which many lives were lost, and upon which Jack London based his story, *Mapuhi*.

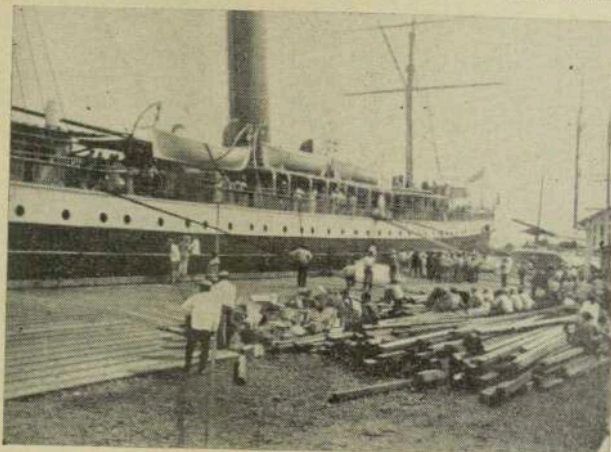
News of the 1906 hurricane did not reach the outside world until March 5, when the Matson liner *Mariposa* arrived in San Francisco from Papeete with wildly exaggerated stories of the number of lives lost and damage sustained.

However, the *New Zealand Herald* of the day records a more sober

account cabled to the Donald firm in Auckland from their San Francisco Agent on the basis of advice received from their Tahiti manager. Later, when the Union Co. island vessel *Taviuni* arrived at Auckland on March 14, full details were published.

In so far as Papeete was concerned, the winds were only moderate, but the heavy blow to the eastward caused big seas and an exceptionally high tide on the night of February 7. The seas swept the quarantine island on the reef off Papeete and went on across the harbour flooding, to a depth of some feet, the lower part of the town as far as the market place and the famous Tiare Hotel, whose equally famous 20-stone hostess Lovaina (or Lovina as her name is also recorded) was some time later rescued floating down a main street on a section of her back fence.

Damage was greatest along the foreshore, reports mentioning especially the wharf and its buildings,



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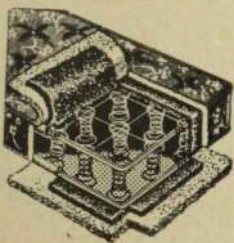
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he Club Hotel, post office, American consulate, Donald's store, and the residences of Captain Garnier, the harbour master. Most damage was due to the sea sweeping under the buildings on their high piles, lifting them, then dumping them off the piles.

The only direct casualty in Papeete was Monsieur de Biloc, caretaker on the quarantine islet. Lights were seen to be flashing during the night but no help could be sent, and in the morning his body was found in the harbour. Madame de Biloc had saved herself by taking

to the top of a palm.

One Chinese merchant committed suicide on sight of the damage to his store.

In the Tuamotus it was a different story. Word of the disaster there was brought to Papeete by the schooners *Papeete* and *Takarara* on February 10. An official report eventually gave the casualties as 7 at Motutunga, 6 at Hikueru, and 95 drowned at Anaa, 7 at Marokau, 5 at Faaiti. In addition, heavy shipping losses were reported. Vessels missing were the 120-ton schooner *Eimco*, Captain Narii Salmon, with some well-known people aboard, also the schooner *Tahitiennne*, Captain George Dexter, and the schooner *Tauturu*. Another schooner, *Moruroa*, was cast up on Tiki hau, but her crew survived. Those lost at Faaiti included the



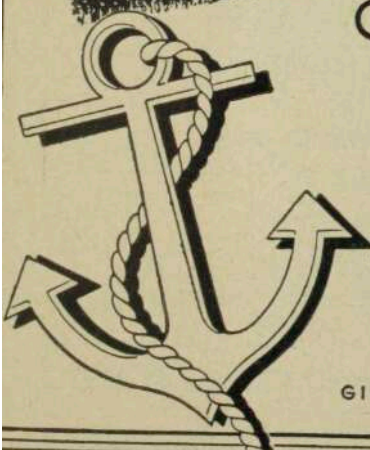
Damage in the town of Papeete.

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Rev. Fr. Paul Terlin, Mrs. Louisa Johnson and her son Calmer, long-time residents of French Oceania, and Louis G. Dexter, aged 4.

The British 4-masted barque *County of Roxburgh* was cast up on Takaroa, with the loss of 10 of her crew.

The Government promptly despatched the gunboat *Zelee* and three schooners from Papeete to render all aid.

These hurricanes of the past should be a reminder to wandering yachtsmen that French Oceania can, at times, be very much within the hurricane zone.

Seeing How Trochus Grows

THE tagging of trochus is part of a project now being carried out by the French Institute of Oceania, Noumea, on the barrier reef of New Caledonia.

A picture of live trochus shellfish being tagged for identification, and a description of the work, appears in the January issue of the *SPC Bulletin*.

In a drilled cavity in the lip of the shell a small copper rivet is inserted. This is soon covered by a mother-of-pearl layer but remains easily discernible as the trochus carries on with its shell building, and growth over a given period can thus be established with fair accuracy.

The research programme is designed to cover the distribution, growth, and reproductive activities of the trochus, and environmental influences, and is expected to extend over three years.

¶ Mr. W. J. Drysdale, Fiji Commissioner of inland Revenue, has returned to Suva after overseas leave.

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New Caledonia's Mineral Future is Bright

THE Nickel Company which mines and smelts at Thio, New Caledonia, and at Noumea, exported 10,680 tons of pure nickel in 1955; this constituted a record.

The Japanese market for nickel remains bright, buyers being eager to enlarge their stocks. The union is, however, that this market may later drop. Two reasons are offered. First, that when Japanese stocks are sufficient buying will cease; and second, that at the present rate of extraction the percentage of nickel in the ore will decrease. A price of 3.50 per cent. is marketable when it falls lower it is hard to sell. A time may soon come when only ore of 3 per cent. will be offered to buyers. It may sell if the buyer is unable to get ore at other sources. The price of nickel remains constant at 64.5 cents a kilo, that is 480 Metropolitan pounds a kilo. In France the Government has fixed the price at 800 francs per kilo.

The chrome market is buoyant, stocks of chrome in USA being absorbed with a happy effect on the New Caledonian industry. Over 100 tons of ore were exported in 1955 and the largest mine, the Tiehhi, hopes to enter into full production again early in 1956.

The port and loading installations at the Bay of Prony, Southern NC, are coming along per schedule and it is expected that the first shipments of iron ore destined for the Australian BHP will be shipped in the second quarter of this year. The ore to be shipped, which comes from Plain of the Lakes, a huge iron ore deposit occupying the Southern end of New Caledonia, contains 51 per cent. metallic iron.

The French metropolitan Government organisation "Bureau Minière" is making an extensive survey of the huge plateau, pushing roads through it in different directions. Particular interest is being paid to the sites which were once worked by Japanese. These mines are now property of the French Government and it is rumoured that they may be put into production with Government participation.

The Falconbridge Co. of Canada, which has received permission from the French to produce cobalt, has not yet given signs of activity.

A particularly happy aspect of the present mining activity in NC is the participation of the native population. The Melanesians are becoming more mechanical minded, and one finds them operating such common machines as bull-dozers and all types of earth-moving gear.

They have proved themselves excellent truck drivers.

Prospects For Pacific Pepper

FIVE of the six countries which control the destinies of the South Pacific are either partially or wholly dependent on foreign markets for their supplies of pepper, and the cultivation of Black pepper as a promising cash crop is now receiving attention in this area. It is thriving in Fiji.

The pepper plant grows in hot, damp countries and flourishes best

in low-lying areas with good drainage and a moderate to heavy rainfall.

It requires shade from other foliage and is averse to strong winds and prolonged drought. Pepper is easy to process and store and lends itself to cultivation in association with coffee and cocoa.

An interesting article on this subject appears in the January issue of the *SPC Bulletin*.

† At the end of January an RNZAF Sunderland went to the aid of a Fijian boy who had been mauled by a Barracouta in the Lau Group. The flyingboat could not land but directed a ship to the aid of the boy.

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News of the Small-Ships

IT HAPPENED IN THIS MONTH:

Presumably because of its history of wrecks, Oeno atoll, in the Pitcairn administrative group, is marked "now and dangerous" on navigational charts; and that was the way that the Boston clipper *Wild Wave* found the little atoll to be when she crashed on the reef there on March 5, 1858.

Commanded by Captain Josiah N. Knowles, the vessel with a crew of 30 and ten New York and Boston business men as passengers, was 24 days out of San Francisco on the hind-jammer route to New York, when disaster struck. Earlier in the voyage a boy had been lost overboard.

All managed to get ashore though three were injured. The vessel did not break up and in subsequent days stores were landed, also 18,000 dollars' gold from the master's safe.

As there seemed little prospect of early succour the captain, mate, and five seamen—and a number of stinging seabirds to be used as carrier-pigeons—sailed for Pitcairn, 100 miles to the south-east, where it is considered that a ship might be intercepted. The lifeboat arrived there safely on March 15, to find a notice posted in the village informing callers that the Pitcairners had

quit the island and gone to Norfolk Island in April, 1856.

This news was sent to Oeno by a bird which hastened back to its eggs. Under these circumstances it seemed unlikely that many vessels would be calling at Pitcairn, so Captain Knowles was planning to head elsewhere when one of his seamen took the lifeboat and wrecked it—possibly to prevent any further nautical excursions.

This man "went bush" and the others set about building a new boat. During this period a fire broke out in the Pitcairn village, almost wiping it out.

The new boat, named *John Adams*, was ready by July 23, and skipper, mate, and two seamen sailed for Nukuhiva, Marquesas, the other four seamen remaining behind.

The boat arrived safely after a ten days' passage, to find *USS Vandalia* in port—first American vessel to call there in five years—and she was on the point of sailing when the *John Adams* arrived.

The boat was thereupon sold to a local missionary for \$250 and the shipwrecked mariners were taken to Papeete. From there Captain Knowles sailed for Honolulu in the French sloop *Eurydice*, and *Vandalia*,

with the others still aboard, proceeded to Oeno. One man there had died but the others were taken aboard, also two more men at Pitcairn. What happened to the others at Pitcairn is not quite clear.

Fourteen years later, as master of *Glory of the Seas*, Captain Knowles again called at Pitcairn, where many of the people had meanwhile returned from Norfolk Island. On their return they had found a letter from Captain Knowles telling of his earlier visit in the *Wild Wave's* lifeboat.

LESSONS OF RECENT MARINE DISASTERS:—Recent marine disasters in the South Pacific and the subsequent inquiries, official and unofficial, which have followed, seem to have made very clear a few facts which the South Pacific public—and especially all associated with South Pacific shipping—should digest.

At the very beginning of the *Joyita* inquiry evidence was submitted on behalf of the RNZAF that, after the discovery of the drifting vessel, tests carried out showed that no satisfactory reflections could be obtained from the vessel by the radar equipment fitted in their Sunderland aircraft.

Radar technicians have always been aware that results are entirely dependent upon the re-



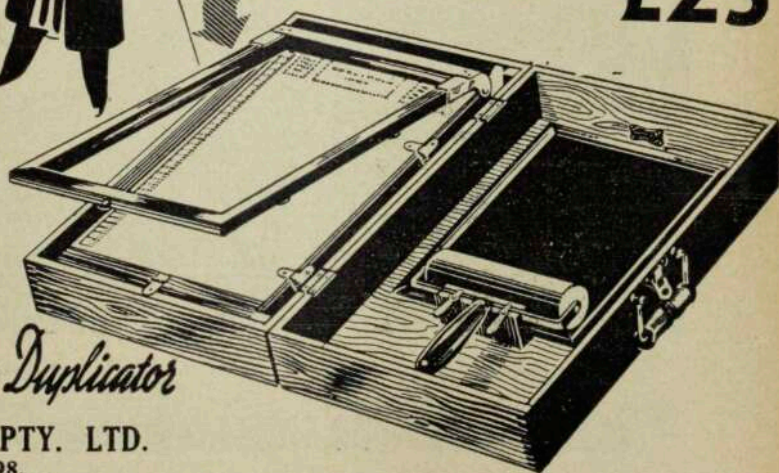
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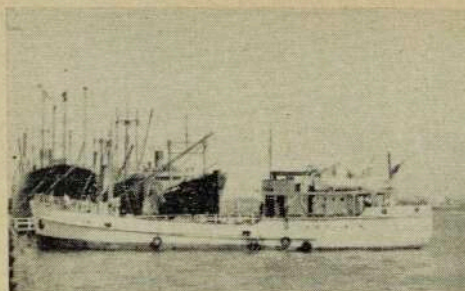
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At extreme left, A. B. Donalds' "Charlotte Donald", which return flew back to NZ to join "Maui Pomare" as Mate; at extreme right, Tony Thomson, who took "Charlotte Donald" back to the Cooks, then flew back to NZ to join "Maui Pomare" as Mate; At Right, Mr. Roy Gubbay, of Santo, who recently purchased "Vila Star", and extreme right, Capt. John Bradley, who has taken command.

reflective properties of the objects which the radar waves strike. Wooden objects have poor reflective properties, and the reflective properties of even metal objects depend largely on their shape, or more correctly, the angle at which radar waves strike them. There now are metal devices shaped to reflect radio

waves back to their source no matter from what angle they strike.

There is now better radar equipment available than that fitted in the RNZAF Sunderlands, but in the S. Pacific it is the Sunderlands which will be doing the searching when ships go missing.

Every small ship engaged in open-water voyages—and especially every wooden ship—should carry a satisfactory type of radar reflector for emergency use. Such commercially-made reflectors are inexpensive; or any tinsmith could make a highly efficient, collapsible type.

Plans will be given in a later PIM, but the RNZAF could supply same to all South Pacific shipping authorities.

The smaller the vessel, the more urgent is the need for such a reflector.

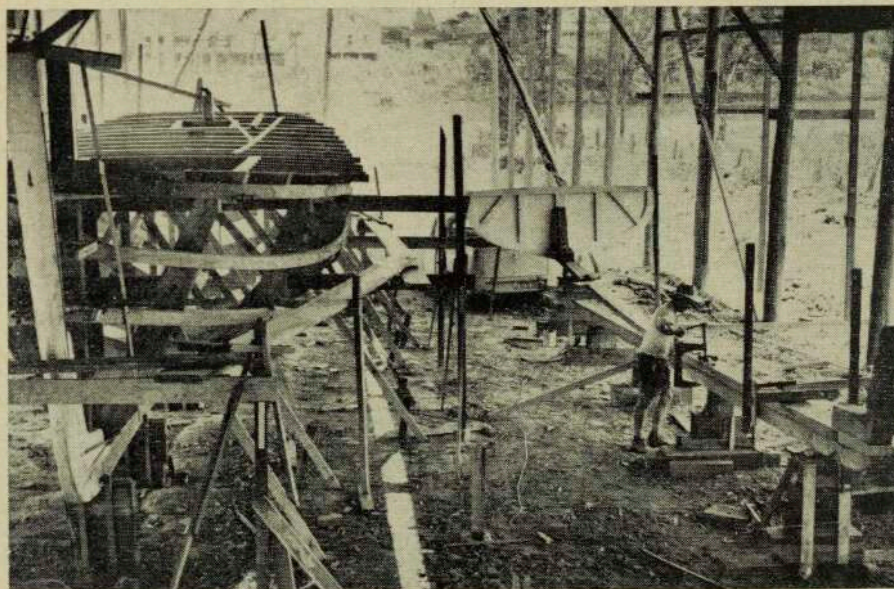
Another point which cannot be too strongly stressed is that a simple fool-proof, self-powered distress transmitter like the Gibson Girl which has been described in recent PIM's, is a far better insurance than depending upon location by means of radar equipment. Radar range is limited under the best of circumstances.

A Gibson Girl using kite aeries has a proved daylight range of at least 500 miles, and much further at night. The Gibson Girl operates on a frequency which is constantly monitored by many Pacific coast stations and by big ships. Signall

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It almost certainly be quickly picked up and—here is the important point—having been picked up, it is easy for a ship or aircraft to "come" onto those signals—that is, tune them in on a direction-finding receiver and steer straight towards them.

Therefore, every small ship should carry one of these sets. These are the immediate measures which could be taken.

Finally, it is essential that an efficient continuous small-ships radio watch be kept on one universally agreed frequency by the main island coast stations—Port Moresby, Lae, Suva, Apia, Rarotonga, and Papeete. Such a continuous watch may involve extra staff, though there seems to be no reason why these island coast stations could not be equipped with automatic-alarm receivers such as are carried in most foreign-going ships. In these, a series of dashes transmitted will set alarm bells to ring in neighbouring ships where the operators are off-watch. Such a system might operate on the 2182 kc/s small-ships' frequency, calling a coast-station operator onto watch, or, *vice versa*, calling other small-ships to the aid of the one in distress.

As an example of the present situation, something appears to have happened to the Gilbert Is. vessel *Karimoa* between midnight and dawn. Tarawa is the only Pacific island station which listens on the frequency used by vessels in the inter-island trade, and Tarawa does not maintain watch between 4.15 p.m. and 6.45 a.m.

The vessel can be right alongside Tarawa screaming for assistance, but nothing will be heard, because there is no means of bringing an operator onto watch.

However, if such a vessel used a Gibson Girl transmitter at such a time it would almost certainly be picked up in Suva, where continuous watch is kept on the Gibson Girl frequency (not on the small-ships R/T frequency).

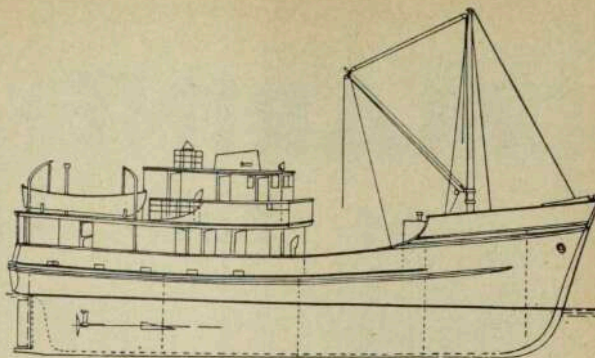
Most South Pacific shipping men are currently asking the question: Is sufficient effort made by the C.I.A. authorities to locate *Karimoa*? Failure by the RNZAF to locate *Joyita* may explain the need to call in the RNZAF on this occasion. The fact remains, however, that the RNZAF's Lathala headquarters is the Search and Rescue Organisation for this area. Before all missing vessels should be reported to that centre, and it should be left to the trained air-sea men of that centre to decide whether a search is warranted or practicable, and how it should be carried out.

What made this failure the more remarkable was that another incident had only shortly preceded the *Karimoa* incident. On November 10 men failed to return from *Joyita's* fishing in a launch outside Tarawa. As in the case of *Karimoa*, a very limited search

was made by the Government vessel *Nareau*—then the men were written off with regrets.

Thirteen days later the Japanese fishing fleet mother-ship, *Koyo Maru*, reported by radio that she had come across the men in their

Preliminary sketch plan of Melanesian Missions proposed "Southern Cross VIII"—a wooden vessel 87 ft. long, with 21 ft. beam. (See page 102).



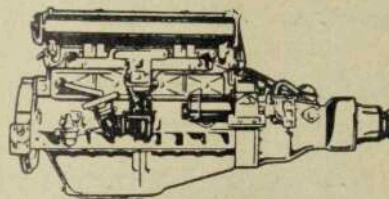
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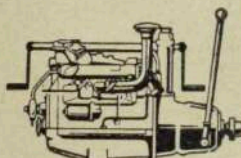
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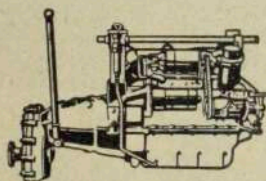
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Managing Director: N. Grieve.

lunch, alive and well, 200 miles west of Tarawa. But for that Japanese ship they would probably have drifted until dead.

It may be argued that there would be fewer shipping incidents in the Islands if the vessels were manned by fully qualified men. Such men are only available on Australian or New Zealand conditions of pay and accommodation. If such conditions were enforced in the Islands most privately owned vessels would disappear. The men manning the land ships are equal to the task, as long as certain minimum safety standards are enforced. The items mentioned here seem to come at the very head of any list of minimum requirements, and they do not present any major financial outlay.

THE LITTLE THINGS THAT MATTER:—Before we get off the subject, we would like to put in a word for the humble heliograph which saved more than one "pitched" airman's life during the Pacific War.

A flashing mirror has meant the difference between life and death in such cases.

The beam of reflected sunshine from an ordinary mirror cannot be aimed accurately. The RAF-type heliograph, of which hundreds are currently available in Auckland at £1 each, consists of a 4-in. square stainless steel plate with a 3/16th in. sighting hole an inch from one

corner. Round this hole concentric rings, 1/4 in. apart, are engraved. Close to the same corner is another tiny hole with a 6-in. length of cord, at the other end of which is a 4-in. white-painted paddle-shaped metal sighting-strip.

To use the device the sun has, of course, to be at within 90 degrees of the target. The operator holds the plate up to one eye, looking through the hole towards the target—the searching plane or ship. With his other hand he holds the little paddle-shaped sighting-strip, which has a small hole near its upper end, upright in front of the mirror and in line with the target.

Then by moving the mirror the sun's reflected light is cast onto the sighting-strip, with the concentric circles appearing as black lines and the mirror peephole appearing as a black dot. When this black dot, the hole in the sighting-strip, and the target, are all in line, the light beam is dead on target. Complicated to describe, it is all very simple and effective.

The device is complete in a neat little canvas pocket container, lined with flannelette to prevent scratching of the mirror surface. These gadgets are cheap insurance at 2/-.

SANTA TERETIA II:—A few more details of the Sacred Heart Mission's *Santa Teretia II* for the Gilbert Is. are available. The vessel lost in late 1954 measured 71 ft x 16½ ft x 9 ft. The new one is 79 ft

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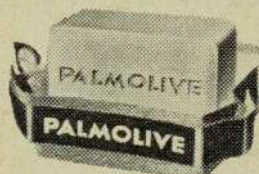
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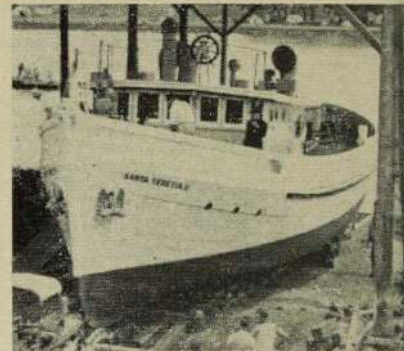
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x 20 ft x 6 ft. The lower draught will be a great advantage. The twin-motors are Ruston & Hornsby 90 hp. About half the cost was provided by Gilbert Is. Catholics and the remainder by benefactors all over the world, the necessary funds coming to hand much quicker than could have been hoped.

The loss of the other vessel was



The new "Santa Teretia" just prior to her launching at Nowra, NSW, in February. She is now in Sydney having additional accommodation built.

a blessing in disguise for Brother F. Gautier, her skipper. He was able to have his first vacation from the Gilberts in 23 years. He arrived back from France in time to take delivery of the new vessel and bring her up the NSW coast to Sydney for completion. If this work proceeds according to expectations *Santa Teretia II* should be seen in the Gilberts soon after Easter.

BADDELEY IS THE NAME:—Last month we reported that work is proceeding on the smaller of two vessels for the Anglican Melanesian Mission. The 50-ft cargo vessel will be named *Baddeley*, after Bishop Baddeley, who was Bishop of Melanesia from 1932 to 1946, later Bishop of Whitby, England, and now Bishop of Blackburn, England. The larger 87-ft cargo and passenger vessel will carry on the name of *Southern Cross*—number eight in the series.

RESUMING DUTIES:—A. B. Donald & Co.'s 300-tonner *Charlotte Donald*, under Captain Tony Thompson, and with Mr. Peter Hough as mate, and Mr. Frank Murray, formerly of *Vila Star*, as chief engineer, and Mr. Charlie Adams, of Rarotonga, as second, finally cleared Auckland on February 15 to resume in the Cook Islands trade.

On her return, Skipper Hugh Williams is expected to take his ketch *Inspire* south for refit. *Inspire* has been kept particularly busy during the absence of *Charlotte Donald*.

KURIMARAU GETS AWAY FROM SYDNEY:—S. Berg & Co.'s *Kurimarau*, with Captain James G. McCormick, late of Tonga Copra Board's *A'oniū*, in command, and with Captain Richard Gloster, well known in Western Pacific waters, as

ate, cleared Sydney for Port
resby on February 21. Next day
vessel was reported in Newcastle
h engine trouble.

SAFELY DELIVERED:—Mr.
arcel Marinacce's New Hebrides
ating trade-store *Deutgan*, was de-
ered to Noumea in February by
ptain Haines, who there handed
er to Mr. Marinacce. *Deutgan* re-
nes after a lengthy period in
dney. (See Feb. PIM).

TOUGH VOYAGE:—Meeting
y head weather on her delivery
age from Sydney to Port Blair,
adaman Is., the hospital vessel
Austral—better remembered in
Solomons as *Ruena*—reached
agapore February 16, 20 days be-
d schedule and all but out of
es and fuel. Her radio was also
of action.

his vessel, it will be recalled, was
chased by the Australian Govern-
ment from Fairymead Sugar Co.,
ipped as a hospital ship, and
en to the Indian Government for
vice in the Andaman and Nicobar
nds under the Colombo Plan.

NEW OWNERS:—The GEIC Gov-
ment despatch vessel *Kiakia*, on
r for some time past, was sold
December to the Butaritari Co-
operative Society Ltd. She will thus
ain in the Gilbert Is. trade.
ain alterations were made to
vessel following the sale.

REPAIRED:—*Suzanne*, 56-ton
eete trader, damaged by fire late
ember, was reported back in ser-
in February.

ALREADY WITH A PAST:—Ernst
Lamberty, writing from Aore, New
rides, has an interesting com-
t on the French sloop *Francis
nier*, which has made an ex-
ive Pacific cruise in recent
ths. Lamberty was attached to
utch destroyer operating from
comalee, Ceylon, during World
II when he first met up with
sloop—then flying the Italian
and named *Erytrea*. She was
ed by the Italians as a "Colonial
p"-type.

May, 1940, when Italy declared
Erytrea was in the Red Sea.
could not get back home but
eeded in running the gauntlet
British warships stationed at
and reaching Japan, though
ed all the way.

en Japan entered the war in
mber, 1941, *Erytrea* and a
p of Italian submarines were
hed to the Japanese navy. After
fall of Singapore she operated
submarine escort, serving Jap-
e, German, and Italian sub-
nes at different times.
en when the Italians sur-
rered in 1944, *Erytrea* narrowly
ed detention by the Japanese
this time joined Allied naval
s, becoming an escort to British,
ican, and Dutch submarines, as
as some Italian subs which had
escaped from Japan.

Lamberty again met *Erytrea* at

the Japanese surrender at Batavia
in 1945. The war ended, and five
years later, in the yacht *Kroja*, he
arrived at the Marquesas on an in-
tended world voyage. (*Kroja* was
wrecked there.) One day, while at
Atuona, a French naval sloop of
faintly familiar profile steamed into
the bay with the Governor of French
Oceania aboard. Inquiries soon con-
firmed Lamberty's suspicions—now
flying the French flag and named
Francis Garnier the vessel was the
same *Erytrea* which had come into
French hands as war reparations.

SUB-PANIC:—Like Flying
Saucers, Mystery Submarines are
invariably reported in batches, from
widely dispersed areas, and this was

true of the February sub.-epidemic.

Thanks to Suva press efforts to
link mystery subs with the *Joyita-
Arakarimoo-Pacific Star-Shell* 40
incidents it was not long before
these sinister craft were being
sighted on the New Zealand coast.

While Naval authorities discounted
the reports, neither they, nor the
daily press, put forward the thought
that it would surely not be in the
least surprising if Russian, American,
or British submarines were sighted.

Though the respective naval
authorities may be reluctant to give
public details of all their submarine
cruises, it may be assumed that
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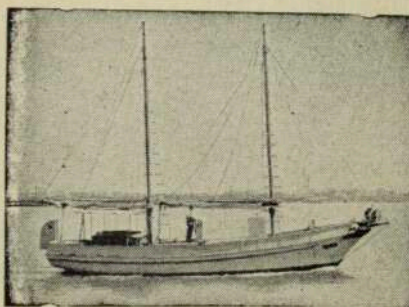
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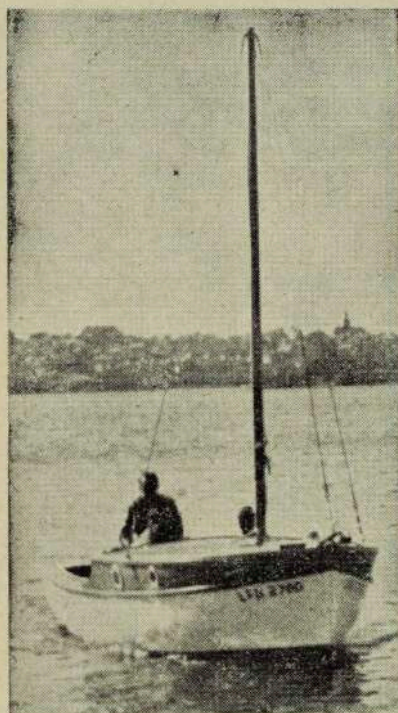
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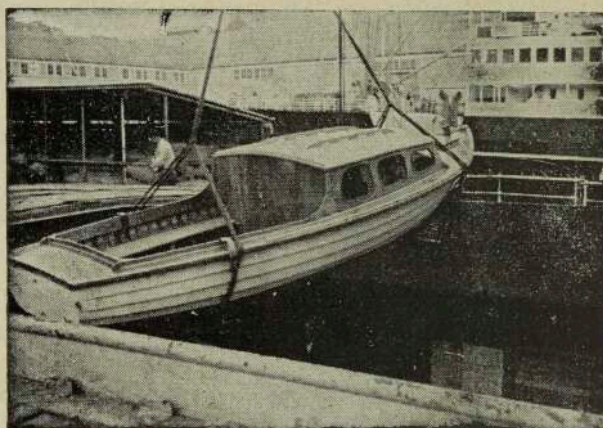
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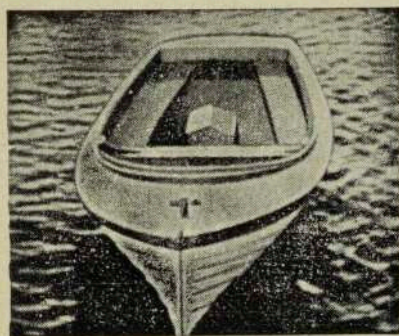
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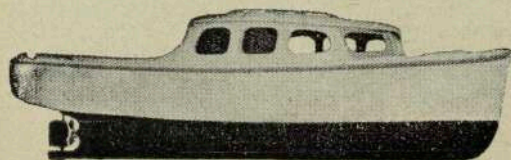


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for intelligence purposes. Under present international law a submarine—or any other—submarine may linger in the vicinity of Solo until doomsday if it wants to. Sensationalists have not attempted to put forward any faintly plausible theories as to why such a submarine should be assigned to, or merely pluck the crew from, a completely unimportant little r-island craft.

DO IN THE NIGHT:—While Fiji in goose-pimples over mystery, French Oceania was tingling at reports of a mystery surface. There was plenty of evidence to suggest that it was just another fisherman—someone made out the suffix *Maru* (and someone else thought that the first word might have been *Bandit*), though the vessel was “mysteriously” smeared the bow. The report came from Walter Johnson, American yacht skipper, which having cleared the reef, January 10, for the US via the Marquesas, was followed by a vessel near the Tuamotus. The American flag was hoisted and the “mystery vessel” changed course. The skipper is now satisfied that this is a craft which has been causing the trouble. If Jap fishing vessels have any sense of humour, read foreign newspapers they will enjoy a good deep belly-laugh.

The mystery ship [only “a row of portholes” was visible] was

seen hanging around outside Suva in February, too. The only mystery that *hasn't* been reported from the South Pacific recently is a flying-saucer and little green men).

JAPS BACK IN NG, TOO:—Japanese shell poachers are reported to be operating again in the New Guinea Western Islands.

A plantation operator, Mr. Cliff Batt, of Maron Island, said at Manus, on February 14, that during the previous ten days a Japanese vessel of approximately 130 tons had persistently closed the reef in the Hermit Group, obviously with the intention of poaching shell.

Its arrival from and departure for the South-East gave the impression that the uninhabited reefs to the SW of Manus were being poached.

The Hermit Island group has long been a popular hunting ground for Japanese poachers.

WANTED, THE FACTS:—The Fiji press, which has been raising so many other mares' nests, might have queried a Fiji Government announcement of late January. This was to the effect that the Secretary of State for the Colonies has granted the Japanese permission to salvage the fishing vessel *Miye Maru*, ashore on Ongea Driki reef, Southern Lau, since October 13, 1955.

The Fiji Government has never published full details on the circumstances surrounding this stranding

which had all the marks of having occurred while the vessel was poaching within territorial waters. The present announcement suggests that investigations established that this was not the case—as it would be normal for the vessel to be confiscated if proved poaching.

Had she been leaking, and deliberately beached to save her, the

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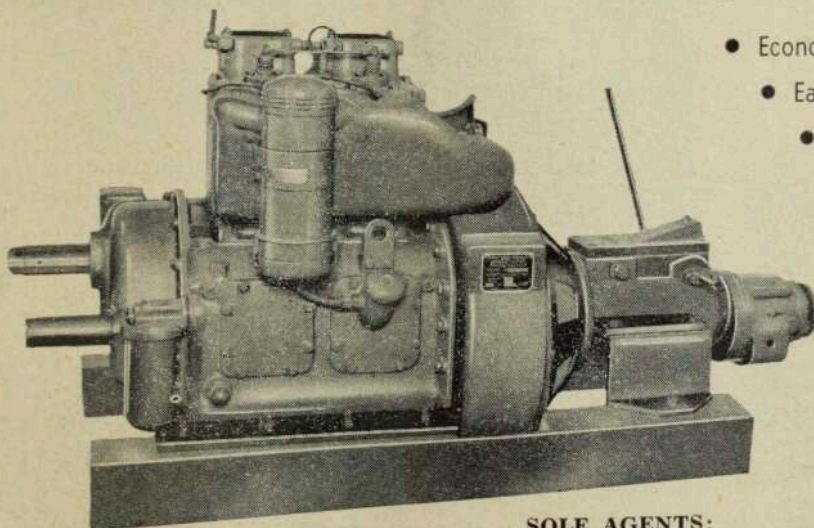
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situation would be different, and this was evidently the finding.

The Jap fishery research and training vessel *Jinyi Maru*, with a salvage party, was expected at Fiji late in February to commence work on *Miya Maru*.

ONE OFF, ONE ON:—Fairymead Sugar Co.'s Solomons trader *Makila* was scarcely salvaged from Rua Sura reef when Mr. R. Pearson's small vessel *Black Opal* was reported a total loss on the reef near Lavoro, Guadalcanal, during the heavy weather of last December. No lives were lost.

ANOTHER SLIPWAY:—South Pacific small-ships slipping facilities were considerably advanced during 1955. Slips were completed at Noumea and Madang, and good progress was made with a large one at Hollandia. Early January, Mr. J. Chan Cheong put his new Tulagi slipway into service, the first vessel handled being the Solomons trader *Biliki*. Capable of handling most vessels in the Solomons trade, this slipway is an important addition to local marine facilities. Previously all but the smallest craft had to go to Samarai, Papua, or more distant points for slipping.

IN TROUBLE AGAIN:—Fijian Affairs Department's 55 ft auxiliary vessel *Yatu Lau* was again in trouble in February. Bound for Tuvana-i-Ra to load copra for Suva the vessel

went up on the Oni-i-lau reef at 3 a.m. on February 8. The mishap was reported to Suva late that day and the following morning W. R. Carpenter & Co.'s *MV Tovata* was despatched to render assistance, with Mr. Colin White, of Millers Ltd., builders of the vessel, aboard to

supervise salvage. *Tovata* was unable to haul *Yatu Lau* clear so permission was obtained to despatch the Shell Oil Co.'s tug *Shell-40*. While this was being arranged Fiji Government's maid-of-all-work *Degei* arrived on the scene, to combine efforts with *Shell-40*.

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LICENCED FERRY BOAT, 47 ft. x 12 ft. x 4 ft., cruiser stern, well deck, 4-cyl. 44 H.P. Kelvin marine diesel installed in 1949, licensed to carry 70 passengers in semi-open waters. Just completed survey, £2,500.

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WORK BOAT, 30 ft. x 10 ft., built 1950, 3-cyl. 30 H.P. Southern Cross marine diesel installed in 1954, £2,550.

WORKBOAT, 24 ft. x 9 ft., twin cylinder Patters marine diesel, 2/1 reduction, £900.

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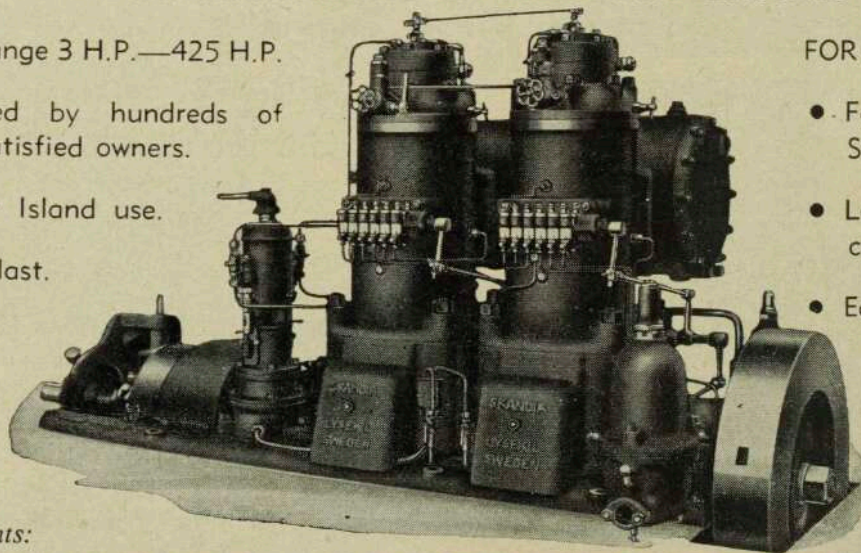
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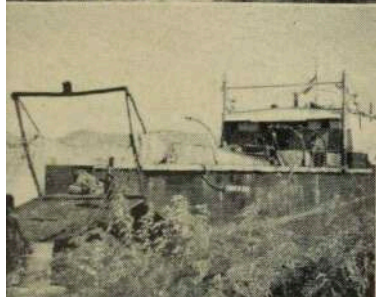
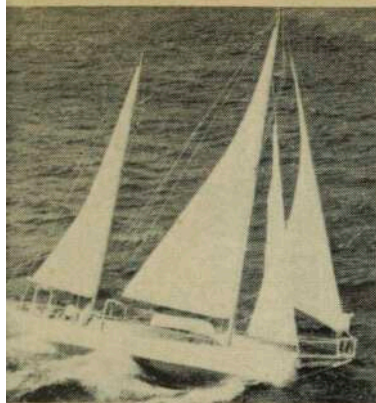
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Cables: "IVAN", SYDNEY.



OP: The 37-ft. auxiliary-ketch "Nani", of Honolulu, which was recently in Papeete. ER: The "Pacific Star" unloading cargo Noumea. This ex-landing craft lost her position in the Coral Sea in February. (see p. 113).

hell-40 cleared Suva but in the weather and poor visibility rshot Oni-i-lau, a low atoll, and ame lost. As usual, the RNZAF's arch and Rescue flyingboat unit s called to aid and eventually ated *Shell-40* a reported 260 es from her destination. Fortun- ly the tug was in constant radio ch to aid the searchers. Mean- le, alone and unaided, *Degei* led *Yatu Lau* clear, and she was n Suva-bound for another ex- sive and expensive refit.

ut into service early 1953, *Yatu* is, from a constructional and eral-finish viewpoint, possibly finest vessel ever launched in a. The vessel was built to serve Lau Group. There were some ial difficulties with the rudder gn. These were corrected, then e months later the vessel sufed damage which put her out of mission for some time. Return- to sea, she promptly cast her peller and had to be towed back Suva.

IME, GENTLEMEN, PLEASE: he contortions of the "popular" ss in exploiting every sensational le to the *Joyita* tragedy, draw ention to another sensational y under a Hamburg date-line ch appeared in PIM of June, . The Hamburg resident had gedly received a letter with a lington, NZ, post mark, written a crew-member of a German U-

boat which had slipped out of a Norwegian port in 1945 when Germany was collapsing.

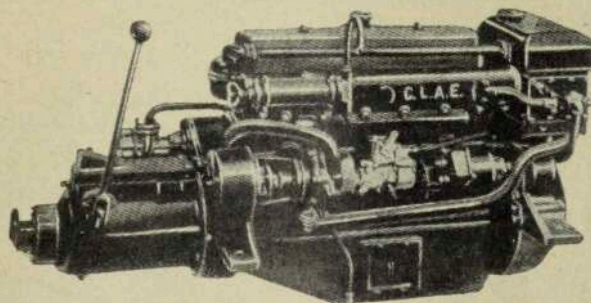
How the letter had been posted was not disclosed, but the seaman, one of 40, said he wrote from an isolated Pacific island, where the U-boat had been scuttled and the men were then living with local native women in a little community completely cut off from the outside world. They did not intend to reveal themselves until 1955.

Well, 1955 has come and gone, and we've not heard of the men coming forward yet. Allowing that in the popular press "Pacific Island" can include Indonesia it's difficult indeed to believe that the idyllic community would not have been ferretted out ere this.

PORT OF ENTRY:—A remit considered at the last session of the Cook Islands Legislative Council proposed permitting cruising yachts and sailing craft to enter the Group at Penrhyn if coming from the north. The proposal was rejected, the authorities considering that adequate facilities exist only at Rarotonga for customs and health control. Yachts wishing to visit the Northern atolls will therefore still have to enter at Rarotonga, whether coming south from Honolulu or not, then return the 600-700 miles along their course, as in the past.

RENAMED: The former Hawaiian Is. passenger vessel *Hualalai*, more recently known as *Ngaio* in the New Zealand inter-island passenger trade, has now been renamed *Moiz*.

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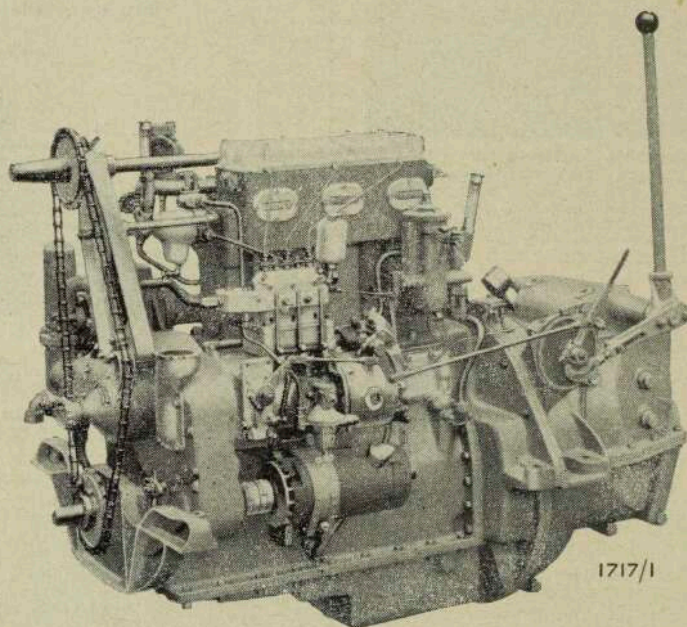
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der that name the vessel cleared Wellington, NZ, on delivery to her w Pakistani owners in mid-February.

BAD START:—Loading her first go of phosphate at Nauru for w Zealand, British Phosphate Commissioners' new *Triaster* limped to Auckland in mid-February h a cracked cylinder.

ANOTHER NAME CHANGE:—en the necessary formalities have n completed, Mr. Roy Gubbay, of to, plans to change the name his recently acquired *Vila Star Tutuba*—the name of a small nd off Santo.

Following purchase in Welling- , NZ, the vessel went to Sydney February to load for Norfolk and, Noumea, Vila and Lugan- e. She is now commanded by otain John Bradley, formerly of R. Carpenter & Co.'s *Lautoka*. otain Bradley last year delivered amships Trading Co.'s *Kia* from ydney yard to Port Moresby. His te is Mr. Peter Mounsey, of Syd- . Mr. Mounsey is planning an ensive cruise in his 38-ft ketch *apinta*, probably commencing t year.

THRILLS AND SPILLS:—The nch fisheries research and train- craft *Orsom III*, based on mea, caused a little excitement December. The vessel cleared for a to undergo refit. Prior to de- ture a good deal of ballast, con-

sisting of steel girders set in con- crete, had been discharged.

The vessel's sea performance with- out the ballast apparently proved more exciting than reassuring. She put into Lifu, Loyalty Is., where some aboard expressed reluctance to proceed, whereupon *Orsom III* put back to Noumea. When the vessel gets to Suva she is to be fitted with a modern echo-sounder and radar equipment.

RETIRING AGAIN:—CF & H's trim little *Albert Bonneaud*, recom- mitted some months ago follow- ing a lengthy lay up as the result of a hurricane stranding, is apparently soon to be laid up per- manently. She is said to be now in poor hull condition. The owners are debating whether to purchase a new vessel or to charter tonnage for their New Hebrides require- ments.

TROUBLE AT SEA:—In De- cember we reported that Captain Max Stanton, well known Pacific Is. ship-delivery specialist, with Mr. Willie Schutz, of Tarawa, as Second Officer, cleared Melbourne with the Australian coaster *Iron Knob*—re- named *Clarisse*—on delivery to Trieste. We now learn that as the result of a stabbing affray while the vessel was crossing the Australian Bight, a seaman later died. *Clarisse* arrived at Malta late in February.

LOST POSITION:—The New Hebrides Condominium Govern-

ment's new *Rocinante*, delivered last June, was due back in Newcastle late in February for a hull check- over.

Late on February 28, when she was nearing the Australian coast, faint distress signals were heard from her. RAAF Dakotas immedi- ately took off to try to locate her; when darkness closed in radar and search-light equipped Neptunes took over. *Rocinante* had given her position as north of Newcastle.

The RAAF searched from New- castle north to the Queensland border for two days in some of the worst weather the NSW coast has experienced for years. The search was then abandoned until the weather moderated but the vessel was believed lost.

Then late on the evening of March 1, *Rocinante* turned up out- side of Ulladulla, about 200 miles south of Newcastle. The Captain thought that he was then near Bris- bane.

An Italian fishing boat captain piloted the *Rocinante* into Ulla- dulla. The vessel had been 11 days on the way from Noumea, some of them hove-to. But in spite of the violent weather, there appeared to be not much wrong with the vessel —and although navigation might have been at fault there certainly was nothing wrong with the crew's seamanship.

Rocinante, of 48 ft l.o.a., was built last year by Wynne S. Breden Pty. Ltd. and designed by Arthur

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ONE-WAY VOYAGE:—In December we mentioned the Costa Rican banana vessel *Rican Star*, which called at Suva southbound from the US to Sydney, with a cargo of dynamite. The 495-tons steel ex-yacht broke a crankshaft in one of her motors before arrival at Sydney. This was to be repaired but the Australian navigation authorities demanded a hull survey following rumours that some plates were rather thin.

These matters, combined with crew troubles, apparently decided the Canadian owners to dispose of the ship at Sydney and she is currently for sale through Captain Kennedy. With two holds totalling 19,600 cubic ft. capable of being maintained at zero Fahrenheit, and a large deck house at 32 degrees Fahrenheit, *Rican Star* seems an interesting vessel. She has a service speed of about 11 knots.

SYDNEY'S NEW SEA SERVICE-STATION:—Mr. John Barraclough, who conducts the shipbroking and marine service agency firm of John Barraclough Pty., Ltd., Rushcutters Bay, Sydney, intends sailing his 36-ft ketch *Nimrod* up through the Islands later this year.

In spite of his association with the sea, he is perhaps better-known

in Australia as a crack road-racing driver.

At present Barraclough's are building a modern sea service-station at their Rushcutters Bay establishment. This will supply everything from oil to a "yacht-wash" from foam hoses.

Much of the firm's ship-broking business comes from Islands clients.

AND ONE FOR THE ROAD:—Ray Blaxland, ex-resident of

Bougainville, TNG, and now with Sydney ship-brokers John Barraclough Pty. Ltd., recently signed as a crew member on a small-sloop being sent to the islands by the firm. On the way, the crew spent a particularly hectic night in Brisbane and it was Ray's luck to drop first watch next morning. It was with considerable difficulty and blearyness of eye, but he was managing to get by when the skipper came up on deck and asked: "How the head?"

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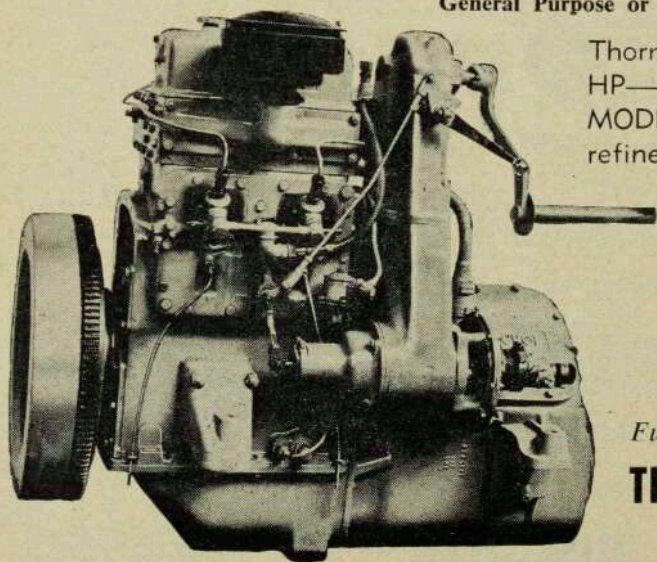
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Cables: "Thornmotor", Sydney.

"Not too bad, thanks," Ray answered modestly, "how's yours?" "Not *your* head, you blithering idiot," the skipper barked, "the head of the ship!"

RAFT FEVER:—While radio yelps of assistance were coming from somewhere in mid-Pacific from the Peruvian balsa-wood raft *La Cantuta* in February, Captain Eric de Bisschop, former owner of the much-publicised junk-yacht *Cheng Ho*, pronounced from Papeete that he plans to make shortly a voyage from Tahiti to Peru and return on a 40-ft by 16-ft green-bamboo raft. At least Captain de Bisschop would have a good idea of what is involved. Back in the 1930's he and a companion set out in a Chinese junk from Hongkong. A while later the junk was seized and confiscated, and Captain de Bisschop and his companion acquired another—*Fuoa II*—in which they called at New Guinea and other island ports, before that vessel was wrecked in the Hawaiian islands. Captain de Bisschop then built a big out-rigger canoe, naming it *Kaimiloa*, and sailed it most, if not all, the way to Papeete from Honolulu.

Captain de Bisschop's association with the junk-yacht *Cheng Ho* and the involved legal entanglements have been covered very fully in PIM post-war years. After that craft came legally immobilised in Papeete harbour, Captain de Bisschop was engaged to do certain survey work in the Austral Islands and has been there in recent years.

He now plans to build the raft at the Fare Ute navy yard, Papeete, for four companions, and sail for Peru possibly this year. The raft will be called *Tahiti Nui*, and the object of the voyage, according to Australian reports, will be to prove that the Polynesians originated in Tahiti and did not come from East Africa or West originally. It may appear a difficult thing to prove, and it is not clear how a voyage on a bamboo raft will prove it—as the ocean currents of the area are already well enough known to satisfy everyone that a two-way voyage, east-bound by the southern route, and west-bound by the northern route, should be quite possible. But that is the programme, and it will receive plenty of newspaper support.

Latest news from *La Cantuta* was Feb. 22, when she was reported in a whirlpool 25 miles wide, out of sight of land and with one crew member, Rost, ill. She gave her position as 3.37 N. and 108.20 W.—about 1,000 miles west of the Galapagos islands.

The five on board were later picked up by the US hydrographic ship *Albatross* and the drift has been abandoned. Officers of the US ship were able to convince the drifters of the position in which the

raft was, adverse currents would prevent it ever reaching Polynesia.

NOT SO HAPPY:—When Mr. Gaston Guilbert purchased the New Zealand-bound fishing vessel *Happy Return* as she lay wrecked on the reef near Papeete recently, he thought he had a bargain. Now he is not so sure.

The vessel was successfully salvaged and brought to a Papeete boatyard for alterations and repairs. It is now reported that the Customs authorities have placed a much higher value on the vessel than that actually paid by Mr. Guilbert. Our correspondent says that duty alone will amount to 200,000 Pacific francs—so work on the boat has been halted.

Mr. Henri Lambert, who pur-

chased the American yacht *La Paloma*, wrecked on Malao Island recently, is in similar trouble—duty in this case is assessed at 120,000 francs.

US NAVY TO RESCUE:—American submarine USS *Caiman-E-323*, which called at Papeete recently, towed the Papeete fishing vessel *Nacirata* to Makatea Island when she came across the vessel with disabled engine. Later the submarine helped refloat the fishing vessel *Hohio*, stranded at Arutua. The owners of these vessels have asked that their thanks be expressed. *Nacirata* is owned by Teari Taputuarai Fils, and *Hohio* by Henri Nimau.

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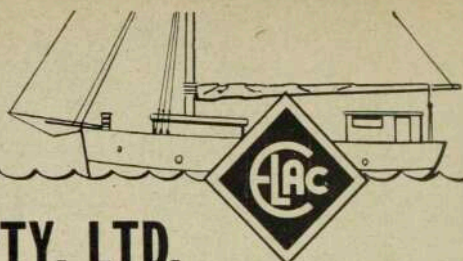
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PACIFIC STAR TO BE SOLD:— *Pacific Star*, 220-ton, Australian-built ex-army landing craft, recently lifted in the Coral Sea and taken tow by the French naval sloop *Tiare* is now safely at Noumea, and reports suggest that she is up for sale.

On February 1, Captain Davis, master of the *Pacific Star*, short of fuel and uncertain of his position as a result of heavy weather and a faulty compass, signalled Vila radio assistance.

The vessel was located three days later near the northern tip of New Caledonia by a Sunderland RNZAF Search and Rescue aircraft based at Laucala Bay, Fiji.

The French sloop *Tiare* was then directed to the scene and towed the *Pacific Star* to Thio Bay in New Caledonia. There the vessel was refuelled and proceeded to Noumea under her own power.

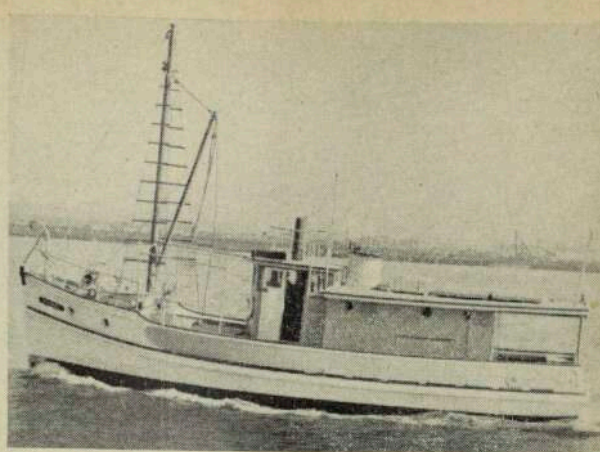
RARELY WHITE:—The 1,000-ton *Papuan Explorer*, owned by the Australasian Petroleum Company, is undergoing extensive overhaul at the State Dockyard at Newcastle, N.S.W. She has a crew of 17—ten of them natives and the rest European—as one Newcastle newspaper put it, six Europeans and one Australian.

JOYITA FOR FIJI TRADE:—A resident of Whangarei, N.Z., well known in the Islands, has offered the *Joyita*.

He is Mr. T. Sheehan, who formerly owned the *New Golden Hind* and, later, *Lady Stirling*. The latter for a time was on loan to the Catholic Mission in Fiji.

Mr. Sheehan has radioed Dr. Katherine Luomala, owner of *Joyita*, for an early decision and if his offer is accepted he will probably refit the vessel in Suva and use her in the local trade.

It was reported earlier that Dr. Luomala wished to retain *Joyita*.



The New Hebrides Condominium ship "Rocinante" which was missing off the NSW coast for a few days in February-March. (See page 109.)

News of Cruising Yachts

ANYONE interested in the history of deep-water yacht cruising is likely to be interested in the Slocum Society, which, so far as we know, is the only organisation of its kind in the world. Formed about 1953, it now has an international membership, and a good deal of historical information at its finger tips.

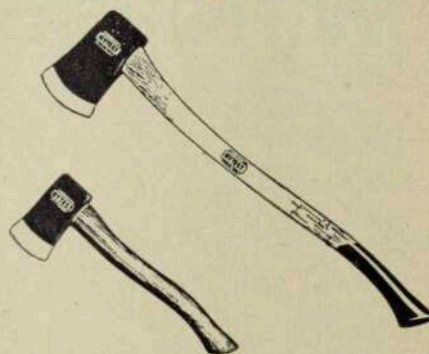
It offers a reduced-rate cruising-yacht book service, a service of special information on specific yachts, and a most interesting monthly periodical entitled "The Spray" in which current, planned, and past voyages are discussed. The membership fee varies but is payable in any national currency.

Interested persons should write for information to The Slocum Society, Horn Point, Annapolis, Maryland, USA.

AUCKLAND-SUVA RACE: Up to February 7, there were 14 firm entries for inaugural Auckland-Suva yacht race scheduled to begin on May 12. All are New Zealand yachts except one, *DAYDREAM*, 27 ft. plywood craft from Sydney, now in New Zealand waters. Royal Akarana Yacht Club of Auckland, sponsoring the event, gives the following list of yachts and owners:

MATUKU, ketch (J. Lidgard); *AOMA*, ketch (G. Smith); *DAYDREAM*, cutter (P. Fletcher); *TAURANGI*, cutter (K. Midden); *KEHUA*, ketch

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(G. Clements); HOPE, ketch (G. Norris); LADY PAT, ketch (Thomas brothers); RANGI, ketch (M. Anthony); RELIANCE, cutter (W. F. Rushbrooke); WANDERER, cutter (T. Buchanan); KISMET, cutter (W. Patterson); RANGINUI, ketch (M. Whitten); NINA, ketch (J. Moody). There is also an unnamed cutter, still building, owned by M. Goodman.

TAURANGI has been seen in the Islands previously. RANGI, largest present entry, is a new craft. The other boats or skippers have taken part in the Tasman Race.

The race will be very carefully supervised and the fleet will be accompanied by the Fairmile cruiser NGAROMA which will act as mother-ship, maintain radio contact with the yachts, and, via her more powerful radio transmitter, with the shore terminals. The race will undoubtedly create great interest in Fiji and New Zealand and is likely to become more widely patronised, as, at time of the year when it will be sailed, it should normally prove a fairly easy race from a meteorological viewpoint.

LOS ANGELES-PAPEETE RACE: Mr. Eugene Overton, on February 6, supplied us with details of the present situation in regard to the Los Angeles-Papeete Race planned to commence early June. There are four definite entries: JADA, 56 ft Los Angeles yawl, owner William T. Sturgis; VIVEKA, 73 ft San Francisco schooner, owner Robert D. Fraser; CELEBES, 69 ft San Francisco ketch, owner John H. Hedden; and QUEST, 64 ft Los Angeles yawl, owner Dr. Howard Murphy.

In addition, the 109 ft San Francisco schooner RAMONA, already known in Tahiti waters, is an almost certain starter, and several other owners have indicated intention to enter but have not yet lodged papers. These possibilities are said to include Walter Johnson's NORDLYS, Boo Paschall's KIRAWAN, John Scripps' NOVIA DEL MAR, and Lyman Farwell's SEADRIFT. These are all very well-known Pacific Coast craft.

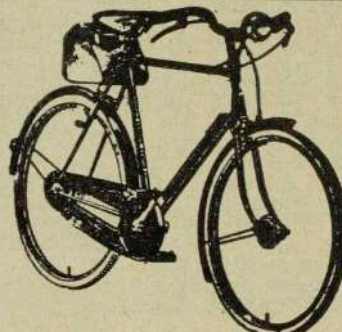
• DAYDREAM, mentioned as a starter for the Auckland-Suva Race, arrived at Auckland from Sydney via Whangaroa early February. This 27 footer is claimed to be the first plywood boat to cross the Tasman. She was manned by owner Peter Fletcher, his brother Doug, and Ian Stillman.

• SKAFFIE, another 20 footer, reached Barbados from Lowestoft via ports on February 2, bound round the world, with Nukualofa and

Auckland mentioned as intended ports. Aboos are D. Beard and G. Auchterlonie.

• CRUSADER, 27-footer from Hobart, cleared that port for Wellington, NZ, and the US Pacific Islands on February 11. This one was manned by Barry Robertson, 19, and J. Cripps, 22.

• PHOENIX moved on from Auckland, Wellington in February, after replacing a well-fest mast. From there Dr. Reynolds



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ily are expected to soon head for Sydney continuation of the world cruise.

ELO, 57 ft Sydney cutter, cleared that for Auckland and the US via Islands ports February 5. With owner-skipper Len Gul-is Peter Dona, John Johnson—described as New Guinea plantation manager—Derek lis, and Brian Leyland. Papeete is to be a of call.

LANG SYNE will be remembered as sing the Islands in 1947-48. Bill and lis Crowe have recently had a book pub-ed on their world voyage—"Heaven, Hell Salt Water".

STORTBECKER III's successor, now build-ing in England for Dr. Franklen-Evans is a b-designed yawl, 39½ ft x 29 ft x 10½ ft. She should be seen in the Pacific by winter of 1957.

OMOO, possibly the first Belgian yacht circumnavigate the world—she called at nds ports several years ago—is now bound the Seychelles via the Mediterranean, with van de Wiele still in command.

NANI of Honolulu, mentioned recently, ved Papeete February 18 via Caroline nd, Southern Line ls., 27 days out of olulu. Aboard are Mr. and Mrs. John E. all and baby daughter, and Mr. Norman Baker. NANI was built at Longbeach in O, is a ketch 37 ft x 11½ ft x 6 ft with 5 hp Gray Marine diesel.

FIRST FOR FISHERMAN'S

(From Our Own Correspondent)

DVERSE weather in the Port Moresby area in early February brought about another "First" in Territory's aviation history.

or the first time, 23 passengers a Qantas Dakota from Lae dis-arked at Fisherman's Island and e taken to Port Moresby by a A launch.

fisherman's is a long, flat island y a few miles from Moresby nship and is maintained (at a t of several thousands a year) an alternate airstrip for Jack-'s strip. It's used mainly, how- r by Aero Club planes for euits and bumps."

he regular airlines do not favour ng Fisherman's as there are no senger facilities, and in any case, two strips are only a mile or apart so that if one is closed ough bad weather, the other one usually closed also.

a the few cases where passenger nes have landed before, they reined aboard the aircraft and flew to Jackson's when the weather red.

nd Another for Moresby

eat this, Suva: P-NG's first set raffic lights is to be installed in t Moresby soon.

he lights will be set up at the rsection known as Calamity ner as soon as they are received n Australia. Calamity Corner, as ame implies, is notable for the ber of accidents that occur there.

lights are not before time. Unfortunately, our correspondent s not say which is Calamity ner, and PIM can think of a ber which qualify. P-NG's only fic-cop, a native, performs daily he intersection of Musgrave and glas Streets).

NEW FIJI £1 NOTE ISSUE

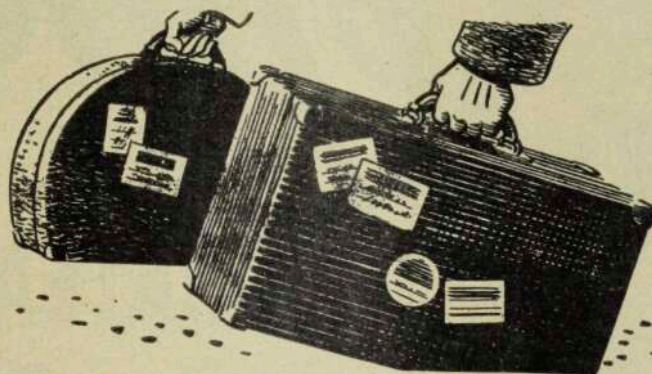
NEW £F1 notes, which bear the portrait of Her Majesty the Queen, were made available through the local banks in Fiji on February 4.

The new notes are smaller in size and stronger in texture than the previous ones. New notes in other denominations are to be issued la-er.

Attractive notes to the value of 1d were issued in Fiji during World

War II, due to an acute shortage of the well known Fiji 1d "washer." It would be interesting to know what these 1d notes are worth to-day—as collectors' pieces.

Miss Betty Banff, a triple certifi-cated nurse from Queensland, has volunteered for three years nursing service with the Anglican Mission in Papua.



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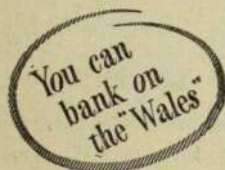
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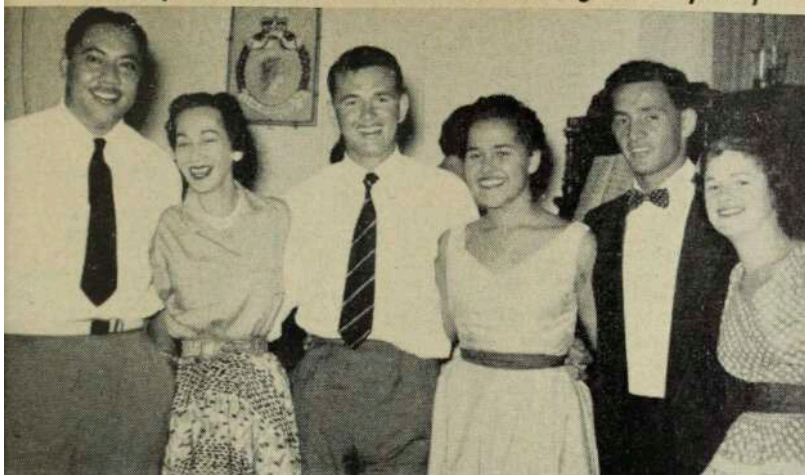
from all retail stores throughout the Pacific Islands. Wholesale supplies through B. Seppelt & Sons Ltd., Box 163, G.P.O., Sydney.

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EST. 1851

At Polynesian Association Gathering in Sydney



This photograph, taken at a recent social gathering of the Polynesian Association, Sydney, shows, left to right, Tongan Noble Vaea Tubou, ADC to HM Queen Salote; Mrs. Colin Jones, formerly Betty Carruthers of Apia, Samoa; Felix Emberson; Miss Felicia Emberson; and Oscar Emberson, with his wife (unidentified). The three Embersons are children of well-known Suva resident, Mrs. Matilda Emberson. The boys are at Sydney University doing Medicine, and Felicia is training as a nurse at St. Vincent's Hospital. Tongan noble, Vaea Tubou was then in Sydney in attendance on HM Queen Salote. Before leaving Sydney in February, Queen Salote received these representatives of the Polynesian Association: Mrs. Olga Page, of Apia; Mrs. Ann Griffen, of Levuka; Miss M. Shober, of Nukualofa; the Association president, Mr. Leonard Moran; and Mr. Hugh Aspinall, of Suva.

—Photo by Parker Studios.

Sandy Creek Production

During January, 1956, approximately 80 oz dwt of gold were recovered from approximately 6,400 cubic yards of material treated by Sandy Creek Gold Sluicing, Ltd.

Five more Communist Terrorists were killed in Malaya on February 13 by a patrol of "A" Company, 1st Battalion, Fiji Infantry Regiment, led by Lieut. W. B. Toganivalu.

P-NG PSA HAS QUICK DISCUSSIONS WITH MINISTER

THE meeting between Papua-New Guinea Public Service Association delegates and the Minister for Territories in Canberra at the end of February was brief.

All the business was discussed, if not finalised, in one day.

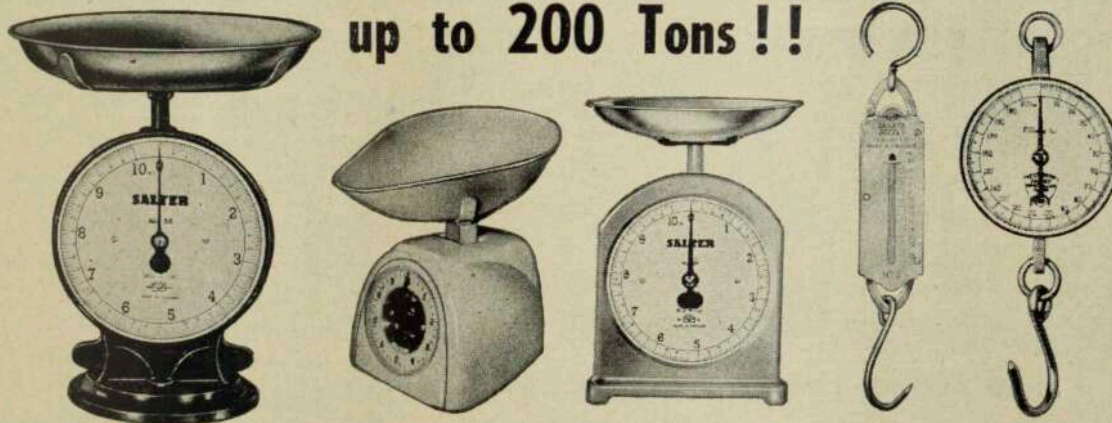
The delegates, Messrs. R. B. Brennan, S. Pearsall, and R. T. Thompson, arrived from Port Moresby late on February 26 and returned to the Territory on February 28.

Included in a list of 10 items that were placed before Mr. Hasluck were absorption of the Public Service of Papua and New Guinea with the Commonwealth Public Service; leave fares to home States, rates of pay and cost-of-living allowance, Territorial allowance; secondary school allowance; the all-important subject of housing; and the introduction of a Medical Benefits Scheme.

Membership of the Territory Public Service Association now exceeds 1,000. Eight years ago, there were only 57 members.

Mr. Brennan, who is President of the Association, said in February that the Executive Council of the Association was greatly encouraged with this growth, particularly as membership was voluntary.

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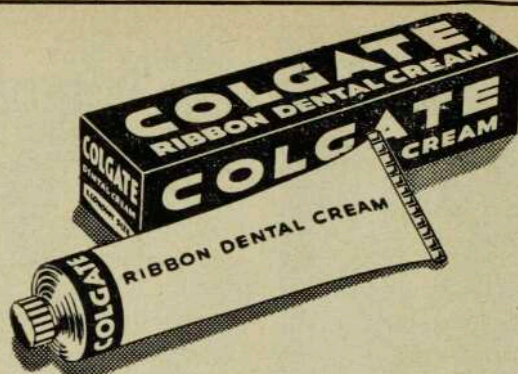
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SPC EXPERTS
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Spotlight on Bananas

WHILE rich in vitamins A and C, the humble but wholesome banana is not the complete food that some advertising campaigns have claimed.

But take one ripe banana and one pint of milk, and you have a well-balanced food.

Most of the economic varieties of bananas in the South Pacific have been introduced, some by the Islanders themselves (probably from the Indo-Malayan region), and some by Europeans.

The Chinese, or Cavendish banana is indigenous to Asia and is well known commercially in the South Pacific by various names, e.g. "China," "Samoa," "Amoa," "Hamo."

It was introduced in an interesting manner by the renowned LMS missionary, the Reverend John Williams.

During a visit to England in 1833 Williams visited the Duke of Devonshire, who cultivated in glasshouses tropical plants sent to him from all over the world.

When Williams left England in 1839 he took with him several suckers of a new banana plant that the Duke had received from China.

One of these suckers managed to survive the rigours of a nine-month voyage to Apia, and from it the LMS missionaries spread the Chinese variety throughout their South Pacific stations.

To-day the China banana, grown commercially in many South Pacific islands, and, with other varieties of the same family, *Musa paradisiaca*, provides an important cash income for the growers.

Properly cultivated, these varieties can produce 4 to 8 tons of fruit per acre, representing 2,800,000 to 5,600,000 calories.

In Apia, the bananas rejected by the grading officers are sold locally very cheaply and are the main food of the urban-Samoan population.

In New Guinea and the Solomon Islands banana bunches are wrapped in banana leaves as a protection against damage by birds.

In New Caledonia, and at times in the highlands of Papua, ripening is speeded up by burying the green bunches in mud.

These and other interesting facts are revealed in a brief historical review of banana varieties found in the South Pacific, in the January issue of the *SPC Bulletin*.

It is the eighth of a series of Pacific subsistence crops prepared by SPC officers Emile Massal and Jacques Barrau.

Just how, where, and when to grow the commercial banana is dealt with in the same issue in a well-documented article by J. C. Gerlach, agronomist to the New Zealand Dept. of Agriculture.

Wau—Now on the Bus Route

NEW Guinea followed Fiji into the tourist-bus field recently when Crowley Airways, of Lae, introduced a 10-seater Volkswagen specially designed for tropical use. At present the bus runs two tourist services—one for a week-end up to Wau and return; and the other for a special tour for ships' passengers visiting Lae. On the ships' tour, one load of tourists is taken to Wau and later returns by road; while one load goes up by air,

and returns by bus. Only European drivers will be employed.

This service should be a great boon to people other than ships' passengers—particularly as BGD are now running a new hotel at Bulolo. Previously, the only way for the visitor to the district to see the famous Wau-Lae road, was to beg a lift in a jeep or a truck.

† Rarotonga airport registered 25.70 inches of rainfall during December, 7.45 inches falling on Christmas Day. Rain fell on 25 days with the maximum fall on December 25.



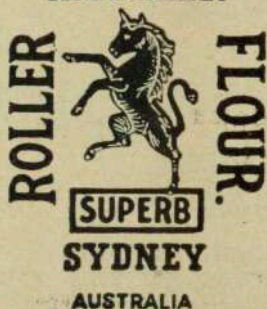
Moresby Wedding

The wedding took place in Port Moresby on January 28 of Miss Joan Graham and Mr. Paul Patterson. They are shown here with bridesmaid Miss Maureen Shorthouse and Mr. Jack Walsh. The wedding was celebrated at the Roman Catholic church. —Photo by Papuan Prints.

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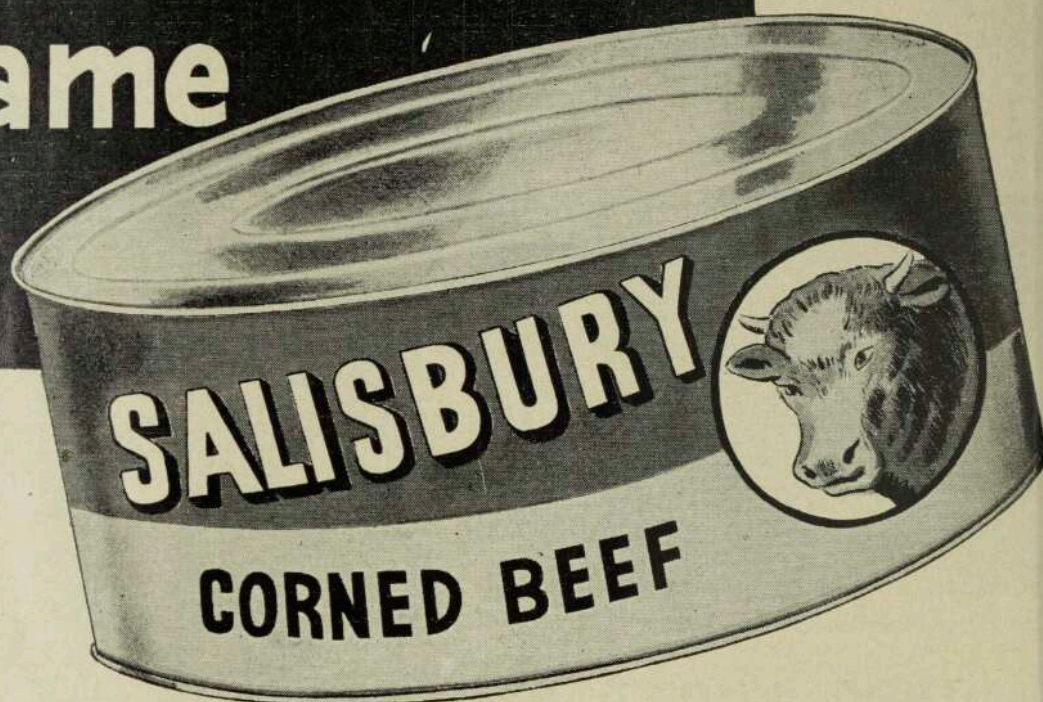
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Islands Weddings of Interest . . .

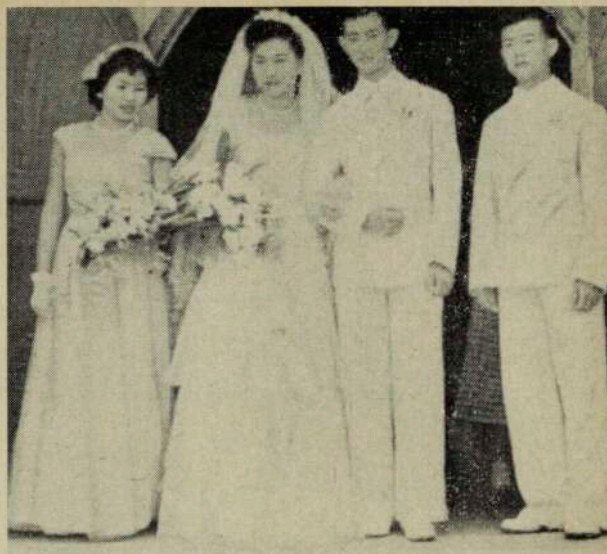


AT LEFT: Well-known families of Western Samoa and Fiji were united in Auckland on January 26 when Miss Betty Meleisea, daughter of Chief F. Meleisea, Assistant Public Service Commissioner in Western Samoa, and Mrs. Meleisea, was married to Mr. Francis Muller, of Mr. A. J. Muller, of Fiji Public Works Department, and Mrs. Muller. The wedding

took place at St. Benedict's Catholic Church, and 400 guests were afterwards entertained at Auckland's Maori Community Centre.

The photo shows, left to right, bridegroom and bride, groomsmen Phillip Muller and Alex Meleisea, bridesmaids Teresa Meleisea and Mary Pereira, and flower girls Julia Curry and Carol Tousoon.

Photo: Belwood Studios, Ltd.



AT RIGHT: At the Lutheran Mission Church, Lae, New Guinea, on January 21, Miss Judy Chung was married to Mr. Eric Woo. Seen here with the newly-married couple are Miss Betty Chung, bridesmaid; and Mr. Nelson Woo, best man.

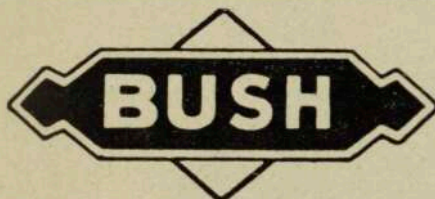
—Photo by Y. C. Wong.

The Acting Resident Commissioner of the Gilbert & Ellice Is. Colony, F. N. Pusinelli, officially opened

the new Betio, Tarawa, primary school on January 7.

† Semesa Sikivou has been re-

appointed to the Fiji broadcasting Commission for a period of two years.



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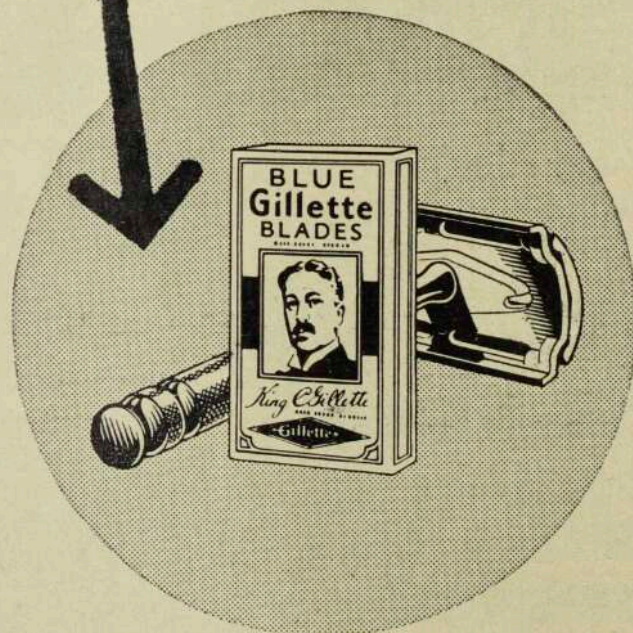
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MORE LIGHT ON POISONOUS FISH MYSTERY

FISH poisoning is a recurring happening and subject of interest throughout the South Seas, but it is doubtful if Mr. C. Smith's reported assertion, in February PIM, "Beware of *daniva* with scales in reverse!" will be accepted by serious investigators of this unsolved mystery.

If Mr. Smith can produce a specimen of this tasty, silvery little fish with "some scales running from head to tail, and some in the reverse direction," it is likely that, O many marine biologists will resign their appointments; and (b) Darwin will turn in his grave.

It is easy to imagine the ubiquitous flies "avoiding the oddly scaled fish like the plague" but difficult to understand how Mr. Smith's worthy ancestors could unerringly pick out the "baddies" from a substantial catch of these tiny-scaled fish.

Dr. Guy Loison, Health Research Officer to the South Pacific Commission, reviewed this subject of fish poisoning competently in the *SB Bulletin* of October, 1955, and urged further research to determine causes and cures.

Amongst a wealth of island folklore several basic facts are revealed in Dr. Loison's article:

- Frequently the same type of fish is poisonous in one locality as not in another.
- The maximum concentration of toxins is in the liver and intestines of the fish.
- Few fish, large or small, appear to be immune from toxicity at some time or place.
- On some islands a majority of fish species are toxic (e.g., 75 per cent. on Johnson Island) most of the time.
- Islands long immune from cases of fish poisoning are subject to sudden epidemics (e.g., Fanning Island, 1946-47).
- Fish poisoning predominates in tropical seas and notably in the coral atoll groups.
- The chemical nature of the toxin is still unknown. It is neither protein, protamine nor alkaloid.
- All attempts to find a decisive remedy for fish poisoning have failed.

According to an American authority on the subject, Dr. Bruce W. Halstead, fish poisoning definitely originates in the diet of the fish as research should be directed towards the analysis of stomach contents.

Present scientific opinion favors a vegetable origin and the poison could well be of planktonic origin.

already proven in the case of *nyaulax catanella*, a plankton that forms long rusty-coloured trails in the sea.

Amongst the 300 species reported as poisonous, or potentially so, the most known are the toad—*or swell-*—box-fish, moon-fish, porcupine-fish, trigger-fish, and barracuda.

From the economic view, the study of fish poisoning will need to appear before the fishing industry can be fully developed in the Pacific.

Fin-Land

Palmyra Comes To Life

SINCE the US Navy withdrew from Palmyra atoll after World War II, this privately owned cluster of about 50 small islets—administratively Honolulu's most outer suburb—has had a one-man population. But all this is changed, at least for a while.

In February, a ship went south from Honolulu with men and scientific equipment, and a US military aircraft made several flights over the atoll.

Research will be carried out there through the International Geophysical Year and an aircraft will fly south with supplies every two weeks. The isolation of Mr. O. Hornung, caretaker for the Hard-Leo family, of Honolulu, who owns all but two of the islets, will be broken.

Several times in the past few years there have been reports that the atoll was to be put to use. A Pacific Coast tuna fishing company was to set up a cannery or freezer there—had they succeeded in catching tuna in commercial quantities in the area.

Then there was talk of a South Pacific "dude ranch" or a luxury game fishing camp being established—a place where the dollar-hungry Honolulu tourists, bored with Bikini's attractions, might head for a week-end now and again.

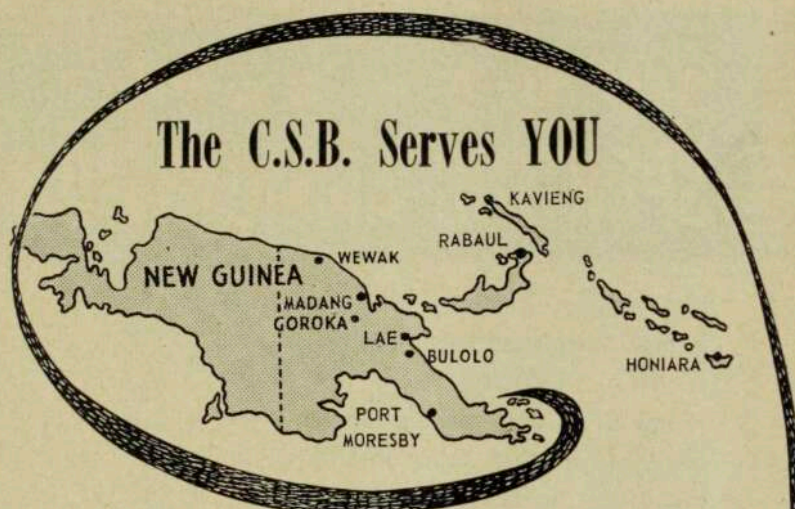
Then again came rumours that the Pacific Air Lines might use the atoll as a staging point on the way to Papeete. Instead they chose Christmas Island further south. It may have been Palmyra's perpetual rain that killed the dude ranch, as it has killed the copra industry.

Now it seems that the boffins can find a use for the atoll, if only for a while.

Mr. William Douglas Forsyth, the first Secretary-General of the South Pacific Commission, passed through Suva recently per *Tahiti* and renewed old friendships at SPC headquarters. Mr. Forsyth has commenced his appointment with the United Nations in New York. It is understood that his next appointment will be an Australian one.

† The Manihiki people at the Tuta-kimooa settlement, in Rarotonga, turned out in force in January in a big community effort to drain the area which had suffered heavy flooding during the rains of December.

† A RNZAF Sunderland flying-boat from Lauthala Bay, Suva, on a routine training flight, dropped a parcel for the Resident Commissioner at Rarotonga, Cook Is., from a height of 50 ft on the morning of January 26.



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Pago Pago Wedding of Interest



The marriage took place in Pago Pago, American Samoa, recently of Miss Miliama Tauvela, Mr. David Miller. The bride is the daughter of a local Minister of Religion, and the bridegroom is in charge of the laboratory at the local hospital. Shown (left to right): James St. John; Salu Lefotu; Lalago Moananu; bride and groom; Lui Fatuesi (best man); Taavale, bridesmaid; Nick Fenech.

—Photo by Pan American Prints.

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TENDERS ARE INVITED for the purchase of the 300 tons copra plantation known as "Qacavula Estate" on Taveuni.

The property is in excellent condition and consists of:

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2. Native Lease of 352 acres known as "Maumici" expiring February 26, 1988. Transfer subject to approval of the Native Land Trust Board.
3. Yearly tenancy of 100 acres known as "Dromoninuku". Transfer subject to approval of the Trustees of the Church of England.

Further particulars may be had from the undersigned who is authorised to accept the best tender above £F.45,000 received before March 31, 1956.

S. G. GOULD, Chartered Accountant
(Australia),
Attorney for the Owners,
Bank of New South Wales Chambers,
Suva, Fiji.

TRAINING NG NATIVE NURSES

10 young New Guinea girls left Port Moresby on February 1 to start a three-year nursing course at the Central Medical School in Sydney.

The girls were Saperi Pengai and her cousin, Margaret Silooy, both from New Ireland.

At present there are three Territorians studying nursing at the school. One is in her final year and the other two are in their second year.

Meanwhile, from Melbourne comes the first Papuan girl to the Victorian Leaving Certificate, Dalai Munyan, of Milne Bay, who has been accepted as a probationary nurse at Epworth Hospital, at Melbourne.

ROUND-TRIP FOR ROTI

It would appear that Roti Maruata, 17-year-old Tahitian girl, is the latest victim of the "white man's woman" disease that afflicts tourists to Tahiti.

She stowed away on the French vessel, *Tahitien*, on the February 1 of that vessel from Tahiti to Sydney, via Vila and Noumea.

She claimed that a passenger on the *Tahitien* told her to go to his room on sailing day, and she thought he had a ticket for her. In Noumea a Danish passenger on the vessel was arrested and sentenced to 10 days imprisonment for assisting a stowaway. Roti is now home-bound for Tahiti on the same vessel, and will, she said, "never return to Tahiti again."

Dr. F. J. Harlow Advisor on Technical Education to the Secretary of State for the Colonies, made a tour of technical and other schools in

Fiji in February. Dr. Harlow visited Fiji in 1952 in connection with a vocational training scheme sponsored by the South Pacific Commission.

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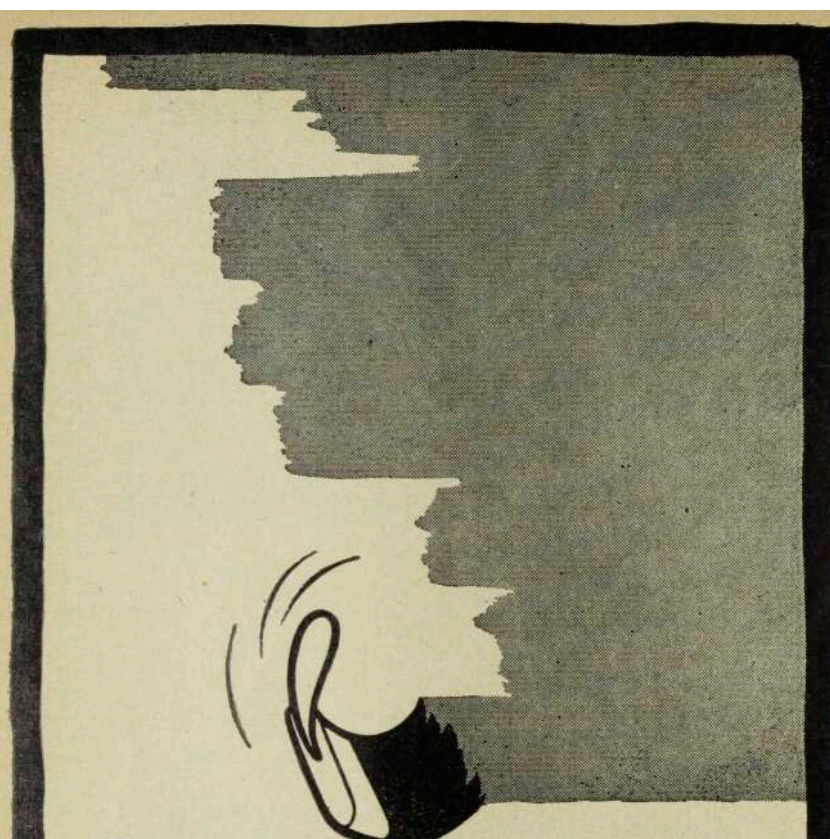
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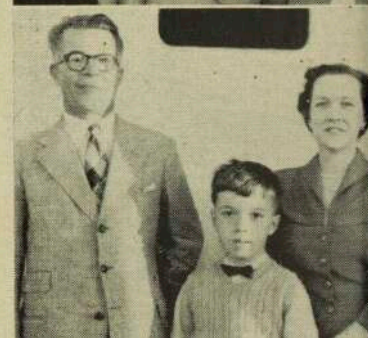
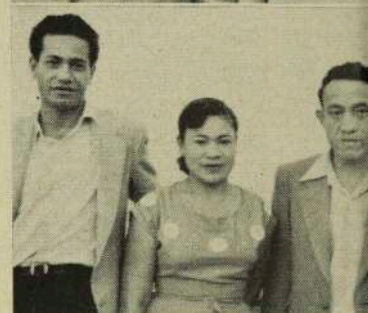
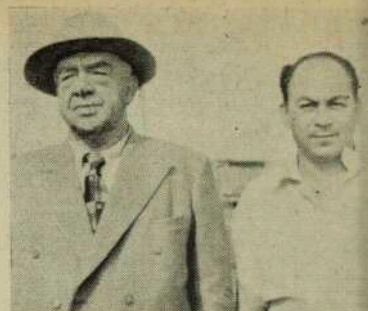
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Islands Travellers from N.I.



Included amongst Islands residents who turned home from Auckland in February top to bottom:

Mr. Philip Woonton, veteran trader of Northern Cooks, and Mr. Ted Estell, of Tonga Public Works Department. Mr. Wood returned home as a member of the crew "Charlotte Donald".

Miss N. Matafeo, centre, who returned to Apia, by "Tofua", was farewelled in land by Mr. U. Matafeo and Mr. A. Imo.

Mr. and Mrs. A. E. Beddows and Anthony who after vacation in Australia, returned Suva per February "Tofua".

Few Insect Pests on Norfolk Island

USEFUL advice on how to combat insect pests — especially how to guard against the fruit fly—was given the residents of Norfolk Island during January by Mr. H. Hogan, C.E. Entomologist of the Victorian Department of Agriculture. He prepared an official report.

Mr. Hogan said that Norfolk Island is notably free of insect pests — but he recommended systematic spraying, as a means of maintaining this happy position.

G TAXI REGULATIONS

Betel - Nut

Chewing Permitted

(From Our Own Correspondent)

THE first set of regulations governing the operation of private and public hire-cars in Papua New Guinea were gazetted in January.

The regulations stipulate, among other things, that taxi-drivers must not smoke, or "chew betel-nut" without the consent of passengers; must not leave the vehicle to tout passengers or permit the vehicle to be used for other purposes. At the same time, drivers must be clean and tidy, wear respectable clothes and be civil to passengers or intending passengers. Another section of the regulations prohibits drivers from sleeping, drinking or eating meals inside the vehicle or picking up other passengers without the consent of the original hirer.

The regulations allow drivers to refuse to accept as hirers anyone suffering from an infectious or contagious disease, a person who is drunk or dirty, or noisy or violent. Section 25 of the regulations sets out that fares will be charged on a mileage basis.

FARES ARE TOO HIGH

It is, perhaps, the best of the necessary and long-continued regulations. Taxi fares are of all proportion to what might be regarded as a "fair thing," especially in Port Moresby. The writer fails to understand the necessity for the high fares. Vehicles are no dearer than in Sydney (some a lot cheaper); petrol is the same price; and natives are employed as drivers. They, naturally, are paid a lot less than a Sydney driver, and the owner of a Sydney taxi never seems to complain. So the owner of a Sydney unrestricted taxi is making—and most of them are making—a clear profit of about £40 per month. It does not take much time to work out what Port Moresby cabs are making.

Perhaps the two main operators are in for a big shock soon, however, if a permit to operate ten cabs is granted to "an interested person." Our has it that this "interested person" plans to "greatly reduce" the rate of charges currently made. We use a current expression: Port Moresby residents can hardly wait.

Justice Bignold, of the P-NG Supreme Court, has been appointed President of the Papua and New Guinea Public Museum and Art Gallery. Plans for the Territory Museum are now taking shape. It is proposed to build an institution that will be an "outstanding credit to the Territory."

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Chief Scout at Rally in Rabaul, New Guinea



World Chief Scout, Lord Rowallen is shown here during his recent visit to Rabaul, New Guinea. In the photograph, left to right: Mrs. J. P. Foldi, vice-president of the local Girl Guide Association; Mrs. Betty Richardson, Guide District Commissioner; Mr. R. Galloway, Scout District Commissioner; the Chief Scout, shaking hands with Johnny Koesse of the 3rd Rabaul troop; John Cheong, ASM, 1st Rabaul troop.

—Photo by C. H. Meen.

The Gauge at Christmas Is.

December, the US fishery research vessel John R. Manning made a call at Christmas Island, to install a recording gauge. The work was carried

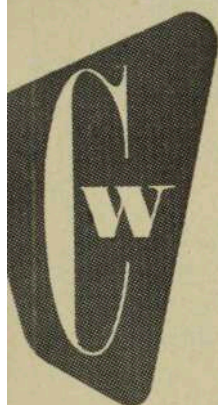
out by Lieutenant Herbert Lippold, of the US Coast and Geodetic Survey, which organisation supplied the instrument. A Gilbertese meteorological observer on the island was trained in the servicing of the instrument.

A year or more ago the Ameri-

cans installed a sea-temperature recorder on the north-west coast of the big atoll. The under-water portion of the equipment was later smashed in heavy weather but was reinstalled, and this instrument is also serviced as required by the Gilbertese. The records are picked up at intervals by Fish and Wildlife Service vessels from Honolulu.

FOOT ITCH HELPED 1ST DAY

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



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New Cadets Arrive For P-NG Native Affairs Dept.

THE first large group of new Cadet Patrol Officers to reach Papua-New Guinea for 12 months arrived in Port Moresby on March 3. There are 30 young men aged around 20 in the group.

They have already completed a short orientation course at the School of Pacific Administration at Mosman and will do a Departmental induction course of about three to four weeks soon after arrival. They will then receive their postings.

Meanwhile, Assistant Director Toogood, of the Department of Native Affairs, has left for Australia to interview other applicants for Patrol Officer Cadetships.

Mr. Toogood will be Chairman of a Selection Board which will sit in all States except Tasmania and Western Australia. Several applicants from West Australia will go to Adelaide for their interviews.

Response to a recent Australia-wide advertising campaign to recruit Cadet Patrol Officers has been "most encouraging."

† Mr. E. P. Hitchcock returned to New Ireland on the January Soochow.

† While Rarotonga experienced steady downpours during December, Penrhyn, in the Northern Cooks, was experiencing water-rationing, no rain having fallen for weeks.

† Due to a poliomyelitis outbreak in Rarotonga in December, restric-

tions were placed on inter-island travel within the Cook Is.

† The Rarotonga electric power supply, now operating at full capacity, will be expanded with the installation of additional equipment mid-1956.



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Write for Further Details and Illustrated Literature

SUVA MOTORS LIMITED

Box 250, Suva, Fiji

Markham V. Cocoa Equals W. African"

ALL shipments of cocoa beans from the Markham Valley, New Guinea, are now being received MacRobertson (Aust.) Ltd. The company's chemists say that the beans are equal in quality to the best from West Africa. This in itself is an advance—in the past,

some Australian chocolate manufacturers have insisted that cocoa from the Territory is generally inferior to the West African product.

MacRobertsons has spent about £60,000 on its cocoa plantation in the Markham Valley which it bought about 18 months ago. About 3,000 trees that were planted before the war are producing; and since the purchase a further 130 acres of cocoa have been planted. Ultimately 600 acres will be planted to cocoa.

Ships' Travellers to P-NG



sengers who sailed on "Sinkiang" from Sydney to Papua-New Guinea on February 27 last.

Mr. H. R. Cooper, a director of Nelson Robertson Pty., Ltd., who is visiting the company's offices at Rabaul, with Mrs. Cooper. Dr. P. S. Enders, who was returning to his family after leave. Lower, Mr. Phillips, of the Department of Agriculture, on his way to Rabaul, with Mrs. Phillips.

¶ A tour of inspection of French Colonial Gendarmerie posts brought General Cases back to his birth-place—Noumea—in February. He is the son of a gendarme and was born at Anse Vata, Noumea. The General travelled by Tahitien.

IN TONGA, SABBATH MUST BE OBSERVED

THIS notice recently appeared in the official Tonga news-sheet: Sabbath Day Observance: Owing to the increased violation of the law governing the observance of the Sabbath Day, the Police Department does hereby remind the public that the buying and selling of any articles including foodstuffs, fish, etc., on Sunday is strictly forbidden. Even now certain bakeries start baking their bread on Sunday afternoon, while getting fish from fish fences and selling and buying of fish is also a very common practice. All this must cease for the Sabbath Day shall be sacred. . . . Ulukalala-Ata (Minister of Police).



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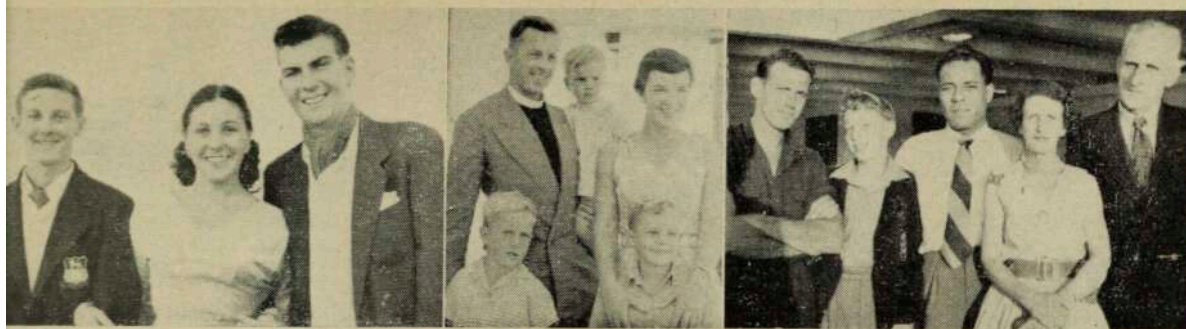
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travellers from NZ to the Islands . . .



travellers bound for the Islands from Auckland per "Tofua" in February included, left to right: Michael Walker, returning to Suva, who was farewelled by Miss Diane Walker and Mr. Hargreaves. The Rev. W. W. Robinson, Mrs. Robinson, baby Mark, Nigel, and Stephen, returned to the Anglican Mission, Labasa, after vacation. Mr. Siua Vakautia, of Nukualofa, is returning home, with his New Zealand friends, Mr. K. Bruce, Mr. J. R. Bruce, Mrs. and Miss L. Bruce.

ERVE FUND

on's Return to n Rubber Market

A 11-million dollar Rubber Reserve Fund is being established by the Ceylon Government as a safeguard against a possible price

slump when the five-year trade agreement with Communist China terminates next year.

Malayan rubber price is the accepted world price and current military operations against the Communists in Malaya are expected to affect some of that territory's most productive rubber areas.

This may be offset by Ceylon's return to the free-world open rubber market in 1957.



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CHIEF SCOUT VISITS FIJI, TONGA

LORD Rowallan, on a world tour of Scout centres as Empire Chief Scout, made a favourable impression among all sections of the Fiji community during his east February visit to that Colony.

The 2,500 Scouts and Cubs of Fiji were quick to discover that Lord Rowallan, like the founder of the movement, Lord Baden Powell, had a sense of mission combined with a fine humour and genuine love for young people.

Typical of Lord Rowallan's busy programme in the Colony was his visit to Makogai, the Fiji leprosy island.

There he inspected the Scout Guides and Rovers and presented the Gilt Cross, the third highest award given to Scouts, to Svendsen, who had saved the life of a boy by pulling him from a live wire with no thought for his own safety.

Letters of Commendation were also given to Scout Terenani and Scout Waisiki for initiative and prompt action in applying artificial respiration and making a stretch for the electrocuted boy.

A Civic reception in the City Hall, Suva, was given for Lord Rowallan by the Mayor and members of the Suva City Council and well attended by all races.

At this gathering the Mayor of Suva, Mr. A. D. Leys, said that when the Fiji Battalion went to Malaya a large proportion of Fiji Scoutmasters had volunteered for service, and had formed an active Scout Troop in Malaya.

The event which the Scouts and Cubs undoubtedly enjoyed best as will remember for a long time was the Camp Fire held in the grounds of Government House, at which the Governor, Sir Ronald Garvey, Chief Scout of Fiji, was present with Lady Garvey and their children.

Lady Garvey is President of the Fiji Girl Guide Association, and takes an active interest in Guiding in the colony.

Lord Rowallan impressed on the boys that the true way to happiness was through service to others.

Life should be a joyous adventure, he said, but it was often spoiled by personal fears. This was because people did not face difficulties when they were young.

Prior to departing for Tonga Lord Rowallan opened the meeting at the Scout Hall in Holland Street, Suva. On this occasion he thanked the Colony Scout Commissioner, Mr. R. A. Derrick, for his wonderful devotion and affectionate loyalty to Scouting in Fiji, and presented him with the Scout orange ribbon with silver acorn.

Lord Rowallan left a suggestion which may have a lasting effect on the Colony's agriculture. Speaking to the Scout Council in the

Executive Council Chamber at Government House he said that during his tour of the main island he had been shocked by the amount of soil erosion. He suggested that instruction on soil conservation be given to every Scout in the Colony, and that Soil Conservation Badge be issued. The Chief Scout also visited Tonga at a visit to Western Samoa had been cancelled. The TEAL flight which Lord Rowallan travelled had to return to Suva because of bad weather at Satapuala.

No Super-Connies On BOP Route

It is reported from Lae, New Guinea, that a Qantas Airways official there has said that when the new aerodrome is completed at Adzab (26 miles from Lae) and improvements are made to Jackson's, Port Moresby, the company will use Super-Constitutions on the Sydney-New Guinea Bird of Paradise service, instead of the present Skymaster aircraft.

A press officer of the company in Sydney said on March 6 that it appeared to him highly unlikely that Super-Constitutions would be used on the Sydney-New Guinea service, even when the airports were up to that standard. He said that the kind of aircraft used on a route was not merely a matter of airports; the Super-Constitution was a specialised aircraft, suitable for long international hauls and with an effective range of 3,000 miles.

This seems sense. It is PIM's guess that Super-Constitutions may at some time use the airports mentioned—when they are on the way somewhere else, such as the Far East; and that when Skymasters are replaced by something better, it will be by an aircraft more suitable for the Sydney-New Guinea service.

It will be remembered that a couple of years ago DC6's were scheduled to go onto this route and in fact make one trip. However, when a BCPA DC6 crashed shortly afterwards in America, the DC6 service to New Guinea ceased.

Passengers boarding the Orient *Orsova* in Suva in February included: Sir Ragnar Hyne, retiring Chief Justice of Fiji, and Lady Hyne, bound for England; Ratu Sir Lala Sukuna, bound for England; Mr. H. Ragg, Suva Post Master, with Mrs. Ragg and family, bound for Melbourne on vacation; Mr. and Mrs. Carl Corbett; Mr. and Mrs. Stinson, prior, and Mr. Allan Winsbury, of Able & Wireless Ltd., who was joined by his wife and daughter in Auckland, bound for England on completion of service in Fiji.

Mr. Allan Aikens, of Cable & Wireless Ltd., Suva, and Mrs. Aikens, travelled to New Zealand on leave in February.

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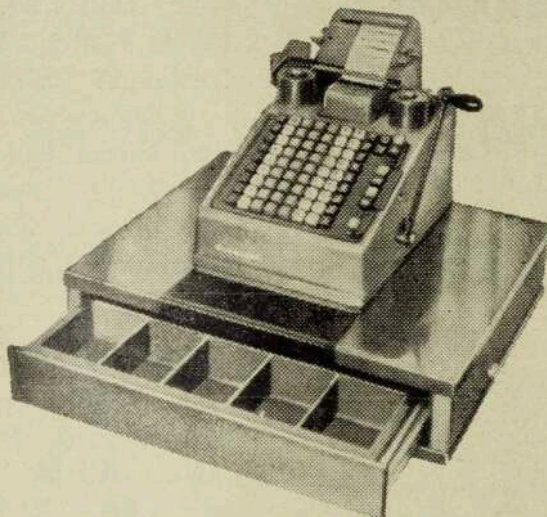
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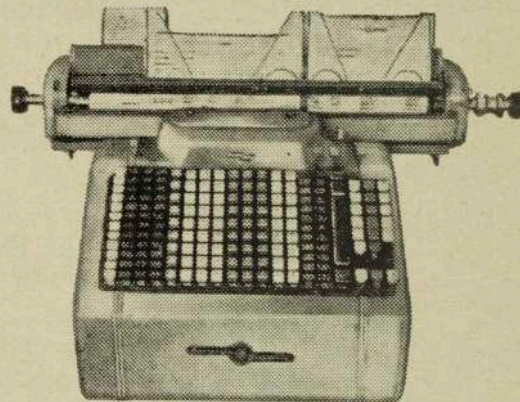
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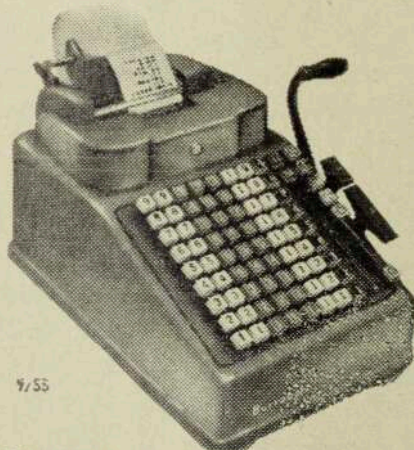
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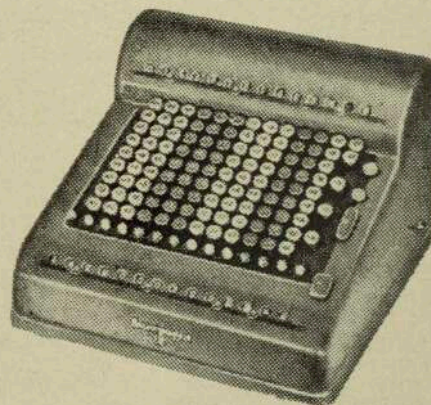


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ARAKARIMOA—Latest in Pacific Sea Tragedies

(Continued from Page 21)

ht not have happened if elementary precautions for the safety of small ships at sea were enforced. It is quite obvious that while the majority of small ships in the Pacific are run with every regard for safety, the minority are not, and the people who entrust their lives to these latter take the same risks as if they were taken 100 years ago, that modern technical advances have availed them nothing. It might be said that more risks are run as sole reliance is sometimes placed in engines that fail to work or in radios whose batteries are run down, or whose frequencies are unused beyond their own home bases. What might be done to make voyages by small ships safer is discussed fully in "News of the Small Ships" in this issue of PIM. But at this stage it is a fair question to ask what is the official attitude to small sea disasters. Can it be said that the official and public opinion is that anyone who goes out in a small ship in the South Pacific is regarded as expendable? The case of the *Arakarimoa* seems to indicate that this is so. Attempts to locate *Arakarimoa* were abandoned within a week of her disappearance. The G & E Government ship *Nareau* searched for her for two days—then gave up—because *Arakarimoa* was not

around any more—as has been proved by the fact that she has now turned up—but because *Nareau* apparently looked in the wrong places. A search is said to have been made by a US plane—presumably one of the planes being used to set up the new US meteorological station at Tarawa, which would come in from the north.

After this, *Arakarimoa* was callously left to her own fate. Someone now is likely to be asked why, although if the vessel had not inconveniently turned up again, sleeping dogs would no doubt have been allowed to lie.

Arakarimoa is just one of a dozen small ships which in recent years have been involved in incidents that ended in tragedy or nearly missed tragedy.

The *Joyita* affair is of so recent a date details need not be repeated here. Two other vessels whose fate is even more of a complete mystery are *Awahou* and *Monique*.

Awahou, well known in G & E and Fiji waters, disappeared on a voyage in rough weather, between Sydney and Lord Howe Island in September, 1952. What appeared to be a distress signal had been received from her on September 10 but after that there was complete silence.

Because she was registered in Suva, the Australian Navigation De-

partment could not hold an inquiry without Suva approval. This inquiry was held in Sydney seven months later. The Court found that she had been given a certificate of seaworthiness before leaving Sydney and that the cargo had been properly stowed. *Awahou* had been involved in an incident in Suva

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THE EDGE OF THE SEA, by Rachel Carson. Written by the author of *The Sea Around Us*, this book is an accurate and entertaining study of the creatures that live near the coastline and have been shaped by and depend upon the tides, waves and ocean currents. Attractively illus. 22/6 (post 1/1).

THE GOLDEN HORSESHOE, by Terence Robertson—the story of Germany's most brilliant U-Boat Commander, Otto Kretschmer. The first part of the book deals with his amazing U-Boat career; the second part is devoted to his activities while a P.O.W. at Bowmanville P.O.W. Camp. It is an exciting and dramatic story. Illus. 15/6 (post 11d.).

EXCURSION TO RUSSIA, by Joyce Egginton. The author, an English journalist, was one of a party of sight-seers on the first tour of Russia after the death of Stalin. This is a personal account of her experiences and in it the reader will meet the Russian people at work, play and in their homes. Illus. 15/6 (post 11d.).

THE MAN WITH THREE FACES, by Han-Otto Meissner. This is the fascinating story of Dr. Richard Sorge, Russia's master spy. Charming, cynical and utterly ruthless, Sorge guided a brilliant team of spies in Tokyo for nine years without detection. Illus. 15/6 (post 11d.).

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waters some years before, when she had had to be towed into port by the Government vessel *Degei* and it had been suggested that under some circumstances she was unstable. Eighteen lives were lost on her.

The biggest tragedy of recent years was, however, when the French 240-tons motor vessel *Monique* disappeared on July 31, 1953, on a 75 miles voyage between Mare, in the Loyalty Group, and Noumea. About 120 people, including 20 Europeans, disappeared with her.

An extensive air search was made for this ship without result and the general opinion was that she had simply turned turtle and sunk, imprisoning her crew and passengers.

It was alleged that sacks of copra were stacked on the bridge four or five feet above the rail, that the life boats *Monique* carried were piled high with luggage as were also the passageways so that passengers were unable to move about the ship at all.

One thing is certain about these sea "mysteries"—they are not caused by submarines, Red, White, Blue or any other hue, or by Flying-Saucers, Little Green Men, Space Ships or any other un-natural phenomenon. They are caused by either the natural hazards of the sea, or the failure of the human element to take precautions somewhere along the line—and, it seems, it is too frequently the latter.

Ridiculous "Cannibal" Story

A SYDNEY newspaper on March 6, under a banner headline, **CANNIBALISM IN SEA DRAMA**, printed a story from someone alleged to be a special representative, which began thus:

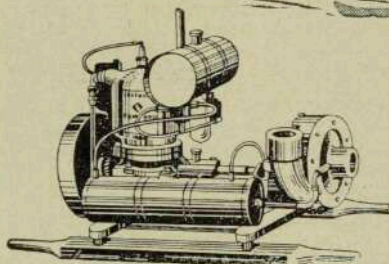
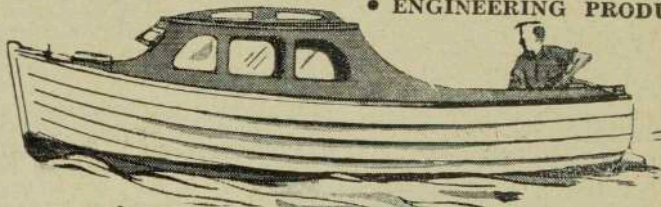
HONIARA, Tues.—Survivors of the "Dead Ship" Arakimoo are believed to have eaten human flesh.

They did so in the grim battle for survival during a horror drift of 2,000 miles in 6 days.

This shock message was brought to Honiara yesterday by a native runner from Malageti Mission on the south coast of Guadalcanal. (Over)

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had to swim crocodile-infested rivers and high floodwaters to bring his terrible news. Newspapers everywhere fight against any restrictions on their freedom—but there is, at times, something to be said for legal assurances that would compel newspapers to divulge the source of some of their more fantastic statements; when they are proved wrong, to compel them to print a correction. Few of the fantasies that appear in the daily Press these days are corrected, even when they are proved to be nothing but sheer sensationalism.

INQUIRY AT HONIARA
An inquiry into the *Arakarimoo* will be held in Honiara late next month, with special reference to: Whether the vessel was mechanically fit to go to sea when it left Tarawa; and Why passengers were left aboard after all crew abandoned the ship.

Medical Missionaries for Papua



A number of lay medical personnel recently arrived in Sydney by MV "Bulolo" for Anglican stations in Papua. These photographs (to right, top to bottom), show some of the missionaries who sailed in the party: Leonora Carlyle and Miss Beryl Jones, nursing sisters, from the United Kingdom. Kenneth Houston and Mrs. Houston and Sister Christie from Dublin. Dr. June Benson, of London, and Miss Beryl Norman, nursing sister, also of the UK.

—Photos by Canon M. A. Warren.

BULOLO BUFFALOES ENTERTAIN

Guests of honour at the second annual Regalia Ball of the Lodge Bulolo, R.A.O.B., Bulolo, New Guinea, on February 25 were Mr. and Mrs. L. W. Bergstrand. The ball was held in the Bulolo theatre and it is quite evident that, under the supervision of the Director of Ceremonies, Knight John McMath, of Wau, local Butaloos and their friends who attended had an interesting and enjoyable time. It is said that "the regalia worn by the men for the ceremonial opening fought a brave but losing battle with the ladies' lovely gowns".

The ball got under way at 9.45 p.m., when

the Director of Ceremonies admitted the Guard of Honour through which guests who sat at the official table were escorted: Mrs. Halpin, escorted by Primo John Langhorne of Lae, Primo and Mrs. A. W. Lindsay, Mr. and Mrs. A. E. Gazzard; lastly, the guests of honour escorted by Knight Ronald Halpin. The ladies were presented with posies of flowers, and Mr. Bergstrand with two engraved napkin rings as a souvenir of the evening.

A life-sized buffalo and the head of a life-sized buffalo painted by Mrs. De Langre were the central motifs in the decorations. "Piece de resistance" at the supper table was a roast sucking-pig supplied by Mr. Mick Leahy from his Zenag farm.

Visitors came from Wau and Lae, some staying overnight at the new Pine Lodge Hotel at Wau.

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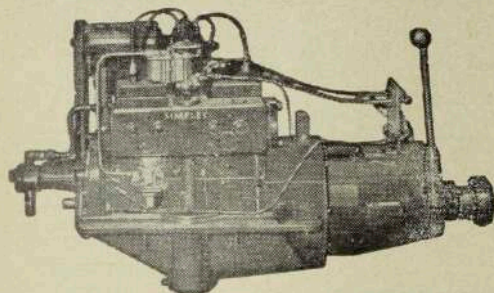
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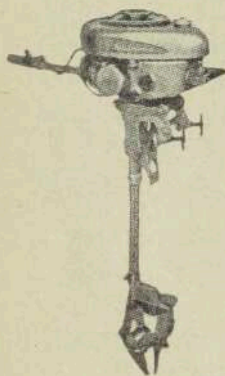
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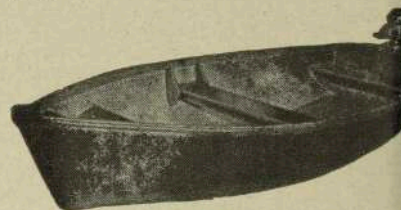
SIMPLEX MARINE ENGINES

Simplex are the finest engines produced for use in tropical waters. They are complete with large capacity water jacket for efficient cooling in all conditions, and have marine type magnetos and carburettors and every modern feature for rugged consistent use in work or pleasure boats. Simplex engines are made in four sizes, 3 H.P., 5 H.P., 10/12 H.P., 15/20 H.P. They are suitable for boats from 14 ft. to 28 ft. long. Every engine is fully bench tested and ready for installation. Operation and maintenance is easy, and spare parts are always obtainable. Several thousand Simplex engines are in use in Pacific waters.



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A new shipment of these fine English 4 H.P. twin cylinder outboards has just arrived. A horizontally opposed twin engine which runs smoothly and without vibration. Easy starting, most economical. Britannia is beautifully built with good quality materials. Suitable for boats up to 20 ft. long. Arriving shortly the de-luxe model Swordfish from the same factory.

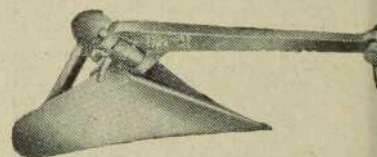
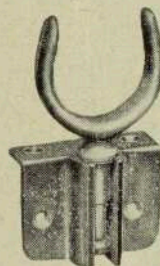


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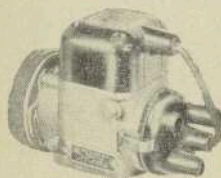
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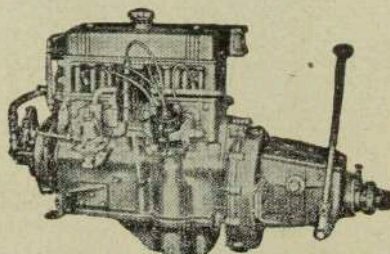


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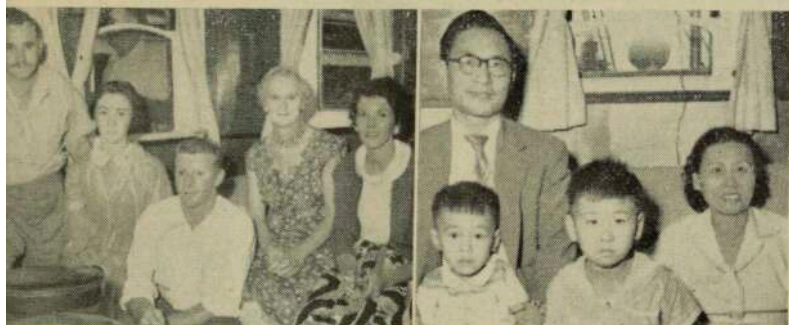
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Returning to the South-West Pacific



TOP PHOTO: Among passengers on the Burns Philp vessels "Malaita" and "Tulagi", both which sailed from Sydney on February 29, were, Inset, Robyn Holder; left to right, Mr. D. Chant, with the Commonwealth Department of Works at Madang, who was seen off by Mrs. Chant; Mrs. J. Holder (mother of Robyn), who was returning to Santo, New Hebrides; Mrs. Corrigan, teacher with the Roman Catholic Mission on Malaita, BSIP, returning after a holiday in NZ; the Rev. Father Esch, who was going to the Catholic Mission at Vunapope, Britain. LOWER PHOTO: Passengers on the Sinkiang, which sailed from Sydney for Papua New Guinea ports on February 27 included, left, Mr. G. Edwards, returning to Rabaul to leave; Mr. D. Fox, seated centre, who is going to Rabaul to do constructional work for Nelson and Robertson Pty., Ltd., and Mrs. Fox, with two friends. At Right—Mr. Augustus, Rabaul merchant, returning from a holiday with Mrs. Chan and their children.

† A Dragon Rapide plane of TRANSPAC recently came into collision with a large bird shortly after taking off from Mare in the Loyalty Group for a flight to Noumea. A hole was torn in the fabric of the right wing and although the plane's performance was apparently unaffected, the pilot returned to Mare, where the hole was patched.

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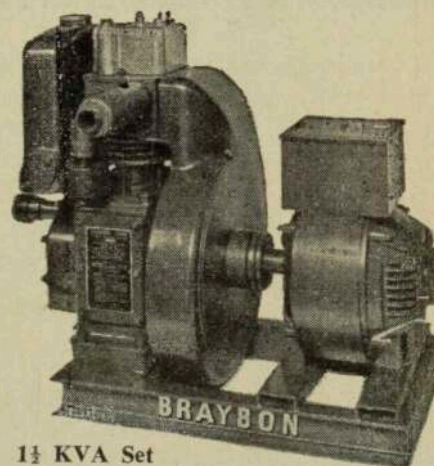
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This low priced economical to operate 1,500 watt A.C. diesel plant will power 25-60 watt lamps and operate movie projectors, irons, washing machines, vacuum cleaners, etc. Also pumping machines, electric drills and workshop equipment with motors not exceeding 1/3 HP.

Available as electric remote start/stop if required.

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for fruit

for cereals

for ice cream

for cooking

for dessert

so creamy it whips just like cream

It's really marvellous what you can do with Ideal and it's marvellous, too, what a wonderful difference Ideal makes to all your meals. Use it on cereals straight from the tin, on fruit, in cakes, pies, for ice cream, Nescafé and countless other ways. But be sure to specify Ideal Evaporated Milk, because Ideal is creamy-rich —so creamy it whips just like cream. And ... it's backed by the famous Nestlé's name.

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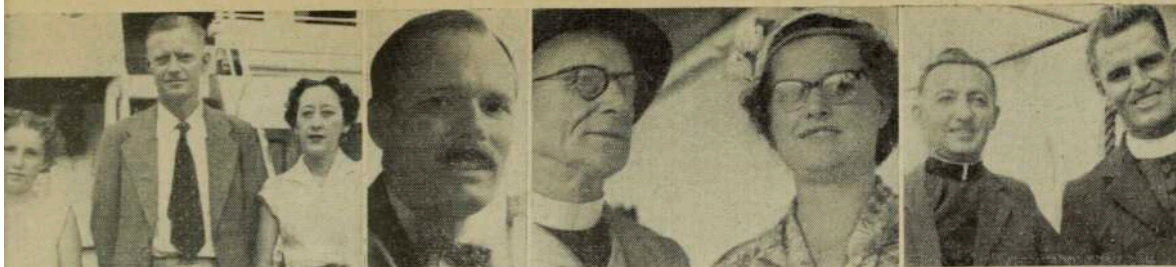
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Recent Travellers on Burns Philp Line Ships



Amongst those who left Sydney for the SW Pacific aboard "Malaita" and "Tulagi" on February 29 were the following (left to right): Mr. McLellan, who with his wife and daughter Maxine, returns to Wau, NG, after leave; Mr. D. B. Page, Assistant District Officer at Madang, who returned after leave; Sister E. C. Pyatt, who is to be Sister-in-Charge of Godden Memorial Hospital, on the island of Abou, New Guinea; Sister M. A. Warren, of the Australian Board of Missions; the Rev. L. Lemay, Provincial of Marist Fathers in the South Pacific, who is visiting the South and North Solomons, with the Rev. Frank Kennedy, who is returning to the Catholic Mission at Laucala, BSIP, after leave in NZ.

AND BUSINESS IS "FLYING-BOAT BUSINESS"

PROPOSED AIR SERVICE TO LINK ISLANDS

A group of Australian aviation specialists, with substantial financial backing, has the knowledge, the equipment, and the urge to operate a flying freight-passenger service between main South Pacific island groups.

Whether they go ahead depends upon the result of a survey they will make shortly at Islands.

These experts point to the enormous growth of air-freighting throughout the world in recent years. They believe that once administrators, merchants, missionaries, miners and others have the fruits of bulk "delivery," they will be quick to assess value in relation to the time-saving, unpredictable and intimate movement of inter-island vessels.

The recent spate of inter-island ships lost, strayed, wrecked and otherwise written-off, has focussed attention on the perilous condition of subsidiary transport in the South Pacific to-day.

Present air services to, and within the South Pacific Islands cater exclusively for passenger traffic (Papua-New Guinea excluded), and have scheduled flights between main ports and trading centres.

The promoters of the new scheme believe that such air services are able to contribute directly to the port and development problems of many island enterprises of great potential wealth and importance in roadless areas off the beaten track. They are dependent upon circuitous, expensive, and unscheduled services by Islands craft. Flying-boats can land at a thousand points remote from the nearest airstrip.

They believe that directors of these enterprises would welcome a service that could deliver say, eight tons of precious freight, or 100 precious employees, at the nearest bay or jetty in a matter of hours, by Solent flying-boat.

While the tendency towards land-transport has been evident in recent years, the promoters of this venture

believe that Islands business is flying-boat business.

A 3-years pioneering plan is envisaged, operating from a central island base with an eventual fleet of three Solent flying-boats for established services and two Sea Otter amphibious aircraft for feeder services.

Laucala Bay, Suva, Fiji, suggests itself as a central base for freight and passenger utility services to French Oceania, Samoa, New Caledonia, New Hebrides, the

Challenger
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BATH HEATER

There's no pumping or priming—just light the wick and in 60 seconds a continuous flow of steaming hot water is available—it's as easy as that with a Challenger. Features include: slim attractive appearance, corrosion-resistant copper and brass construction, and bedrock operating economy. It is easily installed and suitable for tank or high pressure. Complete with 9 feet of flue and cowl.

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lomon Islands, and other smaller groups, with a possible feeder link from the Solomons to Port Moresby, NG.

It is not the intention to touch inland business, which is already catered for by existing air services.

The Sea Otter amphibious aircraft can be put into service in some months time and it is likely that the first of the Solent fleet would be available about September.

Information from Islands residents existing or potential business in groups mentioned would be welcomed by Mr. J. Conley, Australian Craft Sales, 40 Darlinghurst Road, Sydney, NSW.

CAL. BURSARIES FOR AUSTRALIAN STUDENTS

THE New Caledonian Government has granted two bursaries for Australian students to the Laousse College, Noumea. The bursaries cover tuition, travelling and lodging for the academic year 1956. Both youngsters selected from High Schools in Adelaide, South Australia. One is Marina Norbert and the other a young man called Carasso (Christian name not given).

Marina, who is 18, has specialised in languages; Carasso speaks French fluently—he is of Spanish descent and lived for many years in his parents' in Cairo.

During her year in Noumea, Marina will lodge at the new Catholic Girls' School in the centre of the town. She is reported as being a little "dismayed" to find that she will have to be inside the tent at 7 p.m. each night.

BOOKS ON AUSTRALIA AND THE PACIFIC

INTRODUCTION TO THE MALAYAN ABORIGINES (Major P. D. R. Williams-Hunt). This work deals with Environment—Numbers and Distribution of Aborigines—Language, Music and Dancing—Health—Dress and Personal Ornament—Ways of Life—Material Culture—Magic and Religion—Aboriginal Problems and Proposals for Advancement, and includes numerous plates. £1/7/6, postage 1/-.

JOURNALS OF CAPTAIN JAMES COOK, edited by J. C. Beaglehole. Published by the Hakluyt Society, in 4 volumes and a Portfolio of Charts, this work is from the original manuscripts. Vol. 1—The Voyage of the "Endeavour" 1768-1771. Vol. 2—The Voyage of the "Resolution" and "Adventure" 1772-1775. Vol. 3—The Voyage of the "Discovery" 1776-1780. Vol. 4—Cook's Life and Voyages, Essays and a Portfolio of Charts. Volume 1 and Portfolio of Charts now available. £12/12/-, postage 3/6. Orders booked for remaining volumes as published.

MEGALITHIC CULTURE OF MELANESIA (A. Riesenfeld). This large volume is a first comprehensive study of the occurrence of Megalithic structural remains and cultural traits that are genetically associated with Megaliths in Melanesia. There are 3 plates, 26 figures and 8 maps included. £5/15/-, postage 5/-.

OF THE SOUTH PACIFIC ISLANDS (Paul Wingert). This book examines South Pacific Art against the ethnic and cultural backgrounds of the five regions—Indonesia, Melanesia, Australia, Micronesia and Polynesia. The text offers a new interpretation of an astoundingly rich and vigorous art as well as being an admirable commentary on many excellent photographs, etc., reproduced in the book. £1/11/-, postage 1/3.

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DEATHS OF ISLANDS PEOPLE

MR. JAMES ("SHAMUS") RYAN. The death occurred in the Rabaul Hospital on February 19, of Mr. James Ryan, more popularly known as "Shamus" Ryan. He was only 41.

Mr. Ryan had been in Rabaul with the Public Works Department for about 12 months. Formerly he was with APC in Papua and was at one time a member of the crew of the ill-fated *Elsie Bee* which disappeared last year in the Gulf of Papua.

C. R. MUSCUTT

News was recently received in Brisbane of the death at Toft, Lincolnshire, UK, of Charles Robert Muscutt, a one-time magistrate of Papua.

He resigned in the 20's and settled in the UK but he is well remembered by Papuan old-timers. He was stationed at Baniara for some time, but is best remembered for his exploratory patrols back of Kerema, in the Gulf Country, at a time when the *Kukukukus* there were reported to be "as wild as hawks."

He drew very well and his studies of heads, weapons and other native artifacts are preserved in old Papuan annual reports.

MR. JOHN C. SUCKLING

Well known as an Agricultural Officer in Fiji from 1938 to 1948, Mr. John C. Suckling died recently at Carnarvon, Western Australia, as the result of an accident.

The late Mr. Suckling's parents were also well known Fiji residents, his father as a Methodist Minister stationed at Nadroga.

HIGH CHIEF LETULI

High Chief Letuli, 57, Samoan Governor of the Western District of Tutuila Island died on January 22.

He was district governor for eight years, a former member of the Legis-

lature and also a member of the Council of Paramount Chiefs. He is survived by his wife Tafea, four daughters, Usaali'i, Manino, Legalo and Fa'amelea, three sons, Liligo, Toloa (now in the Armed Forces) and So'onoaso, as well as numerous grandchildren.

MRS. ADELE KING

The death occurred in the United States in January, of Mrs. Adele King, sister of Mr. Oscar Nordman, of Papeete.

Mrs. King was the granddaughter of Isaac Thompson, an American, who was one of the picturesque characters of the American whaling days in the Pacific. He later married a Polynesian woman of high birth and lived at Paia, Tahiti. A daughter of this marriage, Julia, married Mr. Axel Nordman.

† The introduction of the giant Gurami fish into ponds in the Mount Hagen area, NG Western Highlands, is expected to be recommended by the fisheries officer of the South Pacific Commission. Mr. H. Van Pel, who was visiting the Territory in February. Mr. Van Pel is "very satisfied" with the progress of the Administration and native Tilapia ponds.

GLAND DISCOVERY RESTORES YOUTH IN 24 HOURS

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

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

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

VI-STIM costs little, and the guarantee protects you.

Vi-Stim
Restores Manhood and Vitality

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**Engines, Lighting Plants and
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NEW

J.A.P. Air Cooled Industrial Engines:

	£	s.	d.
Model "80" 1 H.P. 2 Stroke ..	25	15	0
"2S" 1½ H.P. 4 cycle ..	41	15	0
"3" 1½ H.P. 4 cycle ..	51	2	6
"4F" 2 H.P. 4 cycle ..	69	6	0
"4/3" 3 H.P. 4 cycle ..	82	5	0

WOLSELEY 3 H.P. 1,200 Rpm. Petrol/Kerosene Industrial Engine. Ideal for any farm use. SPECIAL PRICE £60.

COVENTRY CLIMAX

Replacement 8 H.P. 4 Cyl. "SM" Engines for 2.75 KVA Generating Plants, complete with carburettor, starting handle, but less magneto. Price each. **£50.**

Industrial 4 Cyl. HSM. Engine Unit complete with carburettor, magneto, precision governor, tools, spares. Price **£100.**

8 H.P. "HSM" Unit built into mobile 2 in. Pumping Unit ideally suitable for agricultural spraying or fire fighting, etc. Price **£150.**

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Climax portable units.	
240 Volt Single Phase	£200
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COVENTRY GODIVA DIESEL. 5½ H.P. @ 1,500 Rpm. Price £175.

SIMPLEX lighting Sets:

300 Watt 12 or 32 Volt	£ 80
1000 Watt 32 V. Air Cooled ..	£165
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MEADOWS Generating Sets. 9 KVA.

240 Volt Single Phase 50 Cycle)	£350
240/415 Volt Three Phase	

SIMPLEX Centrifugal Governors for accurate speed control of all Internal Combustion engines. £8/10/-.

MARINE CONVERSION SETS. Complete sets or individual items suit—

Ford 10
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MARINE ENGINE COMPLETE. Simplex Conversion of 6 Cyl. "Holden" motor complete with Reverse Gear, Water Pump, W/C Manifold, C.I. Sump, etc. Price £375.

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E. Samoa Wedding



Mr. and Mrs. Mulinu'u Tuiolesaga after their wedding which recently took place in Eastern Samoa. The bride was formerly Miss Nia Tuiolesaga and is an assistant administrator at Pago Pago Hospital.

—Photo by Pan American Prints.

AUDITOR WON'T
SIGNGuadalcanal Club
Has Troubles

WHEN the Guadalcanal Club met at its annual general meeting in Honiara, BSIP, on January 27, the auditor refused to sign the balance sheet for the second year in succession.

The incoming committee subsequently voted to put the matter of an £1,800 deficit for 1954 in police hands.

A member, in a typical British understatement, says that there recently has been a loss of public confidence in the club. The incoming Committee is expected to put affairs on a better footing.

Al Lolotai, a Samoan, won the professional wrestling championship of Hawaii in the heavyweight class and also a golden belt, awarded to him by Ring Magazine. Lolotai, weighing 230 pounds, defeated Bolas, a 240-pound opponent in a battle that lasted 61 minutes before a decision was reached. Lolotai gained the only fall of the match.

NICKEL MINERS' STRIKE ENDS

AFTER some months of ineffectual arbitration on the issue of pay parity with other unions, the miners of New Caledonia struck on February 13 and were joined later, in sympathy, by the nickel smelting workers.

Mine owners justified the prevailing below-parity wages on the score of free housing provided, but the miners classify these habitations as slums and point to the high, and increasing, cost of living.

The nickel mines are operated by Societe Nickel and owned and controlled by the Rothschild interests and the Bank of Indo-China.

The strike ended on February 23. The strikers gained their demands.

High Commissioner and Mrs. G. R. Powles, of Western Samoa, and their two sons, paid a two days visit to Governor and Mrs. Barrett Lowe, of Eastern Samoa, in mid-January.

American Samoan singles tennis championship was won by Smith Ho Ching, who defeated Leonard Yandal in the senior branch of the singles by scores of 6-4, 6-4. Buck Huff won the Junior singles in a round robin series by defeating all-comers in that class.

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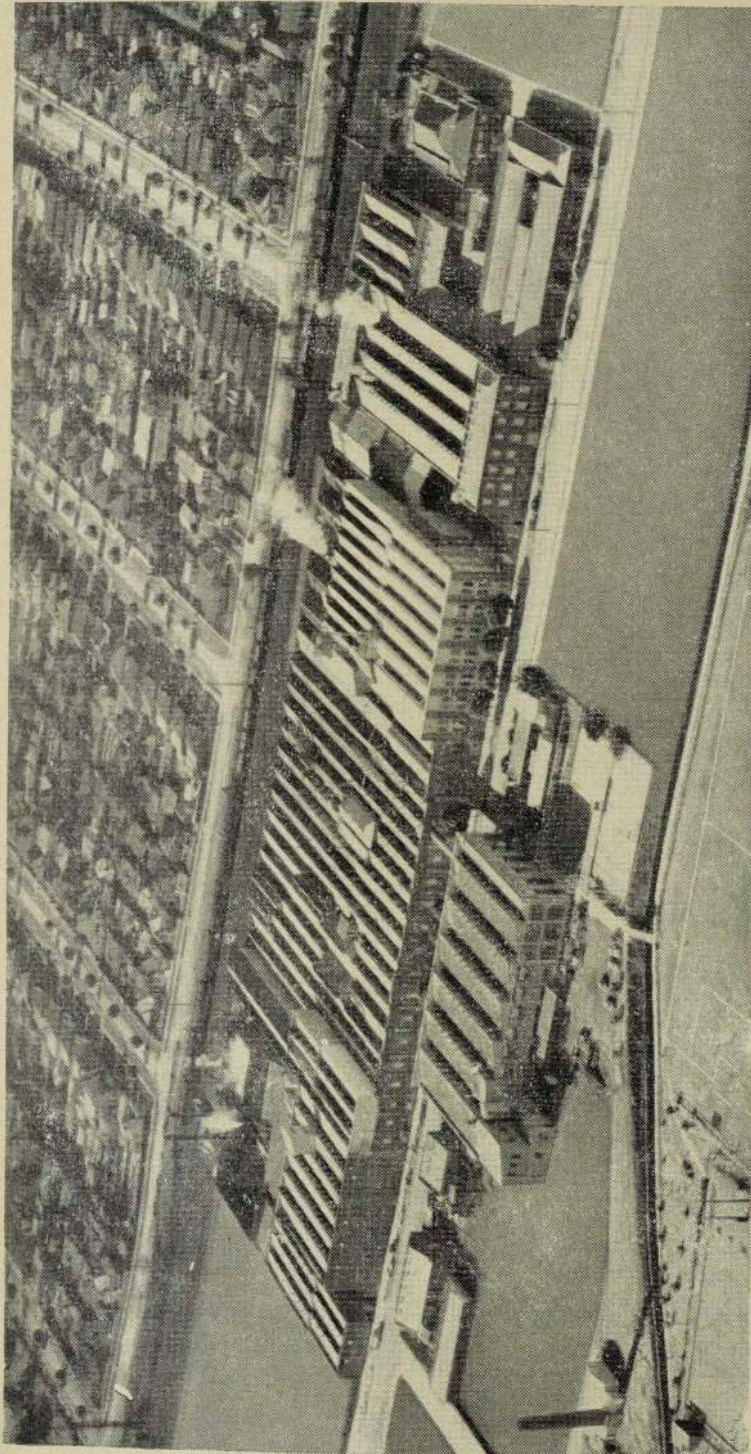
"Heinz" TASMANIAN GARDEN PEAS, 16 oz.		27/- doz.
"Edgell" BAKED BEANS OR SPAGHETTI, 4 oz., 7/9 doz.; 8 oz., 12/- doz.; 16 oz.		21/- doz.
"I.X.L." TOMATOES, 15 oz., 22/6 doz.; 29 oz.		36/- doz.
"C & B" VEGETABLE SALAD, 8 oz.		23/6 doz.
"Harvest" ASPARAGUS CUTS, 16 oz., 28/6 doz.; C/s lots		27/- doz.
"I.X.L." SWEET CORN, Cream Style, 4 oz., 12/- doz.; 8 oz., 21/- doz.; 16 oz.		33/- doz.
"I.X.L." TOMATO JUICE, 7 oz., 11/3 doz.; 15 oz.		21/- doz.
"C & B" HERRINGS IN SAUCE, 7 oz., 21/- doz.; 14 oz.		30/- doz.
"C & B" FRESH HERRINGS, 7 oz., 21/- doz.; 14 oz.		30/- doz.
"Nestle's" PURE CREAM, 4 oz.		9/- doz.
"McIlrath's" ROSA BRAND CUSTARD POWDER, 16 oz. Ctns.		29/6 doz.
"McIlrath's" ROSA BRAND JELLY CRYSTALS, 4 oz. Pint size (12 Popular Flavours)		10/- doz.
"Letona" PI-PAK APRICOTS, 19 oz., 16/6 doz.; Case Lots		15/6 doz.
"Arnott's" BISCUITS. A full range available in No. 8 Size Soldered tins		

A full range of general groceries at lowest rates, together with full supplies of Penfold's, Lindeman's and other leading brands of Australian Wines; also leading brands of Scotch Whisky, Rum, Gin, Brandy and Liqueurs together with Tooheys Flag Ale and Resch's Pilsener available at competitive in bond prices. All prices f.o.b. Sydney, and subject to Stocks and Market fluctuations—no additional charge for ordinary cases and packing.

When placing your orders remember our SERVICE DEPARTMENT will purchase at lowest rates any other goods such as kitchenware, hardware, clothing, medical supplies, etc., that you may require and charge nothing extra for the service.

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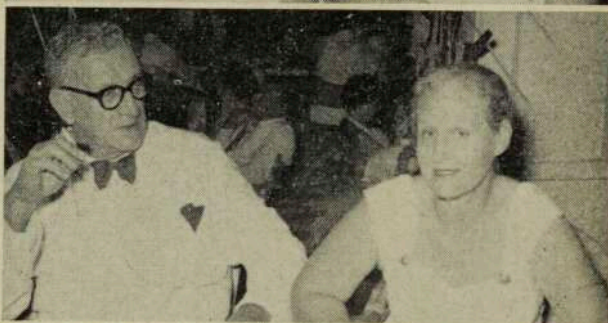
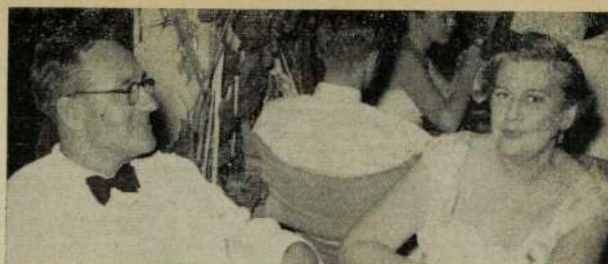


Islands Social Events

OVE: The wedding of Miss Sally Leung to Mr. John Wan took place at the Lutheran Mission Church, Lae, NG, in mid-January. The bride and groom are Miss Mary Wan, bridesmaid, and Mr. O, best man, with the small flower-girl.—Photo by Y. C. Wong.

RIGHT: Three well-known members of Australasian Petroleum Company's executive staff have recently been transferred from Port Moresby to other overseas positions. They are Messrs. John Ahearn, Osborne and P. Wainwright. Mr. Ahearn now goes to Melbourne, Osborne to Sydney and Mr. Wainwright to the United Kingdom probably later, to Persia. Shown here at an APC party in Moresby are (top to bottom) Mr. N. Osborne with Mrs. J. Ahearn; John Ahearn with Mrs. P. Wainwright; Mr. P. Wainwright with N. Osborne.

—Photo by Papuan Prints.



INTERNATIONAL AIRPORT FOR EASTERN SAMOA

was announced in Pago Pago, American Samoa, recently that the Territory had been "given green light" to go ahead with construction of an international airport at Tafuna.

A runway of 9,000 ft is planned. The airport, when built, is expected to boost tourism as well as industry.

Admiral F. T. Kenner, of the US Coast Guard services, accompanied by three officers, two Weather Bureau officials, four officials, an officer and two chief petty officers and Mr. Mullahey, Pan American Air representative from Hawaii, and American Samoa January to examine the airport, the area and general facilities. Our officials remained in American Samoa, conducting tests and on the new airfield site.

A CAA plane arrived in Tafuna early 11 with Governor R. H. Lowe, who had been on a visit to Washington to discuss

Samoa's Budget. With him were six more CAA officials, as well as two technicians.

The visitors conferred with Governor Lowe and went over field plans and then returned to Hawaii, departing from Tafuna on February 15.

† A Noumea newspaper has warned that the increasing number of clashes between New Caledonia natives and the Tahitians who are arriving in a steady stream to work on the Yate dam project, are likely to result in serious incidents if stern measures are not taken by the police.

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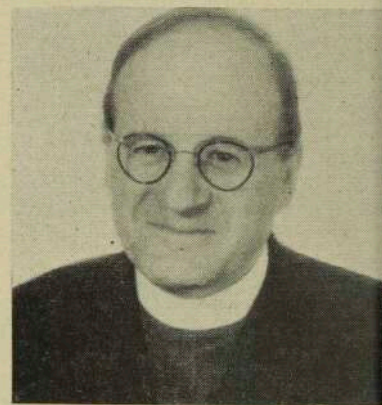
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THE Anglo-French Condominium
in the New Hebrides is fifty
years old this year.

To mark this event, Father
O'Reilly, a well known historian
is preparing a catalogue which
will contain accounts of the prin-
cipal personalities who worked for
the prosperity of the New
Hebrides. Colonists, traders, plan-
ters, missionaries, officials, seamen,
businessmen—all will be reviewed
and each will receive as detailed
and exact a mention as possible. The
time of their coming to the Hebrides



The Rev. Father Patrick O'Reilly.

will be given, their achievement, and
the circumstances of their life.

The author's wish is not only
to bring to life again the great names
in the Hebrides (MacLeod, Procter,
Higginson, the Kerr brothers) but
also the portraits of more modest
or lesser-known workers.

For this, an effort is needed on
the part of the families of the first
colonists. They should look in
their family documents, collect
photographs and recollect im-
pressions of fathers and uncles who
have vanished. They should write
to Father P. O'Reilly, 104 rue
Vaugirard, Paris V, and tell him that
someone known to them or any
of their relatives is worthy of attention
in the catalogue, and send details.

Some might be persuaded to draw
up an account of a better-known
character themselves; this will
be gratefully accepted. It is only
active collaboration (writes Father
O'Reilly) that this monument can
be built to the glory of those who
brought about, by their unceasing
efforts, a very notable colonial
achievement.

† Four cases of poliomyelitis were
reported from Rarotonga, Cook
Group, in late February. No fresh
cases have been reported from Fiji,
Western Samoa, or the Tokelau
Islands.

IT'S HEADACHE

Not Enough Houses or Hotels

SUVA, March 3.
ONE of the most baffling and irritating problems in Fiji today is the lack of suitable houses and hotel accommodation.

Ordinary bungalows and flats are an unbelievable premium. Owners Suva to-day are demanding anything from £35 to £70 (£40 to £60 Australian) per month for a reasonable house or flat—and the pless folk who must house themselves here are cursing bitterly, but owing the exorbitant rates. Small plain blocks of four and six bedroom flats are being erected in Suva, and the builders are confidently demanding £25 per flat, on a 3-years or 4-years lease. A block of 4 flats may cost £17,000. A rental of £25 per month per flat gives a gross return of £1,200 per annum—not an excessive return on this kind of enterprise.

THE hotel position in Suva remains tragic. In a rush time—and especially when the cool tourist season comes—the hotels do not meet the travellers' needs in Suva. This in turn limits the volume of valuable tourist traffic to Fiji. Uninstructed people say frequently, "Why on earth doesn't someone build another modern hotel in Suva?" The answer is: "For exactly the same reason that no new hotel has been built since the war in Sydney, where the need is desperate. The initial cost of such an establishment makes the operation of a hotel uneconomic."

We all thought, when the Carter-Hedstrom alliance took place, that the new Board immediately would recommence the building of the South Seas Hotel—now an unshapely heap of shaped concrete at the corner of Victoria Parade and Gordon Street, in the condition in which it was left when the earthquake stopped operations late in 1953. But there is no sign of resumption. Instead, there is every reason to suppose that Morris Hedstrom Ltd. has abandoned the project altogether, to erect some completely new factor years.

It will cost at least £300,000 to complete that building plan. The most careful calculations show that the earnings of such an hotel will not give the investment anything approaching a fair return.

The answer may lie in an alliance between the Government and the firms.

All classes, from the tax-gatherer-Treasurer down to the smallest shopkeeper, want to see an ever-increasing stream of tourists coming through Fiji. If the people as a whole—that is, the Government—could in some way reduce the capital cost of new hotels, so that private enterprise could make a fair profit of operating them, all classes

Brady Defeats Bau

IN a boxing contest at Carlaw Park, Auckland, on February 21, the Fijian Boxer, Joveci Bau, was defeated on points by Ken Brady, the ex-Australian heavyweight champion, who is out to regain the title he lost to Al Williams.

Joveci Bau—described as a "simple, sunny character" outside the ring, and a holy terror in it—defeated

would benefit. But—can it be done, and how?

These problems of accommodation are not peculiar to Fiji, of course—all South Pacific countries are suffering under them.

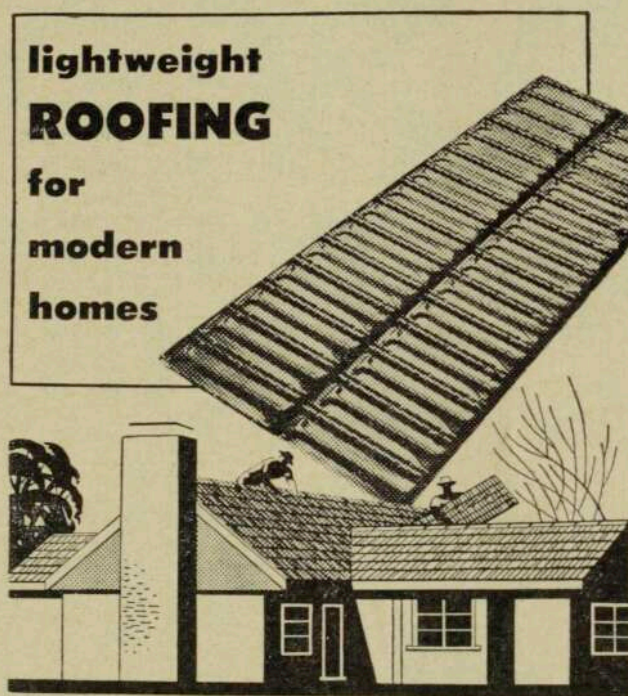
Ken Brady at Hastings, NZ, last year.

In turn, it was Ken Brady who stopped the winning run of Tonga's Kitone Lave, at Western Springs, Auckland, two years ago.

Interest now centres in Brady's next move, and also in the expected return match between Joveci Bau and Johnny Halafini, the Tongan heavyweight, scheduled for this month at Western Springs, Auckland.

† During 1955, over 79 inches of rain were recorded in Vila, NH—which was about 7 inches less than in 1954 and 1953. However, there were more wet days in 1955—243 of them.

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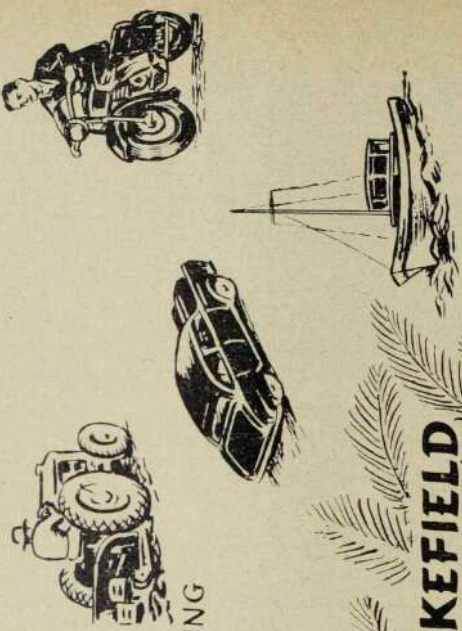
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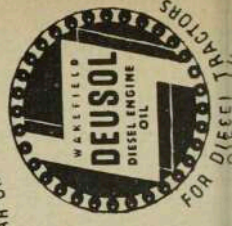


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MARCH, 1956 — PACIFIC ISLANDS MONTHLY

CRITICISM AT
HOME AND ABROAD

American H-Bomb Tests in Pacific

THE most extensive American H-bomb tests yet held in the Pacific are scheduled to commence in March or April, in the wetok-Bikini area, and it is interesting to learn that criticism of the project is not confined to external "foreign" sources.

Condemnation is reported from American publications, the *Law Journal*, and *Nation* magazine.

The Yale organ points to the 1000-square miles Marshall Islands danger area which is "off-limits" to all but American ships and planes.

quoting Earl Jowitt, in the House of Lords, this journal says, "Ships on their lawful occasions may be passing through these waters and you (America) have no right under international law to warn people off."

It is noteworthy that the American criticism is on legal grounds.

On the humanitarian side, India appealed to the United Nations Shipping Council to have the atomic tests stopped.

The Japanese Foreign Ministry is quoted recently as saying that the Government was not satisfied with guarantees given by the US for the safety of people affected in H-bomb tests.

More than a dozen nuclear and atomic nuclear detonations are scheduled over a period of two to three months.

Mr. Hanson Baldwin, military editor of the *New York Times*, said on February 23, that "the importance of the new tests was that they pre-empted the age of hydrogen plenty," a point note that will not be universally acclaimed.

Another Drifter

WHILE people who do raft-drifts from South America to French Oceania may now be legitimately regarded as corney—New Guinea has come up with a different one: A crocodile who did a *Kon-* from the Sepik River to Auaud, in the Western Islands, a distance of about 200 miles.

The croc was only a baby—about 10 ft long—and was in poor condition when it arrived, giving the impression that it had spent a long time at sea.

Redo worms from the log had eaten the belly-skin of the crocodile.

Colonel Fray, who has been commanding French forces in the Pacific, has now returned to France at the conclusion of his tour of duty.

Recent Weddings in Rabaul



Top photograph shows Mr. and Mrs. Bill McCully at the reception at the home of Mr. R. Galloway, following their wedding in the Rabaul Methodist Church in January. Best man was Mr. R. Jennings; Mrs. Jennings was matron-of-honour.

Lower photograph shows bridal party after the marriage of Mr. and Mrs. D. Hanley at the Rabaul Methodist Church, Rabaul, in late January. The bride was formerly Miss Bere Dumble. Shown, left to right, standing behind the bride and groom, Mr. Graeme Jebb, best man; Mr. Stewart Cook, who gave the bride away; and Miss Kerry Bailey, bridesmaid.

—Photos by C. H. Meen.

† Miss Hilary Coles, a lay teacher at the Mission of the Divine Word, Alexishaven, New Guinea, has returned to that station after three months leave spent in Australia.

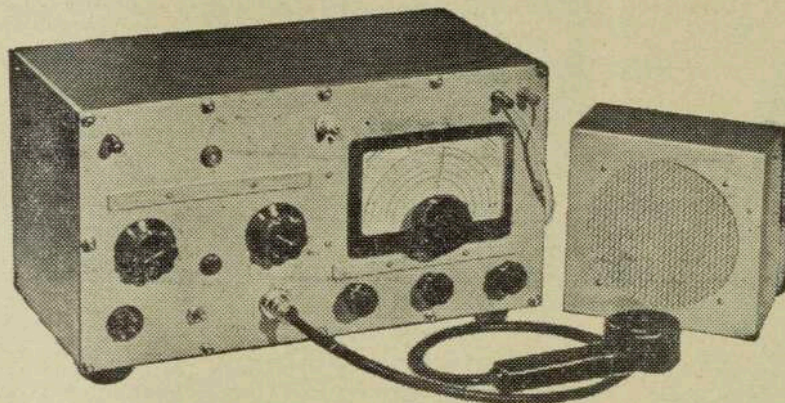
† Dr. Robinson arrived from England recently with his wife and two children to take up his 3-year appointment as Norfolk Island Medical Officer.

† The helicopter imported by the Nickel Company of New Caledonia had its first trial flights in the Colony on February 29. The helicopter has no fuselage and its "cabin" is a plexiglass dome. The pilot is a veteran of Dien Bien Phu. The company will use the aircraft for visiting mines and for carrying prospectors and supplies to isolated sites.

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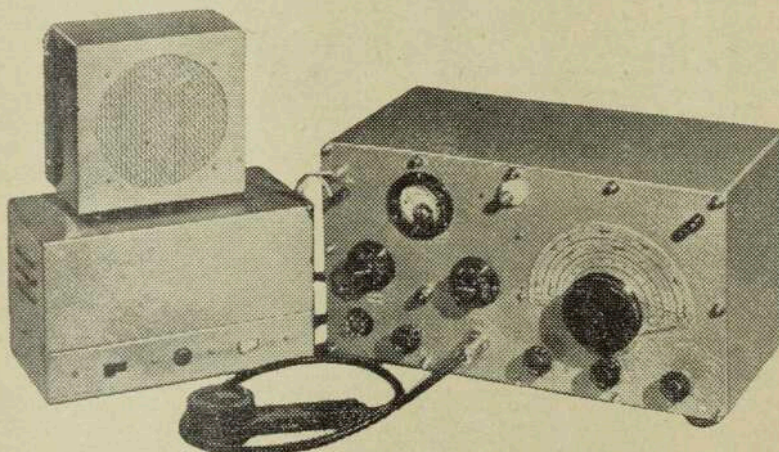


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Strike Trouble in Fiji Cane Fields

(Continued from Page 23)

by the Maha Sangh and the Kisan Sangh. The Farmers' Association of the Southern District is more or less independent.

MAHA SANGH GROUP

Maha Sangh: Headquarters at Nadi. At present led by Krishna Reddy (Nominated Member of Legislative Council). James Madhavan, of Nadi (Elected Member for Eastern District) is a close supporter.

D. Patel and Swami Rudranand are also prominent in the Maha Sangh, but Krishna Reddy apparently quarrelled with them last year, when it was suggested that the Krishna Mission should take over the assets of the Sangam. (The Kisan Sangh Sanmarga Ikya Sangh) is an organisation, mainly of Indians, which runs schools and other institutions. The Sangam at Nadi publishes *Pacific Review* and *Jagriti*.

The struggle for power between Krishna Reddy and the Swami and D. Patel appears to be still going on within both the Maha Sangh and the Sangam.

Vishal Krishak Sangh. Headquarters at Ba. Leaders are Bakshi and Baijnath, but they follow the Maha Sangh closely—e.g., a published letter attacking the Chalmers strike threat was signed by the presidents of both unions.

Nausori Kisan Sangh. Leader C. B. Singh, former member of Legislative and Executive Councils, is opposed to Chalmers and Ajodhya Prasad and is allied with D. Patel. At present it is perhaps correct to say that this union is opposed to the Kisan Sangh than it is linked with the Maha Sangh.

KISAN SANGH GROUP

Kisan Sangh. Headquarters at Suva. N. S. Chalmers is President, and Ajodhya Prasad General Secretary. Ajodhya Prasad is an Elected Member of Legislative Council for the North Western District, having defeated A. D. Patel. In my opinion, Mr. Patel is a real leader; but Mr. Chalmers is useful front, making speeches and writing letters in a ceaseless effort to get publicity. The aim is to make him popular as a martyr to sacrifice the approval of Europeans for his efforts on behalf of the cane farmers.

Rewa Farmers' Union. Headquarters at Nausori. Leader—Faiz Ahmed.

Labasa Kisan Sangh. Leader, Mr. Lal.

FARMERS' ASSOCIATION OF SOUTHERN DISTRICT. Headquarters at Nausori. Leader is Mr. Deo, for many years Indian Elected Member for the Southern District. He is a shrewd and able politician who follows the line (independence or alliance with others) rendered most desirable by the situation of the moment.

THE present excited controversy began in mid-February, when the Kisan Sangh held a largely-attended general meeting in Nadi, and endorsed a rather provocative proposition by Chalmers that, unless the CSR made some economic concessions, and the Government promised quite far-reaching constitutional changes, the cane-farmers should "go on strike" in June.

The meeting was reported at some length by a European who was present by invitation; the report was supplied to *The Fiji Times*; and the latter rather unwisely published the report with banner headlines on its front page; thus giving to Mr. Chalmers and his threats and his tub-thumping a prominence and an importance that are not justified.

Repercussions were abrupt and remarkable. Some of the unions usually grouped with the Kisan Sangh gave Mr. Chalmers qualified approval; but practically all the others dissociated themselves promptly from the general strike threat of Mr. Chalmers.

ONE outstanding event was the reaction of the Fijian Association, the chairman of which is Ratu Edward T. Cakobau—a highly educated Fijian noble, who for a time was the Lieut.-Colonel in charge of the Fiji Battalion in Malaya.

Mr. Chalmers asked the Fijians

to join him in his campaign.

Ratu Cakobau said, in plain and simple language, that the Fijians represented in his Association had no wish to be associated with Mr. Chalmers in his so-called demands for "constitutional reform;" that they deplored his threat of a general strike; and that they preferred to follow their own line, as an organised community of Fijians, in seeking from the Government what-

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ever constitutional changes seem desirable in view of the growing literacy of the Fijians and the socio-economic progress of the Colony.

The Fijians expressed no hostility or ill-will to the Indians—on the contrary—but they made it clear that they wanted nothing to do with Mr. Chalmers and his methods.

THE reply of Mr. Chalmers was written on February 18, and was something unique.

It opened with a series of bombastic demands—Who and what is the Fiji Association? How many were Civil Servants? Did they not know that he had a definite mandate from his 8,000 members to demand these reforms, and if they

were not granted, to carry the demand to the "League of Nations?"

That was all right, as far as it went; but then Chalmers, in the course of his extremely long letter to the Fiji Association, plunged over into a tirade of insult and abuse of the Fijian race, such as I seldom have seen equalled.

Among other things, he described the Fijians as totally unreliable and untrustworthy; "most of our jails are filled with Fijians;" and he ended up with "Fijian women are now also becoming common prostitutes in Suva and the towns," with more to the same effect.

The Fiji Association replied to that briefly, and with dignity, but without mincing words. It clearly was the end of the road for any

association between Fijians and Chalmers-led Kisan Sangh.

The Fijian Association did a clever thing. It persuaded *The Fiji Times* to publish Chalmers' letter exactly as he wrote it—with misspellings, insults, threats, and all evidence of (shall we say) severe emotional upset and the Fijian reply to it.

It all took up most of one issue of *The Fiji Times* (February 18) and it caused a mighty stir. Everyone seemed to take sides—but nearly everyone not already committed hastened to dissociate himself from Mr. Chalmers and his deplorable sentiments.

The Fiji Times has been kept busy dealing with letters of praise and comment and invective. Mr. Chalmers is around, in full panoply of fountain pen and barbed wire—he seems to have an endless capacity for writing, and a boundless egotism. But the excitement and the shouting are dying away.

IN my opinion, the misguided gentleman will do all he can to drive a wedge between the cane farmers and their livelihood, in order that the Government and the CSR Co. may be embarrassed.

But the threat can be taken seriously. Some sections of the Kisan Sangh really may wish to travel the Chalmers road, at the stage; but when the deadline approaches, in June, they most will waver, and refuse to go chasing moonbeams with a man who—put it mildly—is not regarded with confidence by the Europeans, Fijians and a large section of the Indians.

The Indian section of Fiji is controlled by a sugar economy. The rates paid for Fiji sugar by the world are not arranged by Fiji or by the CSR Co.—they are created by a combination of circumstances, one of which is the cost of labour as a production in great sugar-growing areas, like the West Indies.

If Fiji had to sell in close competition with West Indies sugar, Fiji sugar workers would get lost. Fortunately for Fiji, the major industry there is helped by British protection.

The Indian cane farmers here do not live on the Australian working class standards; but, still they live very well, and fundamentally quite content with their lot. Slowly as the Fijian-born Indian adjusts himself to Fiji conditions, his life must improve—in his home life, as well as socially and politically.

This process cannot be hastened. It is tied in irrevocably with many kinds of slow-moving developments.

Therein lies the danger of the slick-tongued, ignorant man like N. S. Chalmers. He nominally is an educated man, a qualified lawyer, and, of course, he impresses the instructed, semi-literate Indians. They are not to know that as an economist, and a political theorist, he is either a menace, or a blunderer or a joke—whichever way you see it.

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CAPTAIN COOK MEETS GIRL!

Televising the S. Pacific

MR. JAMES FITZPATRICK, world-renowned travelogue producer, is at the moment fully tended upon a full-length colour-m and television feature, *Assignment South Pacific*.

He needs to be, for the film is to over native life in Fiji, New Zealand, Australia and New Guinea, and due to be completed by May 15; next project, *The Life of Captain James Cook*, is to be finished by September 1.

It is fair to add, however, that Mr. Fitzpatrick does a considerable amount of advance reading on the countries he is going to film and selects focal points of interest beforehand.

He then "lets the country and the people make a spontaneous impact on his camera."

The script of the Captain Cook story is already prepared and much of it will be filmed in Hawaii.

Some people shudder anew at each onslaught of Hollywood upon the South Pacific. They will be fast to learn, for example, that

Fitzpatrick had one eye cocked at a suitable island girl to play the leading lady opposite Captain Cook!

But all is not high-pressure and privilege, for Mr. Fitzpatrick had the rather nice things to say in

Suva in February, as reported by a correspondent.

He has made many films in Empire countries and has a great admiration for what the Empire stands for.

"While it is diminishing in size," he said, "the remaining links in the chain are becoming stronger and more reliable." In his opinion, this was particularly true of Fiji.

Assignment South Pacific, in addition to touching on native manners and customs, will focus on some of the contrasts of the impact of Western ways and mechanisation upon native life and agriculture. It is understood that the movie version will be in Cinemascope.

In February, Mr. Fitzpatrick and his wife and team of photographers were shooting avidly on foot, in cars, and in the air, making the most of the sunshine in Suva's sticky hurricane-season weather.

A highlight of the Fiji section will be the Fiji Military Forces band, marching down Victoria Parade in full regalia.

Mr. Fitzpatrick said that television is forging ahead technically and he was of the opinion that it would reach Fiji much sooner than people imagined.

† Harold George Sindel, Australian manager of a timber firm at Honiara, BSIP, was found fatally shot 18 miles from Honiara by his son, Robert, aged 20, on February 13. Sindel's wife and two children live at Pymble, in Sydney.

BEER DRINKERS PROMOTED

E. Samoa Fono In Session

MEMBERS of the Fono, or Legislative body of American Samoa, feel that now having become accomplished drinkers of beer they can handle stronger spirits with success.

Accordingly, they have recommended to Washington that all varieties of intoxicating liquor be available to adults in the Territory. (Beer is sold locally without restrictions).

This was one of the measures resolved at the January meeting of the Fono. Other resolutions included that of a recommended 2 per cent. salary tax on all persons employed in American Samoa. This would take the place of the \$5 yearly poll tax on all males over 18 years of age.

Recommendation for a general 5 per cent. increase in salaries, as well as a request for Social Security Measures and also setting up a Naval Recruiting Station in Samoa in order that young Samoans can enlist in the US Navy, were also passed on to the Secretary of State.

† An anti-yaws campaign will begin in BSIP in 1956. It is hoped to eventually eradicate the disease.

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WANTED — Contact correspondents, philatelists, hobbyists and Pen Friends throughout the Pacific. Island representatives wanted. Members in almost every country of the world. Write for specimen copy Club journal "Island Life" and application form, to Secretary, **South Sea Islands Correspondence Club, Natuvu, Fiji Is.**

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FLEETS offer 33 ft. flush deck carvel workboat, 2½ yrs. old, profess. blt. 30 h.p. Lister diesel, 2:1 reduction, beech decks, ready for sea £3,700. 44 ft. x 14 ft. x 5 ft. flush deck sharpie trawler, profess. blt. 7 yrs. old, 72 h.p. Gardner diesel, trawl winches, 2-way radio, stern deck 20 ft. long, ready for sea £5,250. **FLEETS**, Water St. East, South Brisbane, Q'land. Cable: Fleets Brisbane.

DOUBLE BASS, orchestral instrument, brand new, came from Hongkong, made in England. Please write: **Rev. John Su**, P.O. Box 90, Rabaul, N.G.

SHARES FOR SALE, 1,000 £1 shares in Madang Shipways Ltd. (New Guinea). Will sell all or any part of them. Contact: **A. E. Pedler**, 143 Holme Street, Brighton, Q'ld., Australia.

NORFOLK ISLAND, transport business, 14-passenger bus in good condition, short hours, good turnover, rent free house, price £2,750; further particulars to bona fide enquiries; **Carter**, Norfolk Island.

New revised publication **"PRACTICAL PLANTING, TERRITORY NEW GUINEA"**, by A. Richards, for 25/- stores Rabaul.

NEW 25 ft. x 10 ft., well constructed. Raised Deck, Hull complete, Wheelhouse ready for engine. Ideal heavy Island work. —Towing, etc. Large carrying capacity. £1,950. **Sydney, Chambers & Williams**, 32 Boyle St., Cremorne, Sydney. XY 3127.

FOR SALE £15,750. New Lambton Heights, Newcastle, N.S.W. The finest two storey brick home in elite locality. V.P. 2,700 sq. feet and 4 bedrooms, large lounge and dining room, dressing room, rumpus room. Bathroom with wall radiator, shower recess; two toilets. Wall to wall carpet. Built-in furniture, fluorescent lights. 'Phone. Built-in wireless speakers in rumpus room and kitchen. Also talkie screen. Well laid out flower, fruit and vegetable gardens with irrigation and electric lights. Magnificent views over ocean and city. Also cottage style workshop, double garage 1,200 sq. ft. To build this would cost £24,000 at present. For particulars, photos, plans and specifications apply **P.O. Box 14, New Lambton, N.S.W.** Estate Agents also please note!

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GLORIA MARIS, 110 ft. schooner, doing marine research throughout Pacific and now in New Guinea waters, needs amateur crew members keen on sailing and the sea. Knowledge of Bosuns' work and other nautical skills valuable. Air mail full personal details to: **Capt. E. Chamberlain**, Biak, Netherlands New Guinea.

STAMPS WANTED

ISLANDS STAMPS WANTED, \$1 U.S. per 200 paid for postally used British Pacific Is. Colony stamps on pieces of envelopes undamaged. Double this price for stamps of 6d and over, and even higher rates for 2/- up. Send for buying list with prices I pay. On lots of 500 and over I pay all postage. **W. P. Strauss**, P.O. Box 1218, Grand Central Station, New York 17, N.Y., U.S.A.

VALE JOCK McLAREN

Car Accident Ends

Charmed Life

FATE took a hand at last when **Robert Kerr McLaren** ("Jock") died on March 3 when he was killed in a car smash at Wau, New Guinea. McLaren was a double MC and survived more adventures in the Pacific war than any platoon of ordinary men—even an appendectomy operation which he performed on himself, after he had signed his own death certificate so that his companions would not get into trouble if he died.

McLaren was a Scot with a Scottish accent that survived until his death, although he had lived a great part of his life far from his native country. He was a World War veteran but joined the AIF in 1917 and went to Malaya with the 11th Division.

He fought with guerilla forces after the surrender, was betrayed by the Japs and was sent to Borneo from where he escaped and made his way to the Philippines. He and the Japs put a price on his head and the Australian Government heard of his activities, commissioned him in the field and awarded him his first Military Cross. He earned the second later, when back in Borneo.

It was while on the run in Mindanao that he used his veterinary knowledge to perform an operation on himself. A few years ago in New Guinea he told a member of PIM staff how this came about.

He had been in agony for some weeks and knew that there was no choice in the matter. He used a mirror, a razor-blade, a pair of forceps and an old pair of scissors. He sewed the incision with manila hemp. He had no anaesthetic.

A couple of old Filipino midwives mopped off his sweat occasionally, otherwise he was on his own. The operation lasted 4½ hours, during which the Filipino men of the party sat around scared—that is why they had prevailed upon him to sign his own death certificate before the operation began. They did not want to be found later with a European comrade on their hands.

He was walking around a few hours after the operation and spent the three days following it on the run from the Japs.

He was proud of the fact that when doctors did examine him, after some months, they found it a "perfect job."

McLaren joined the P-N-G Department of Agriculture as a veterinary officer after the war. He was missed by his many friends.

† Pathe cameramen ex Orsova were shooting Fiji local colour late February towards a travel film now being made for the Orient Lines by its London publicity department.

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(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPBC areas; 140 Pac. Francs: SUS2.23.)

COPRA

(Negotiations between MOF and British SP producers for 1956 price not finalised Mar. 15, 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 was £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 £69/15/-.

FIJI:—Plantation £F63/5/6; FM £F63; moisture 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 Mar. 1, 5,600 Pac. francs (£A39/4/-) delivered Vila/Santo.

FRENCH OCEANIA:—Mar. 1, 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 Mar. 6, was £Stg.213/15/- f.o.b.

P.-N.G.: £A265, delivered Sydney.

W. SAMOA: Feb. 8, £Stg.250, f.o.b. Apia. Business dull. No recent quote.

COFFEE:—P.-N.G.: Top grades 5/6 lb. in store, Sydney; Fr. Oceania: 60 francs per kilo, unhusked.

PEANUTS:—P.-N.G.: Market only for Virginia Bunch, in shell, large, well cleaned, 1/4 per lb. delivered Sydney.

RUBBER:—P.-N.G. price is based on Singapore, which quoted Mar. 7, No. 1 RSS, spot 98 cents (34.69d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, quoted Mar. 6 buying price, c.i.f. Sydney, Tahiti White and Yellow label, processed, standard packs, 42/-, Green, 40/- per lb.

RICE (Australian):—Price adjusted May, each year. P.-N.G.: Dry brown and dressed £65 per ton, f.o.b. To other Territories £78 per ton, f.o.b.

PEARL SHELL:—Prices between Torres Strait producers and Otto Gerdau O (USA) not yet fixed for 1956. Manihiki Lagoon closed. Last shipment £A860 c.i.f. Sydney. Divers now working Penrhyn Lagoon. Tuamotu: £A910, long ton, 1 raw shell on beach, Mangareva.

TROCHUS:—Mar. 6, in store Sydney, subject to rejects, SW Pacific £550 per ton.

New Caledonia: Season closed Oct. 1.

GREEN SNAIL:—SW Pacific, in store Sydney, to £445, subject to rejects.

LONDON AND U.S. PRICES

Copra:—London, Mar. 1, Straits, c.i.f. £Stg.64/10/-; Philippines, \$US177, c.i.f. Pac. Coast, del. weights.

Cocoa:—London, Feb. 18: Gold Coast Mar.-May del. c.i.f., £Stg.215 long ton.

Coffee:—London, Feb. 18: Uganda natl. f.a.q., Feb.-Mar. £Stg.262 f.o.b. Mok. basia; Belg. Congo Kivu Arabica £560, bond, London.

Shell:—London, Nov. 17, Singapore trochus, Nov.-Dec. shipments £Stg.5 c.i.f. Greensnail £Stg.565 c.i.f. No recent quote.

Rubber:—London, Mar. 7, Spot buyers Stg.29¼d; Feb. c.i.f., Stg.28¾d; July-Sept Stg.27½d.

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Emperor . . . b9/11 s14/- s11/-
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Placer Dev. . . b68/6 s295/- b115½
Sandy Creek . . b1/5 s9d b1½d

EXCHANGE RATES

FIJI.—Through BANK OF NSW, AUSTRALIA and BANK OF NZ, Australia on FI basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. Fiji-London, basis £100 London B. £110/12/6; S. £112. NZ-Fiji, basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ, Australia on Samoa, basis £100 Samoa B. £A123/12/6; S. £A124/10/9. Samoa London, basis £100 London: B. £100/7½; S. £101/10/-. Samoa-NZ, basis £100 NZ B. £100; S. £100/10/-. Samoa-Fiji, basis £100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH BANK (Port Moresby, Lae, Rabaul, Kavieng, Madang), BANK OF NSW (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka; agencies: Wau, Borok, Kokopo) and ANZ BANK (Port Moresby) quote exchange rate Australia-Papua-NZ 10/- per £100.

BSI.—COMMONWEALTH BANK (branch at Honiara) quotes exchange rate Australia-BSI: 10/- per £100.

FR. PACIFIC COLONIES.—Pacific francs most valuable of the three franc groups in French Union, are used in New Caledonia, New Hebrides, and Fr. Oceania. FRENCH BANK (Comptoir National D'Escompte de Paris) in Sydney quotes Selling 140 Pac. fr. to £Aust.; 180 Pac. fr. to £Stg.; 63 Pac. fr. to US \$.

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PACIFIC ISLANDS MONTHLY—MARCH, 1956