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MAY, 1956

Vol. XXVI. No. 10.

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PACIFIC ISLANDS Monthly

1 JUN 1956



THIS symbolic archway was erected over the entrance to the Teachers' Training College at Nasinu, Fiji, when it became, between April 23 and May 3, the headquarters for the third South Pacific Conference. Bamboo pylons support replicas of four Fijian war clubs from which is suspended a much-larger-than-life "tabua", or whaletooth, which plays an important part in Fijian ceremonial.

Photo: Fiji Public Relations Office.

hed 1930

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

Around the world in a week or a year!



AROUND-THE-WORLD travel ticket from Qantas is valid for a full year. Time spent in the air, right around the world, is less than four days. You can actually make the whole trip in as little as a week—but why would you want to do that when so many opportunities for a wonderful travel adventure can be

yours with Qantas' help?

At every port you will find Qantas officers or agents ready and willing to advise you on accommodation, currency, side trips, and customs. Travel 1st class or lower cost Tourist class.

For the holiday of your life, see the world through Qantas.

FLY QANTAS to the world

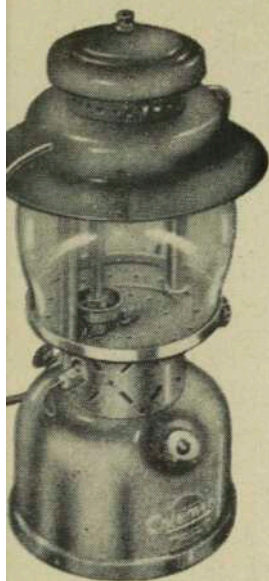
AUSTRALIA'S OVERSEAS AIRLINE

QANTAS EMPIRE AIRWAYS LTD. IN ASSOCIATION WITH B.O.A.C. AND TEAL

PA4.83aE

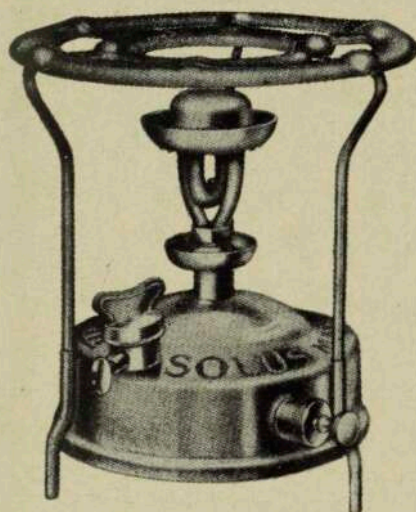
Coleman Coleman Coleman

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



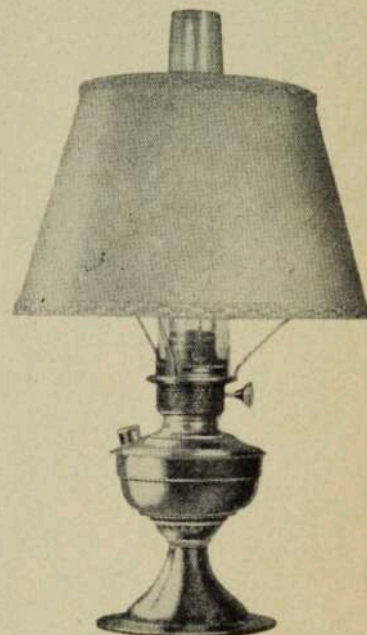
LANTERNS

designed to withstand heavy usage and exposure to all weathers these lanterns have built in automatic jet cleaning needles, air-seals on pumps and heat shock proof globes. They spill and burn safely in position. Two sizes.



SOLUS STOVES

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



KEROMAN LAMPS

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

Gillespies' for Service

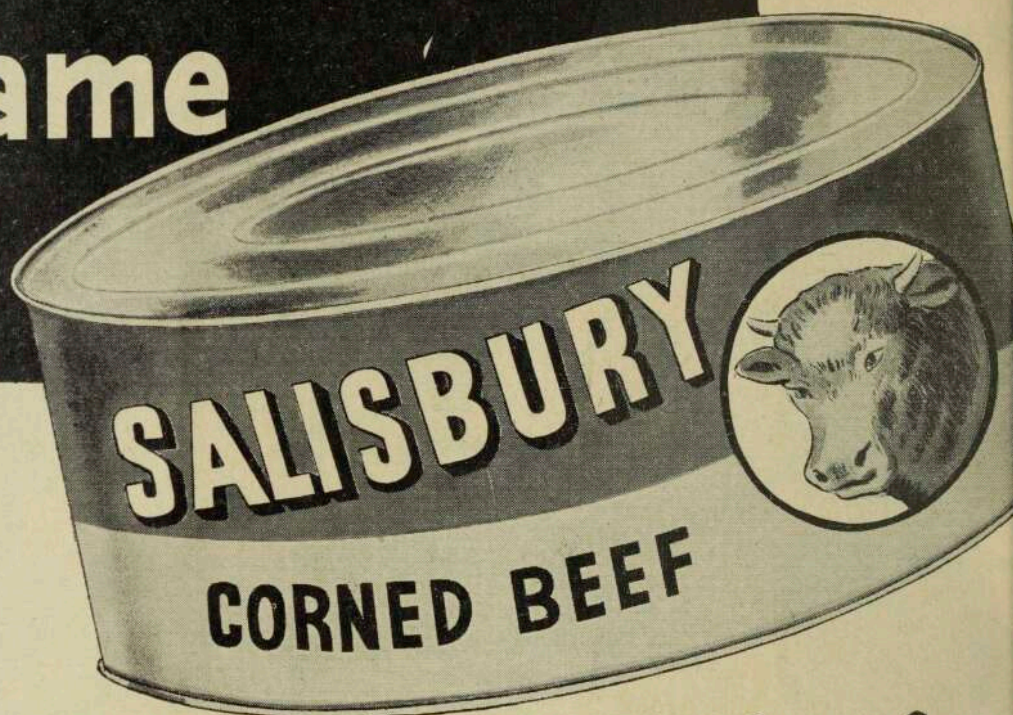
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SYDNEY

ROBERT GILLESPIE PTY LTD

PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS

PACIFIC ISLANDS MONTHLY—MAY, 1956

Look for this name



- your guarantee of Quality

"SALISBURY" canned meats, SPECIALLY PACKED for the PACIFIC ISLANDS are the popular choice, ALWAYS.

CORNED BEEF
CORNED MUTTON
MEATREAT

SAUSAGES & TOMATO
STEAK & KIDNEY PUDDING
LAMB & GREEN PEAS
MIDGET (Cocktail) SAUSAGES

SHEEP TONGUES
OX TONGUES
SANDWICH PASTES

Also "WESTFIELD" Brand

CORNED BEEF
CORNED BEEF WITH CEREAL
KEGGED MEATS

CORNED MUTTON
CORNED MUTTON WITH CEREAL
DRIPPING AND LARD

WESTFIELD FREEZING CO. LTD.

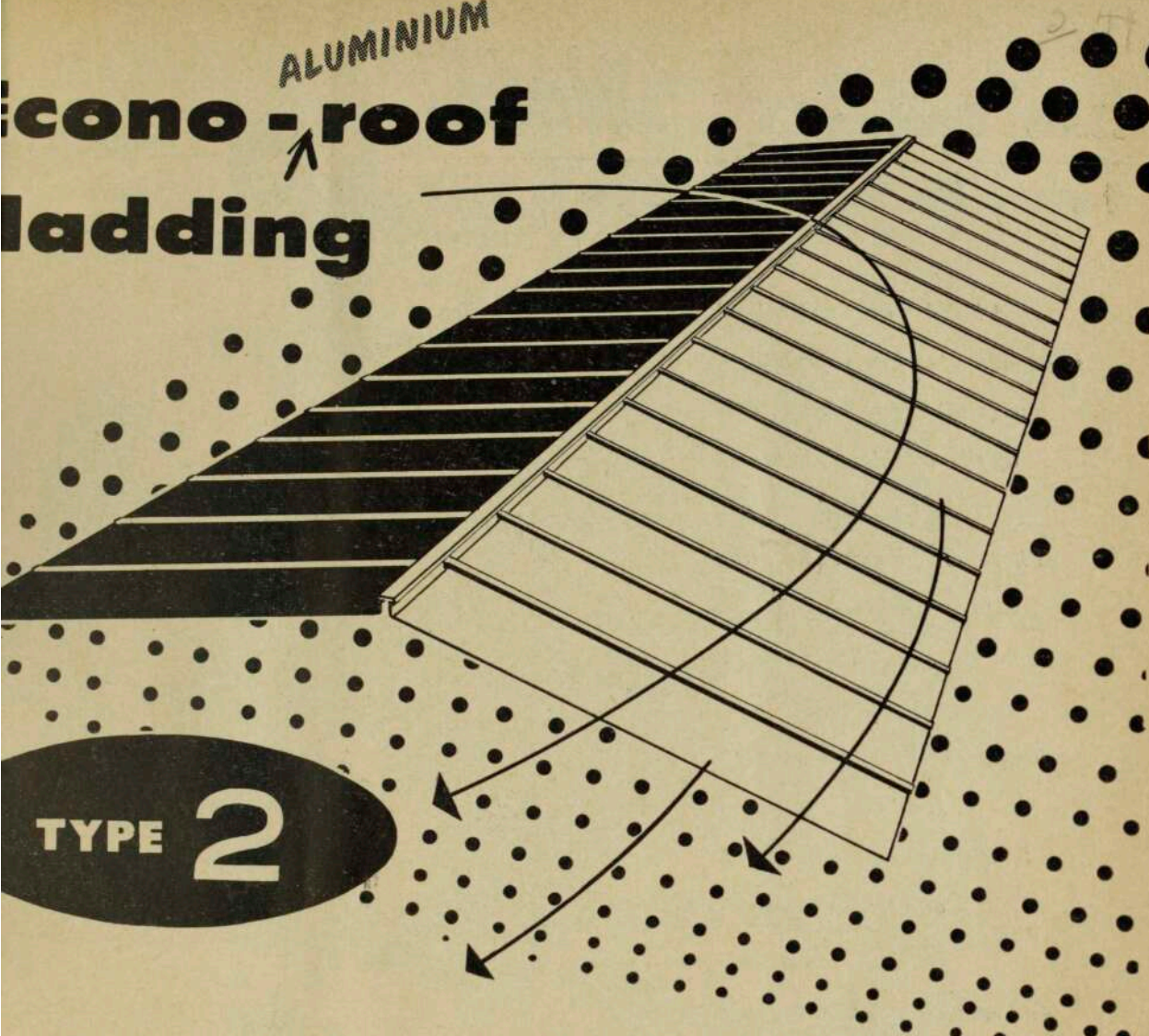
Postal Address: Private Bag, C.P.O., Auckland, N.Z.

Cable Address: Filalora, Auckland.

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ALUMINIUM

TYPE 2



cret fixing throughout.

ple design and uniformity of mouldings
d accessories.

maintenance or surface treatment required.

mplete thermal expansion and contraction
ontrol.

- Aesthetic feature of ribbed profile.
- Specially designed for any conventional or contemporary roofing system with a minimum pitch of 4 degrees.
- Demountable roofing—100 per cent. reclaimable.
- Performance tested by the Commonwealth Experimental Building Station.

FIXING SERVICE AVAILABLE

Econo Steel Company

CONCORD ROAD, RHODES, N.S.W. 'Phone: UF 1231.
177 ANN STREET, BRISBANE (QLD.). 'Phone: B 3873.

A DIVISION OF
TULLOCH LTD.

ECONO
PRODUCTS

ROOFING MATERIALS

PACIFIC ISLANDS MONTHLY—MAY, 1956—

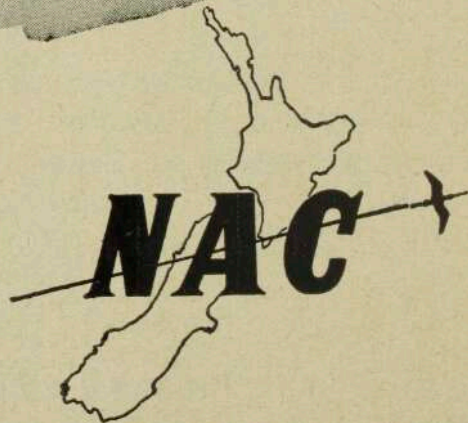
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New Zealand . . . a "World" tour in a suitcase

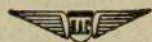
*A holiday in New Zealand
is an adventure in superlatives,
with all the scenic wonders
of the world encompassed
in two small islands.
Thermal regions . . . towering
alps . . . snow sports . . . big
game fishing . . . fighting trout
in stream and lake . . .
beauty of forest and fiordland
. . . all this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

when you fly with

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



NEW ZEALAND NATIONAL

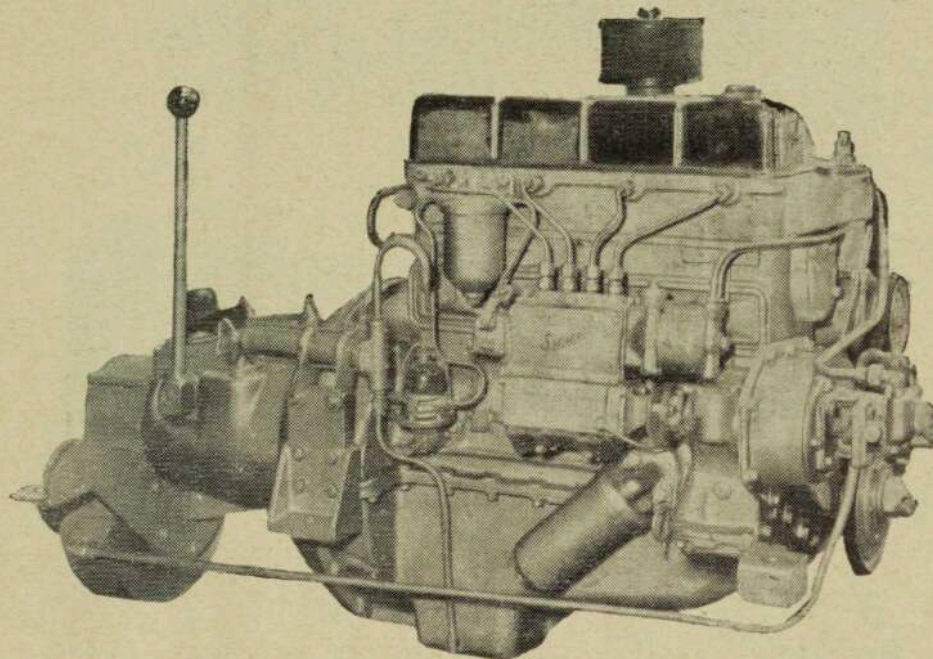


AIRWAYS CORPORATION

NOW AVAILABLE

**Model
FD 36**

CLAEMARINE DIESEL



Each year, since the production of the first Clae marine petrol engine in 1918, new improvements in design and operation have helped to establish the ever-increasing popularity of these modern engines.

Now, in 1956, CLAEMARINE has available their new Diesel. Four cylinder, 4 cycle, 36/45 S.H.P., Electric and Hand-start, Fresh or Salt Water cooled, and wide range of reduction gear ratios. Contact your nearest authorised Clae Marine Engine Distributor or Dealer for full information about this Diesel with its refinements in design and construction which make it the best ever to bear the famous CLAEMARINE name.

Priced from £657 F.O.B. Sydney



CLAE ENGINE PTY. LTD.

31 HOSKINS AVENUE, BANKSTOWN, N.S.W.

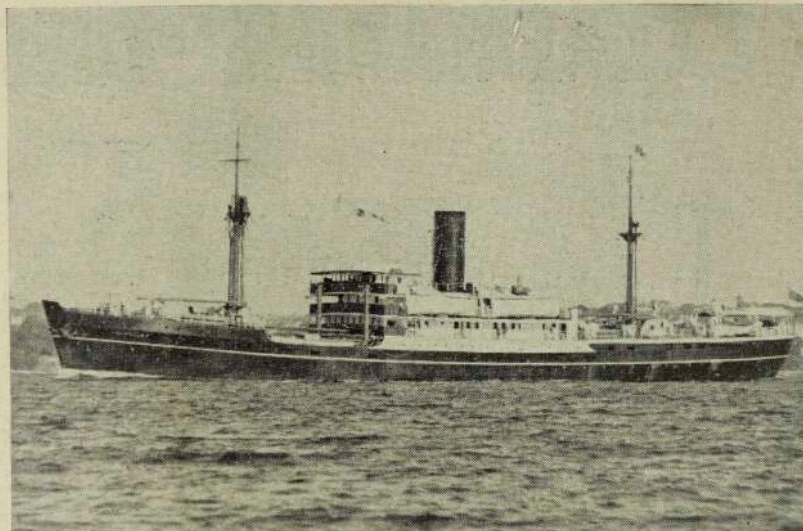
*FIJI DISTRIBUTORS: Burns Philp South Sea Co. Ltd., Suva, Levuka, Lautoka,
Fiji Islands.*

*NEW CALEDONIAN DISTRIBUTORS: Auguste and Paul Mercier,
3 Rue de la Somme, Noumea.*

PIM 5/56

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

JAPAN — HONGKONG — NEW GUINEA

New Monthly Service between JAPAN, HONGKONG and NEW GUINEA
(Returning via Australia to Japan Direct)

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

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, Rabaul. Cable: Colyeram. New Guinea Co. Ltd., Kavieng.
Cable: "Camohe".
BRISBANE: Wills, Gilchrist & Sanderson Pty. Ltd., 400 Queen Street. Cables: Wilgillsand.
MELBOURNE: John Sanderson (Shipping) Pty. Ltd., 111 William Street. Cable: Syndicate.
JAPAN: Tokyo, Yokohama, Osaka, Kobe: Butterfield & Swire (Japan) Ltd. Cable: Swire.
GENERAL AGENTS AUSTRALASIA: Swire & Yuill Pty. Ltd., 6 Bridge St., Sydney. Cable: "Swireship". BU 1712.
EASTERN MANAGERS: Butterfield & Swire, Hongkong. Cable: Swire.

Shipping Time-Tables

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

Sydney-Papua-N. Guinea

IV Malaita sails from Sydney for Rabaul, Kavieng, Lombrum, Lorengau, Wak, Alexishafen, Madang, Lae, Sydney. Next Sydney sailing June 15 (approx.).

IV Malakula sails from Sydney for Pt. Moresby, Rabaul, Kavieng, Manus, Wewak, Aishafen, Madang, Lae, Samarai, ney, Melbourne, Sydney. Next Sydney sailing approximately May 31.

IV Bulolo, modern liner, sails about six weeks: Sydney, Brisbane, esby, Samarai, Lae, Madang, Manus, aul, Samarai, Moresby, Brisbane, ney. Next Sydney sailing May 26.

IV Mangola, cargo only, sails from ney for Brisbane, Cairns, Pt. Moresby, arai, Rabaul, Madang, Lae, Pt. esby, Brisbane, Sydney. Next sailing: June 6.

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

V Sinkiang: Departs Melbourne June 1 and Sydney June 8 for Pt. Moresby, arai, Lae, Madang, Kavieng, Rabaul, Pt. Moresby, Newcastle, Melbourne.

V Shansi: Departs Sydney June 2 for ne, Pt. Moresby, Samarai, Sydney. V Soochow: Departs Sydney June 22 for Brisbane, Rabaul, Kavieng, Madang, Sydney.

Sails from Swire and Yull Pty. Ltd., Bridge St., Sydney.

Far East-S.W. Pacific-Australia

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

Funing: Departed Japan May 11 for

Hongkong May 19, Rabaul May 31, Madang June 4, Lae June 6, Samarai June 10, Pt. Moresby June 11.

SS Fengning: Departs Japan June 5 for Hongkong June 14, Rabaul June 27, Madang July 1, Lae June 3, Pt. Moresby July 8, then to Sydney and return direct to Japan.

Details from New Guinea Australia Line (Swire and Yull Pty. Ltd., agents), 6 Bridge St., Sydney.

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

Details from Wilh. Wilhelmsen Agency Pty., Ltd., 63 Pitt St., Sydney, or Islands agents (R. Tebb, Lae; Town Transport, Rabaul; A. Strachan, Madang; BSIP Trading Corp., Honiara).

Sydney-Dutch N.G.

Monthly service by MV's Van Noort, Sibigo and Sinabang carrying passengers

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

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

N. Zealand-Fiji-Tonga-Samoa

MV Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next sailings from Auckland: May 2; June 19.

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington, and return to Auckland. Next sailings from Auckland: June 7; July 5.

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

N. Zealand-Cook Is.

The regular passenger vessel Maui Pomare resumed the Auckland-Cook Islands service in April.

Full details on application to NZ Government Department of Island Terri-

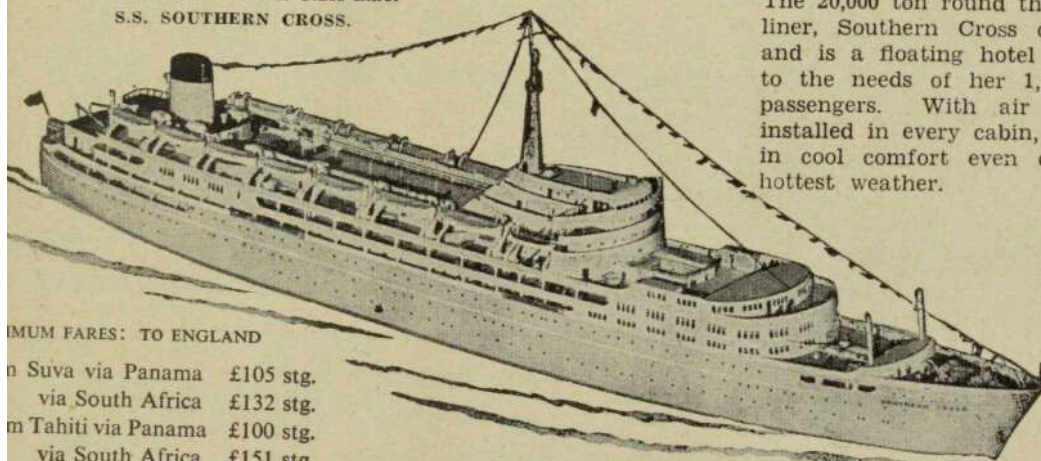
Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1956.

		ORSOVA	ORONSAY	ORCADES	ORCADES	ORONSAY
SYDNEY	depart	1 June	13 July	—	5 Oct.	11 Dec.
AUCKLAND	arr/dep	4 June	16 July	From	8 Oct.	14 Dec.
SUVA	arr/dep	7 June	19 July	Panama	11 Oct.	17 Dec.
HONOLULU	arr/dep	12 June	24 July	—	16 Oct.	22 Dec.
VANCOUVER	arrive	18 June	30 July	—	22 Oct.	28 Dec.
	depart	19 June	31 July	11 Sept.	23 Oct.	29 Dec.
SAN FRANCISCO	arr	21 June	2 Aug.	7 Sept.	25 Oct.	31 Dec.
	depart	Then	3 Aug.	8 Sept.	26 Oct.	1 Jan.
HONOLULU	arr/dep	to	7 Aug.	16 Sept.	30 Oct.	5 Jan.
SUVA	arr/dep	Panama	14 Aug.	23 Sept.	6 Nov.	12 Jan.
AUCKLAND	arr/dep	—	17 Aug.	26 Sept.	9 Nov.	15 Jan.
SYDNEY	arrive	—	20 Aug.	29 Sept.	12 Nov.	18 Jan.

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

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



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

MINIMUM FARES: TO ENGLAND

from Suva via Panama £105 stg.

via South Africa £132 stg.

from Tahiti via Panama £100 stg.

via South Africa £151 stg.

Tahiti Call is Subject to Weather Permitting

for full particulars apply: FIJI

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

TAHITI

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

Travel Shaw Savill

tories 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, Bouganville ports, Rabaul, Sydney. Next Sydney sailing approximately June 19.

MV Mulhama, 8 passengers, leaves

Sydney for British Solomons ports approx. monthly, ports varying with cargoes. In early May, she was in dock in Sydney, with the next sailing date as "indefinite". Details from Burns, Philp & Co., 7 Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Line, coming from Marseilles, via West Indies and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea

and Sydney, and return by same route (At present on this run are the motor ships, Tahiti, Caledonien and Resurgent). MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea and the New Hebrides. Next Sydney sailing June 8.

SS Neo Hebridais-II, 1,266 tons, maintains an irregular cargo service between Sydney and Noumea, and four charter trips per annum to Wallis Is. via Suva. Owners: Soc. Miniere et Maritime Hager 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 at Suva every trip, and at Papeete (except in hurricane season). Next sailings: From Southampton, Dep. May 31, via S. Africa arrive Sydney July 6, Suva July 1, Papeete July 21-22, arrive Liverpool, via Panama, Aug. 15.

N. America-Fiji-Hebrides, etc

Pacific Islands Transport Line's vessels Thorsisle and Thorshall maintain regular service from Pacific Coast North American ports, with sailings over 35 days. Some ports depend on cargo offering. Thorshall: Sails San Francisco June 19, Papeete July 3-5, Pago July 1, Apia July 11-12, Suva July 15-18, Lautoka July 19-21, Noumea July 24-26, Honiara July 29, Lae July 30-31. Thorsisle: Sails San Francisco July 27, Papeete Aug. 1, 12, Pago Aug. 17, Apia Aug. 18-20, Suva Aug. 23-25, Lautoka Aug. 26-28, Noumea Aug. 31-Sept. 3, Tauranga (NZ) Sept. 11, Nukualofa Sept. 15, then via Suva, Apia and Pago to reach San Francisco at beginning of October.

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.

SUVA—Morris Hedstrom Ltd.

PORT VILA—Comptoirs Francais des
Nouvelles Hebrides.

APIA—Morris Hedstrom Ltd.

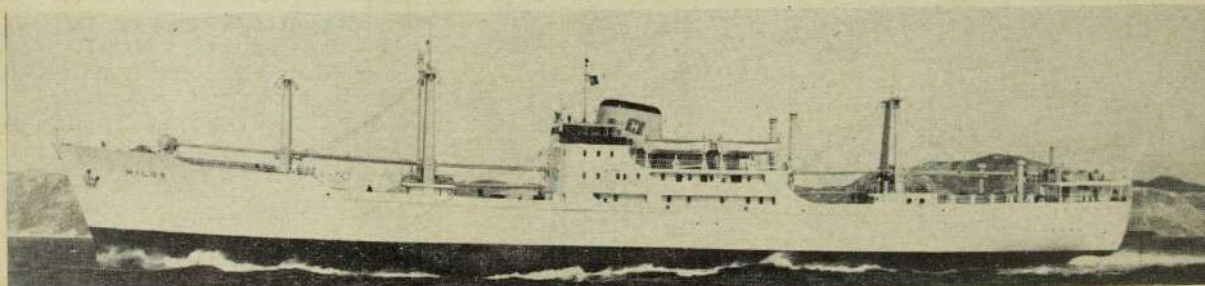
NOUMEA—Etablissements Ballande.

LAKE—Burns Philp (New Guinea) Ltd.

SYDNEY—Birt & Co. (Pty.) Ltd.

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

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

SYDNEY-NORTH AMERICA, VIA PACIFIC PORTS

The four cargo vessels, Waihemu, Airuna, Waikawa, and Waitomo, owned and operated by the Union Steam Ship Co. of NZ Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa, and Apia, as cargoes. Occasional calls are made at Fanning Island. They have limited passenger accommodation. Next sailing: Wairuna, 10 June.

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

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger service from Los Angeles with the Alameda, Alameda, Sierra and Sonoma. Northern terminal ports vary with cargoes. Vessels call at Papeete, Pago Pago, and Suva, depending on cargoes.

SYDNEY-FIJI-VANCOUVER

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter & Co.) operate service three times yearly with the 100 ton, 98-passenger vessel Lakemba on the above route. Accommodation entirely First Class, two-berth cabins. Next sailing from Sydney, June 8, with calls at Suva and Lautoka. 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, with calls at Marquesas and Line Islands as directed. Details from Darr Lines, c/o Messrs. H. Davies & Co., Honolulu, or Messrs. Donald, Papeete.

AIRWAYS TIME-TABLES TRANS-PACIFIC SERVICES

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

(First and Tourist Class available all Services.)

BY PAN-AMERICAN AIRWAYS

With Strato Clippers, using Sleeperettes and Berths*

Mon., Fri.: Sydney, Nadi, Canton Is., Honolulu, San Francisco, Seattle, Portland.

Wed., Sat.: Sydney, Nadi, Canton Is., Honolulu, Los Angeles.

Tues., Fri.: San Francisco to Sydney (same route).

Sun., Wed.: Los Angeles to Sydney (same route).

* DC4 from Auckland connects, arriving Nadi Mon., Wed., Fri., departing Nadi Tues., Thur., Sun. 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

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., SUVA, FIJI
LONDON, E.C.3.

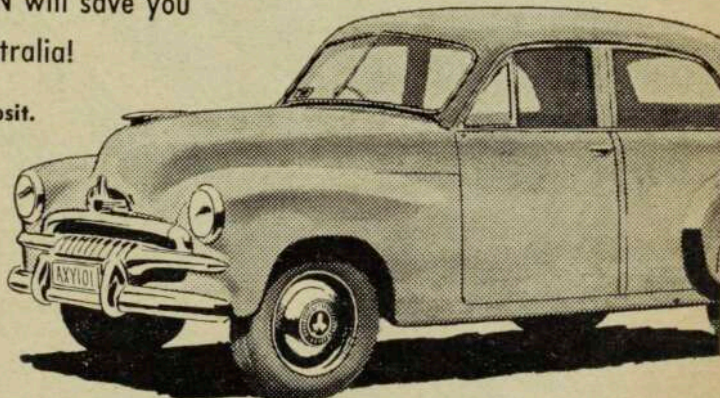
Own a Car on Your Holidays AND SAVE!

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

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

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

BROADWAY MOTORS (N.S.W.) PTY. LTD.
Australia's Largest Used-car Organisation
1-200 BROADWAY, SYDNEY, N.S.W., AUSTRALIA



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

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

NAME _____

ADDRESS _____

P.I.M.

Francisco—with Sat. service extending to Vancouver.

SOUTHWARDS
Thur., Fri., Sun.*: San Francisco, Honolulu, Nadi (Fiji), Sydney, Sundays service begins at Vancouver. (Note: Crosses date-line en route).
* TEAL DC6 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)
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: Sydney, 8.00 p.m. Arrive: Brisbane, 10.45 p.m.
Brisbane, 11.45 p.m. Moresby, 6.35 a.m.
(Tues., Wed., Sun., Mon.)
Moresby, 7.35 a.m. Lae, 9.00 a.m.

Thurs.
Depart: Sydney, 8 p.m. Arrive: Brisbane, 10.45 p.m.
Brisbane, 11.45 p.m. Townsville, 3.30 a.m.
(Friday)
Townsville, 4.15 a.m. Cairns, 5.30 a.m.
Cairns, 6.30 a.m. Pt. Moresby, 9.20 a.m.
Pt. Moresby, 10.20 a.m. Lae, 11.45 a.m.

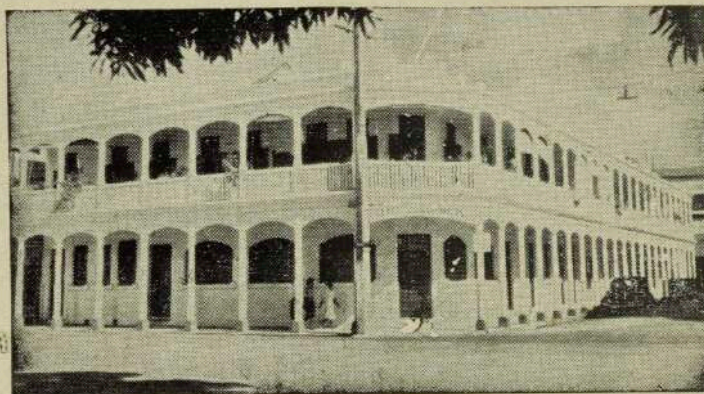
SOUTHWARDS

Tues., Wed., Sun., Mon.
Depart: Lae, 10.30 a.m. Arrive: Moresby, 12.00 noon
Moresby, 1.00 p.m. Brisbane, 7.35 p.m.
Brisbane, 9.00 p.m. Sydney, 11.45 p.m.

Depart: Arrive: Sat.
Lae, 7.00 a.m. Moresby, 8.30 a.m.
Moresby, 9.30 a.m. Cairns, 12.20 p.m.
Cairns, 2.35 p.m. Townsville, 3.45 p.m.
Townsville, 4.30 p.m. Brisbane, 8.15 p.m.
Brisbane, 9.00 p.m. Sydney, 11.45 p.m.

THE GARRICK HOTEL

SUVA, FIJI



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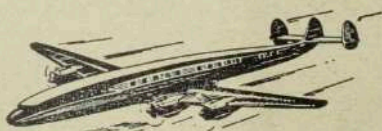
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 Wed.: Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
 Fri.: Depart Lae at 7.00 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul — remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
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 Tues. (Apr. 24, May 1, 8, 22, etc.) Honiara dep. 7 a.m.: Yandina, Vella Lavella, Buka, Rabaul, Lae, arriving 3.35 p.m.

6. Paris-Saigon-Noumea

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7. Sydney-Lord Howe Is.

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8. Sydney-Norfolk Is.

By Qantas, with Skymasters
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9. Sydney-New Hebrides

By Qantas, with Skymasters
 Flying-boats were replaced by Sky-masters in 1955. Service now terminate at Tontouta (New Caledonia) until Vila Santo (New Hebrides) airfields ready (See table below).

10. Sydney-Noumea

By Qantas, with Skymasters
 Depart: Sydney, Wed., 11.30 p.m.
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 Dep. Noumea, May 24, 31, June 14, 21
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13. Christchurch-Sydney

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14. Christchurch-Melbourne

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 Fri.: Dep. Melbourne 7.30 a.m., arr. Christchurch 3.00 p.m.

15. New Zealand-Fiji

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 Tues., Sat.: Dep. Auckland 1.15 a.m., arr. Nadi 6.15 p.m.
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16. Fiji-Tahiti

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line. arrives Satapuala (W. Samoa) Thur. 2 p.m., departs Fri. 2 a.m., arrives Aitutaki 7.30 a.m., departs 9.30 a.m., arrives Papeete 2 p.m. Departs Papeete Sun. 7.30 a.m., arrives Aitutaki 11 a.m., departs 1 p.m., arrives Satapuala 5.30 p.m., departs Mon. 7 a.m., crosses date-line, arrives Suva Tues., 9.55 a.m.

aves Suva May 24, June 1, 22, 29. Papeete May 27, June 3, 24, July 1.

17. Fiji-Tonga

Tasman Empire Airways, with Solent aircraft. Irregular Service.

p. Suva 6.30 a.m. Arr. Nukualofa 9.50 a.m. Dep. Nukualofa 9.50 a.m. Arr. Suva 4.55 p.m.
xt flights: May 17, June 20.

18. Fiji Internal Airways

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va, Nadi: Tues., Sun. (additional to the above return flight).
di, Suva: Mon., Wed.
va, Labasa, Suva: Daily except Sun.
va, Taveuni, Suva: Mon., Wed., Fri.
va, Savusavu, Taveuni, Savusavu, Suva: Mon.
va, Savusavu, Labasa, Savusavu, Suva: Tues., Thurs., Sat., Sun.

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Friday: Papeete, Huahine, Raiatea, Papeete. Booking agents in Papeete: Messageries Maritimes.

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Noumea, Koumac, Noumea (with conditional call at Plaine des Galacs): Fri. a.m.

Noumea, Lifou, Ouvea Is.: Wed. mornings. Noumea, Poindimie, Noumea (with conditional call at Houailou): Fri. p.m. Noumea, Ile des Pins, Noumea: Saturday and Sunday afternoons.

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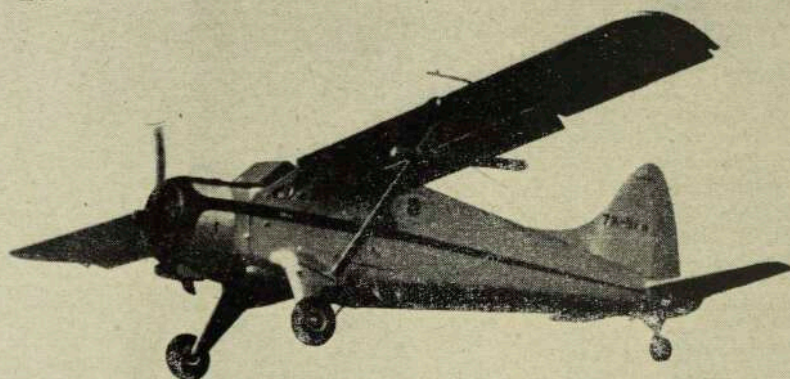
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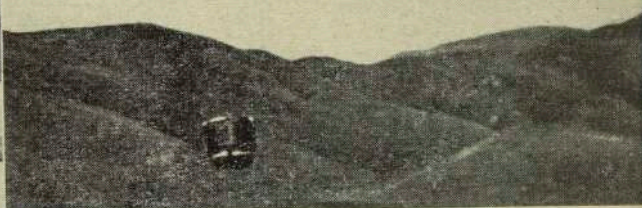
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Editorial...

HOTEL-KEEPING AND OTHER PROBLEMS IN THE SOUTH PACIFIC

THE presence in the South Pacific Territories in recent weeks of Very Important People, examining air services, shipping facilities and accommodation problems generally, directs attention to an industry that still is mostly neglected, but which should rank next to copra production as the South Pacific's money-spinner.

There seems to be in the world an increasing number of people who have the means to travel, frequently in luxury, and who insist that they must go "somewhere different." If the comparison be with the ancient ruins of Europe, or the unspoiled shores of the Mediterranean, the sophisticated and over-commercialised charms of Hawaii and the West Indies, then the South Pacific Islands definitely are "somewhere different."

All the archipelagoes, from New Guinea right through to French Polynesia, can offer to world-weary people an unspoiled Islands' charm that is quite unique; and yet nearly every group has something different to interest the traveller.

But all suffer in common from the same disability—a grievous lack of hotel accommodation. Here and there, there is a first-class hotel—all the people they can accommodate are not enough to make a ripple on the economy of the South Pacific Territories.

Airplane and ship-owners and travel agents look the situation over and shake their heads despairingly. There is everything needed to build a travel industry that would bring millions each year into the pockets of most of the South Pacific Islands communities; but the lack of their planning becomes evident in the bottleneck of hotel accommodation.

The bigger and shrewder companies interested in the South Pacific are getting over the problem their own way. The Orient Line, and now the Matson Line, are sending parties of world-famous travellers through the Islands in big hotels—fine, modern liners. Excellent, as far as it goes—but not nearly enough.

It is not as if investors are unwilling to build hotels. A few years ago Morris Hedstrom, of Suva, decided to use some of their accumulated funds in building the modern South Seas Hotel in Suva, designed to accommodate many first-class travellers.

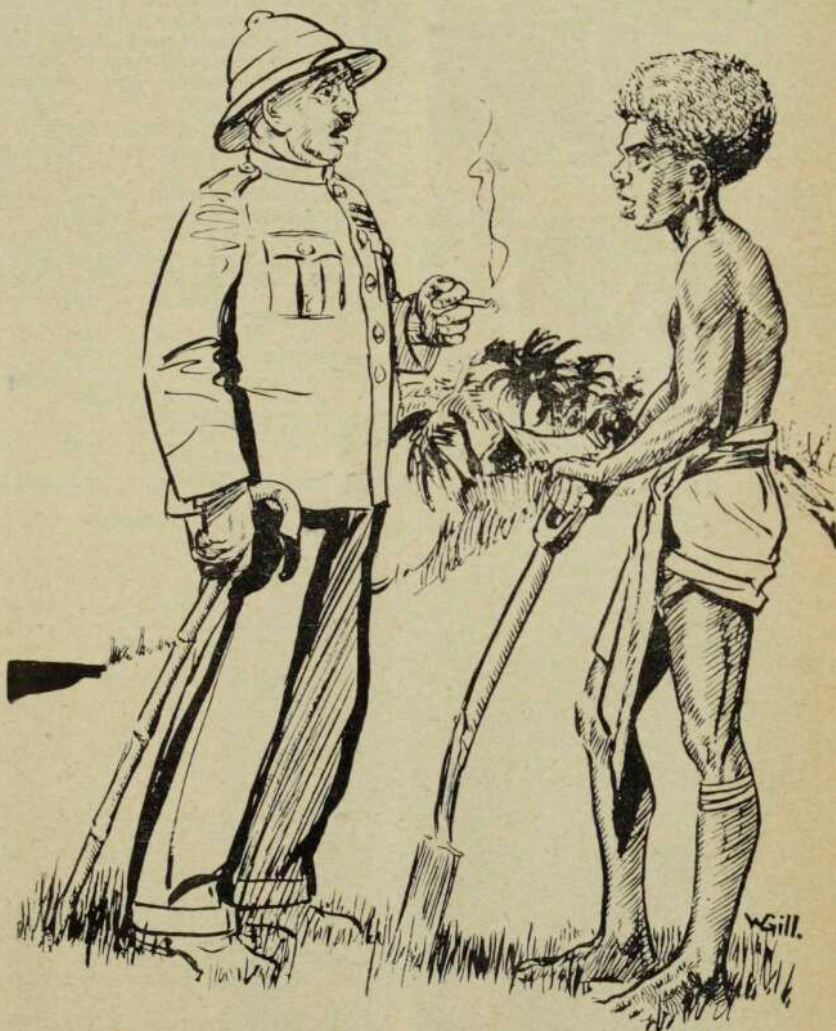
But two years ago they stopped the project literally in mid-air—the builders ceased work at the first storey. It had become clear, with ever-mounting construction costs, that the hotel could not be built and operated as an economic proposition. After a lengthy hold-up, the big hotel project has been abandoned in favour of a smaller plan which will add nothing to the reserve of hotel accommodation in Suva.

There is nothing new in that. For

exactly the same reasons—the prohibitive costs of building and of staff—there has not been half a dozen big modern hotels built in the British Commonwealth in recent years, although the need is clamant.

THERE is something here that needs the attention, not of the baffled and exasperated travel men and investors, but of the several South Pacific Administrations.

The latter, collectively through their South Pacific Commission, and individually through other channels, express repeatedly their urgent view that there is need for the establishment of new "alternative" industries in the South Pacific Territories—that they dare not think always in terms of coconuts and coffee and cocoa and metals. They are prepared individually at all times to subsidise industries based on the



"Well, boss, if you're stuck you can just call me 'mate.'"

(This month Papua New Guinea Legco will try to decide what the indigenes of the Territory are to be called now that the term "native" is tabu.)

land, the minerals, the forests and the sea. Yet here, in Tourism in the South Seas, is the industry with the biggest potential of the lot; and, it would seem, they never give a thought to the Governments' responsibility in its development.

If, through social and industrial and economic changes that need not be described here, and over which the Islands Administrations have no control, it is impossible for private enterprise to supply the missing link in the organisation of South Pacific Tourism, is there not a responsibility upon the several Administrations?

If New Guinea or Fiji or Tahiti is prepared to spend hundreds of thousands of pounds in the development of a new agricultural industry, why should they not assist private enterprise also in finding funds for hotels for the development of the tourist industry, which could enrich all classes in the same way as any other well-established and profitable industry?

In the case of Tourism it becomes merely a matter of providing private enterprise, on behalf of the country, with sufficient cheap money to enable private enterprise to make a profit out of the construction and operation of first-class hotels.

THIS seems to be a matter in which consultation between South Pacific Governments becomes necessary. A principle, as well as a *modus operandi*, for the guidance of all the Territories, seems to be needed.

Third Time Lucky?

INDONESIA will bring its claim to Dutch New Guinea before the United Nations General Assembly again—this year, or maybe next, according to Indonesian leader Sastroamidjojo.

This will be the third time that the problem infant has been left on UN's door-step. Unlike the first two occasions, this time it may be more difficult to produce technicalities to show that the child is not yet there. Indonesia's third claim will be made against a different background—the changed attitude of the West, particularly the United States, to Indonesia.

America has adopted a "neutral" attitude for which many observers, basing their beliefs on some of the utterances of Dulles (PIM April, p. 105) read "support for Indonesia." The West obviously believes now that it can get more out of Indonesia that out of the Dutch—i.e. Indonesia as a bastion against the march of Communism, although Sastroamidjojo has already gone on record as saying that Indonesia intends to get the best out of the two worlds, East and West, and

There clearly is a call upon the Governments for their co-operation in the establishment of Tourism; but some sections of private enterprise are greedy and cunning and unscrupulous, and the utmost care would be needed in seeing that public funds are not made available to persons and corporations with no sense of public responsibility. Hence, the need for consultation.

The Governments—we refer particularly to Australia, United Kingdom, New Zealand, France, Netherlands, United States—have put enormous effort and money behind the activities of the South Pacific Commission; and the latter, in its turn, has done a mighty job in studying and recording all phases of social, economic and medical development among the indigenous folk of the 18 different South Pacific Territories.

If the six Governments could co-operate in this, surely they can similarly co-operate with the numerous interests concerned in developing and encouraging new industries in the South Pacific, and especially the tourist industry.

A little vision, a little energy and a little co-operation in providing better transportation and better hotel accommodation could change the economic pattern within a very few years in most South Pacific Territories—and especially Fiji, New Guinea, New Hebrides, New Caledonia, both Samoas, Tonga and French Oceania.

has already done some preliminary flirting with Russia.

These propagandists for the so-called neutral line in Indonesia are ignoring one interesting fact: As the Dutch are shoved out of key commercial positions in Indonesia, it is not Indonesians who are taking their place, but Chinese.

What claim has Indonesia to Dutch New Guinea? One—the territory was once Dutch. This is as logical as saying that the Indonesians now have a right to claim Curacao in the West Indies, which is also Dutch. Ethnologically the Indonesians have no more claim to DNG than they have to Fiji. The natives of both are basically Melanesian.

The big unanswered question for Australia is (if the Trust Territory is not to have Indonesian neighbours across the invisible line that runs through the NG mainland about the 141 degree of E. Longitude) whether now, in view of the West's "neutrality," it is worth while for the Dutch to hang on in New Guinea. Perhaps it is, in view of the oil that is known to

be there and the other minerals suspected to be there.

But after New Guinea, what? Already there has been so much grandiose talk in Djakarta of campaign for the "liberation" of Portuguese Timor from colonialism. The Indonesians already have the former Dutch half of Timor and the West has already recognised this it might be hard to be nice about a similar claim to Portuguese portion. After Indonesia here has some logic on its side in that geographically a racially Timor is akin to Indonesia and Portugal does not do very much with this territory. Certainly, Portugal is traditionally England's "oldest ally." But can anyone imagine England (or Australia) going to war to save Timor from the Indonesians?

After Dutch New Guinea, Timor, what? There is, of course, British Borneo (the Indonesians already have the former Dutch possessions in Borneo) and although this could be a tougher problem than getting the Dutch out of New Guinea and the Portuguese out of Timor, nothing is impossible in an era of high global strategy.

As Dr. S'Jojo himself has said, the Indonesians are a peace-loving people.

Fiji Times Becomes Morning Daily

THE *Fiji Times* and *Herald*, which for many years has appeared as an evening paper, changed on May 1 and appeared with a new name ("and *Herald*" has been dropped), a new face lift and a new time.

From now on the newspaper will be published in the morning. The main reason for changing to morning publication is to enable the paper to be delivered by bus, and air to centres outside of Suva on the day of issue.

The *Fiji Times* was established in 1869 and was published first in Levuka, changing its home to Suva when that village (it is now a town) became the capital of Fiji. The paper was recently bought from Alport Barker by Pacific Publications Ltd.

(In commenting on the fact that the paper had changed over to morning publication, the *New Zealand Herald*, Auckland, said that it will be the first Pacific newspaper to be delivered between island and air. "We have some friends in Port Moresby who are going to put that!")

* Rabaul, NG, held its first cultural Show at Easter. It was a "tremendous success."

e Jungschlaeger

se

Indonesia Loses Out

EATH cheated Indonesian fanatics of revenge in April when Leon Jungschlaeger, 53, died in a Djakarta hospital of a cerebral haemorrhage.

Jungschlaeger and 34 other Dutch nationals were arrested in Indonesia over 2 years ago, on a charge of "subversive activities." For a long time they were held without trial and the trial of Jungschlaeger which has dragged on for over a year, was completely farcical. Eight weeks ago Indonesian Public Prosecutor announced his death; verdict was April 27.

The American Ambassador at the time sent a message of condolence to the Jungschlaeger family hoping they "will find some consolation in the fact that during his trial he bore himself with such unflinching courage and dignity." The Ambassador's government supports the perambulating, John Foster Dulles (who a few weeks ago went on record in Jakarta as saying that Americans remember that they were once a colony that won independence the hard way, and that Indonesia should continue to have the strong support and sympathy of the US Government and people) it seems likely that the Jungschlaeger family will be much comforted.

The case against Mr. Jungschlaeger and the other Dutch nationals, arrested in Djakarta in January, 1954, led to many official protests from the Netherlands side. Uncontrovertible evidence showed Mr. Jungschlaeger was on his way to Holland at the time of the alleged acts in Indonesia. Several witnesses have been freed by torture. Witnesses for prosecution were paid perjurers. The defence counsel, Mr. Herman van der Meer, was terrorised and in April, 1955, was forced to flee the country. (And, PIM understands, the manager of the shipping company which owned the ship on which he got away, was then freed).

Indonesian Government revisas to distinguished Dutch, and US lawyers willing to take his defence.

International Commission of Enquiry, meeting at London, in April, sent a statement to the Indonesian Ambassador in the UK stating that Jungschlaeger was not tried in accordance with the fundamental principles of justice recognised by civilised nations. In Djakarta, 13 other Dutchmen are imprisoned awaiting trial.

BURNS PHILP & CO. SURPRISE
THE EXPERTSVALUABLE PENNEYS' CHAIN
SOLD TO AUSTRALIAN CO.

Big Islands business is adding unexpectedness to its other qualifications for fame. The recently announced sale of Penneys' chain stores (owned entirely by Burns Philp and Co. Ltd.), to G. J. Coles & Co. Ltd. has left the financial quidnuncs of Australia gasping that it is the most sensational retail deal in Australian history.

IT is supposed, also, to be the biggest retail deal ever—price offered by Coles is undisclosed but it is "believed to be over £5 million."

All but 10 of the 48 Penneys' stores are in Queensland where the business has been entrenched for many years. The odd 10 are in NSW, mostly in the north but one is in a Sydney suburb. It is believed that when BP's acquired the Imperial Arcade property in the heart of Sydney city a number of years ago that the intention was to open a Penneys' there.

Penneys has been a similar kind of chain to Coles (a "Woolworths" type of store). Before the war, Coles chain traded on the slogan "Nothing over 2/6"—however post-war inflation appears to have put an end to that; many new departments have been added although the policy is still best value for the least money. In recent years, Coles has not confined itself to this type of merchandising (although it has acquired two other chains, Selfridges and F and G); a year or so ago it bought Mantons, in Melbourne—a medium-class departmental store.

The most surprising aspect of the new deal is in BP's decision to sell, as this seems to be a direct break with post-war policy when the big company has diversified its interests by buying large country stores.

It will be interesting to see—providing much of the price is in cash—to just what section of its large empire Burns Philp will turn its new liquid assets.

Penneys' last balance sheet (June 30, 1955) showed paid-up capital of £1,787,534 (all owned by BP); Net tangible assets, £2,990,449; profit of £161,338; a dividend of 10 per cent. absorbing £143,002; and freehold property held by the company valued at £1,963,070.

P-NG Legco Will
Meet May 28

THE first 1956 meeting of the Papua-New Guinea Legislative Council will commence on Monday, May 28.

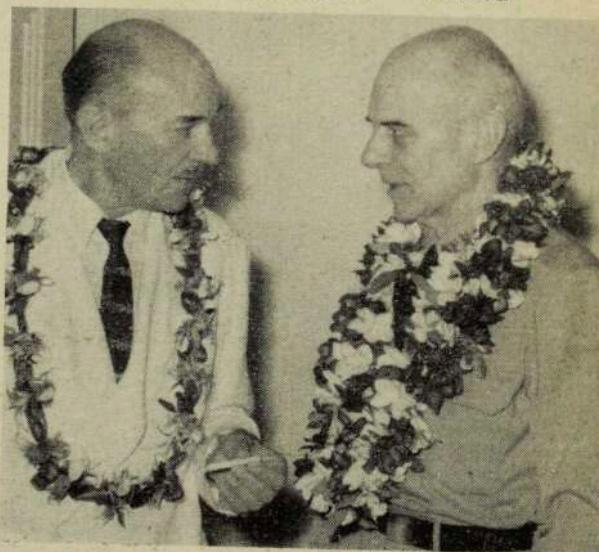
It is expected the meeting will last from seven to ten days.

At this session, the report of the Council's Select Committee on Finance will be tabled.

Famous Airman in American Samoa

Lieut. - General and Mrs. James Doolittle spent a day in Tutuila, Eastern Samoa, late April on their way to Australia where the General was Australia's 1956 guest of honour for Coral Sea Week (festivities that celebrate the victory at the battle of the Coral Sea which is believed to have been the turning point in the Pacific War). Our photograph shows General Doolittle (right) with the Governor of Eastern Samoa, Mr. R. Barrett Lowe.

—Photo by Pan American Prints.



Different Medicine,
Same Result

SEC. OF STATE MAKES PAPA-KNOWS-BEST DECISION ON BSIP TAXATION

After 18 months of cogitation, the Secretary of State for the Colonies has opened his heart to the BSIP. From January 1, 1957, Income Taxation can be substantially reduced *providing other taxes are increased to make up lost revenue.*

THIS information was not received well when it was announced by the High Commissioner of the Western Pacific (Mr. John Gutch) when he opened a meeting of the Advisory Council at Honiara, on April 26.

The announcement follows 18 months after Sir Robert Stanley (the former HCWP) made a flying visit to London to press for tax concessions in order to induce overseas investment in the Cinderella Solomons; and about the same time after a petition for the same purpose, signed by BSIP taxpayers, was sent to the Secretary of State.

The Solomons is in a unique and unfortunate position in the South Pacific: It was completely devastated by war in 1942-45; the British government refused to pay war damage compensation; instead they discouraged returning settlers and new capital investment by imposing taxes on production—such as copra export tax; all the usual Customs duties; and on top of it all, they imposed a comparatively high rate of income taxation. As a consequence the Protectorate has never emerged from its post-war economic doldrums.

The reaction of unofficial members of the Council to the Secretary of State's decision was violent. Mr. K. Dalrymple-Hay said that it seemed that the ruling had been extracted from the S. of S. through recent telegrams and that he personally objected to the fact that this was all that 18 months of procrastination had produced. The Secretary of State had not even had the courtesy to reply to the petition that had been sent by taxpayers of BSIP. Hay said a new petition, this time to the Queen, was in course of preparation.

Other members had even less complimentary things to say about the Secretary of State, and his apparent contention that he knew better how to run the Protectorate from London than did experienced residents who were on the spot.

Even Government members seemed less inclined than usual to keep the blandly neutral position of good Colonial Service officers. In

BSIP MURDER CASE

Poole Slips Through Newspaper Barrage

TRAVELLERS from Papua-New Guinea and points east who arrived in Sydney on Wednesday morning May 2 (the plane had been delayed), were amazed to find a huge line-up of press talent plus camera-men with telephoto lenses trained on disembarking passengers.

News had got around that convicted murderer Reginald Poole had boarded the plane in custody in Honiara on May 1 and according to newspaper calculations he should therefore have arrived in Sydney on Wednesday.

However, in this event normal newspaper instinct for a sensation had got ahead of knowledge of the airways schedules. Poole did arrive at approximately the normal time—about 1 a.m. on Thursday morning. He was taken to Long Bay gaol, by CIB detectives who met the plane, and left by air the next night for the United Kingdom.

He will be committed to Broadmoor Asylum for the criminally insane. In February a Judicial Commissioner and three Assessors found Poole guilty of murdering a young Malaita boy last November and sentenced him to be hanged; in April the Court of Appeals in Suva found Poole guilty, but insane.

The native riots in BSIP which were freely predicted to follow Poole's reprieve have not evenuated.

replies to questions they were more than usually frank.

The Secretary of State's edict on taxes means that residents of BSIP are going to be no better off than before. Their direct taxation may be less after this year, but they will have to pay heavier indirect taxation which is going to hurt where it can do most harm—that is, by discouraging new enterprise.

BORAM INTERNATIONAL AIRPORT

French and Dutch Airlines Intereste

THE rumour reported recently (PIM, March, page 35) that a new airport at Boram, New Guinea, might become an international airport was given fresh impetus in April.

The new P-NG Regional Director of the Department of Aviation, Mr. V. Rule, said in Port Moresby that two overseas airlines were interested in Boram—the Netherlands Dutch New Guinea Air Company, which wanted to operate a service to London and the French airline, Transports Aeriens Intercontinentaux, which few months ago took over the Paris-Saigon-Noumea service from France.

Mr. Rule said that TAI wished to expand its activities in the South Pacific and would possibly route its Saigon-Noumea section of its service through Boram instead of through Darwin.

Air France used to call at Boram, as well as Darwin, but it is known that TAI is anxious to land rights in Sydney. In the event Saigon-Boram-Sydney-Noumea would be a logical route.

Mr. Rule explained that after the war it was apparent that an airstrip at Wewak was incapable of development to anything like the standard required for international operations, while facilities for cargo handling and minor maintenance work were primitive and incapable of improvement.

Mr. Rule said the Japanese-built Boram airstrip, about 5 miles from Wewak, will be capable of handling all types of aircraft in use in New Guinea and also of accepting aircraft up to DC6 standard. The department had, therefore, decided to transfer operations to Boram.

At present, a hangar and a combined operations and terminal building were being built with a terminal incorporating not only normal passenger lounges but Customs, Health and Immigration facilities.

Mr. Rule said the installation at Boram represented the minimum requirements for an airport to handle more than 500 movements per month including international movements. They were the first permanent terminal facilities designed for post-war operations in Papua-New Guinea.

† In the year ended February 1956, Guinea Airways Ltd. made a net profit of £36,471. Directors recommended a preference dividend of 12½ per cent.

THE EDITORS' MAILBAG

Wet Land of the Sepik No Longer "Dry"

A friend who lives in that land of crocodiles and XXOS mosquitoes, has sent us this piece of thirst-quenching information from the Sepik, NG:

Angoram reverberated to the popping of champagne corks and an occasional pistol shot (read *feu de joie*), when the first pub on New Guinea's mighty Sepik River—Engd's Hotel—was opened on March

District Commissioner Elliott, having cut the ribbon and opened the door, the savage Sepik natives (all the local residents, plus plane loads of enthusiastic tourists from Wewak) trooped into the lounge and did their part. As somebody remarked to licensee England: "You've got a pub, Mum!"

They weren't kidding. To coin a phrase: a good time was had by

How the Lisp Got to Fijian

Visitors to Fiji frequently give up in struggle when they find that the "s" is inexplicably pronounced "sh", and "d" as "nd" and "b" as "p", etc., but they are usually interested in how this came about.

The original story was that the early missionaries used spare letters from their type fonts to reproduce the unusual sounds; later this story was discounted. Now it bobs up again, with all the marks of authenticity. Reader A. J. Sheut writes:

The Rev. John Hobbs (1800-1883), one of the first Wesleyan missionaries to New Zealand (1823)—did a lot of printing between the years 1833 to 1838, when he was transferred to Tonga. He appears to have been one of the first of the missionaries to set up the scriptures in type for native converts. Mr. Hobbs resumed his work in New Zealand in 1838 and wrote his reminiscences while in retirement in Auckland.

In Tonga he printed not only in the Tongan language but also in Fijian and Samoan, where the Wesleyan missionaries were seeking converts. Writing of his difficulties in spelling he set down this fact: "I next printed a leaflet for Fiji. Dargill (a pioneer missionary to Tonga) said that he wanted me to use some Greek thetas." (The Greek letter of our English sound Th).

He said that the sound Th in English is flat and that I was not to use a fonder; but to take one of the spare letters and make that do.

In a short time I got the thing printed, giving 'C' the sound of Th."

This information comes from Page 23 of a book dealing with the life of John Hobbs, written by Mr. T. G. M. Spooner, MA, and published by the Wesley Historical Society of New Zealand, in October, 1955.

Do Islanders Stammer?

An old resident of Fiji, Mr. Arthur Robinson, who always has something entertaining or amusing to say when he writes to us, has now come up with the suggestion that stutters amongst Pacific Islanders are rare or non-existent. There are, he says, plenty of deaf and dumb Fijians (we don't know whether he means this in the metaphorical sense) but goes on:

"It had never dawned on me until I met a European a few days ago who stuttered rather badly, that during my 50 years in Fiji I've yet to meet a Fijian, Solomon Islander, Samoan, or Tongan who was affected in this way. I wonder if there are any natives in the Pacific who stutter?"

"And the only native I've struck

who could not swim was a grown man from Vunidogoloa, a coastal village in Natewa Bay, who could not swim a stroke. He worked for me when I was in the Yasawas Group—a place where the natives learn to swim almost before they are born."

If Mr. Robinson is correct, the psychologists probably have a reason for it... stammering can sometimes be attributed to temperamental maladjustments or uncertainty in infancy, so maybe native children just have a more stable life than European children.

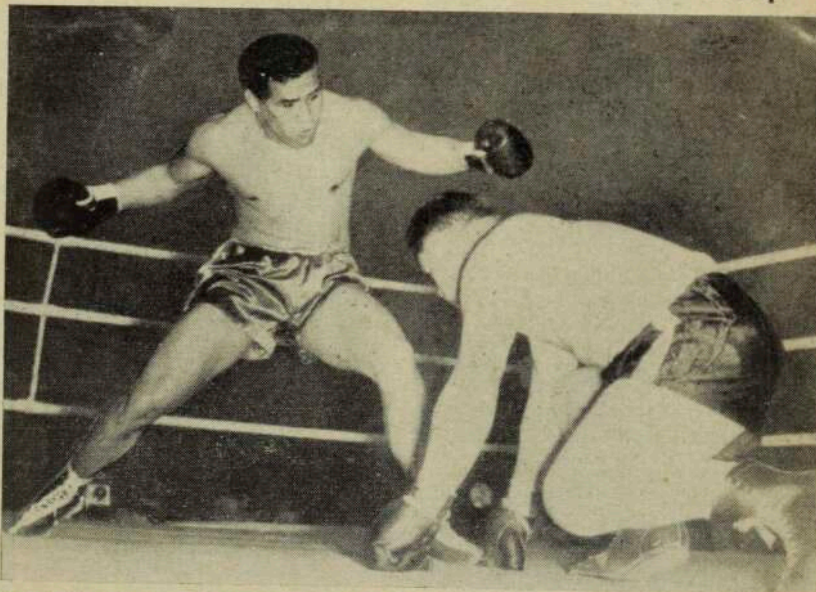
NG Natives in Coal-to-Newcastle Drill

Maybe the Army has its reasons, but as Brisbane reader, Sydney H. Chance, writes it seems completely crazy that New Guinea PIR soldiers have to come down from the jungles of P-NG to Australia to do some basis jungle training at Canungra training grounds near Brisbane.

To prove it he sends along a photograph of two NG native sergeants who had just arrived by air from Moresby to go to jungle training school.

Repeating: there may be reasons, but we agree with Mr. Chance—it seems mad.

Kitione Lave Floors Britain's (Now Ex) Champ



An incident in the recent non-title fight between Don Cockell (right) and Kitione Lave, of Tonga, at Earl's Court, London, that subsequently lost Cockell the Empire heavyweight title.

Cockell was invited to relinquish the title—but was not inclined; so the UK boxing Board of Control relieved him of it, announcing that there were three eligible contenders—of whom Lave was one. Lave is now regarded as in world class—and who knows,

may even be world champ one day! Cockell unsuccessfully challenged the then holder, Rocky Marciano, last year. Lave appears to have got over the homesickness that ailed him a few months ago.

Boxing fans had a lot of uncomplimentary things to say about Cockell after his fight with the Tongan—particularly about his condition. Certainly, in this photograph, he looks to be in better shape for wrestling than for boxing.

Gold Ridge Prospects

CLUTHA ON THE JOB IN GUADALCANAL

WHAT could be one of the most significant developments in post-war Solomon Islands history occurred in late April when technical men arrived in Guadalcanal to test Gold Ridge gold deposits for Clutha Development Ltd.

Messrs. John Edwards and E. Robinson arrived from Bulolo, NG, on April 23, and were followed a few days later by Geologist Alan Blatchford.

By early May work had commenced and it is expected that the BSIP's 64-dollar question will ultimately be answered: Is Gold Ridge big enough to support a mining venture of the necessary dimensions?

It is likely that a road will be built to the Ridge in order to get mining equipment to the site. It is understood that Clutha is prepared to spend a large sum to prove, once and for always, whether Gold Ridge merits attention.

Mr. Blatchford spent 10 years with Emperor in Fiji and knows the Gold Ridge type of formation well.

Interested parties in BSIP realise that there is yet much to be done but they are encouraged by the fact that Gold Ridge is at last getting the attention it deserves.

WINTER WALKABOUT IS ON AGAIN

More MP's To Visit Papua-New Guinea

WIVES of District Commissioners in the remoter districts of Papua and New Guinea, having successfully weathered the visit of the recent UN Visiting Mission, would do well to get busy with the grocery orders again.

This winter Parliamentary recess no less than three delegations, each of six Members from Government and Opposition, will visit the Territory.

Minister Hasluck announced this recently.

No doubt the Parliamentarians will see all the well-known sights—natives being mercilessly exploited and oppressed as well as having to travel on the hard seats of the high-

RSL Congress Meets in Lae

THE Sixth Annual congress of the Papua-New Guinea Branch of the RSSAILA, at Lae, during April 7-8, discussed at great length questions affecting land settlement, the status of New Guinea in nominated migration, and other issues of Government policy affecting Papua and New Guinea.

The congress recommended the award of life membership in the League to Mr. J. V. Knight whose association with the RSL dates from 1920.

Congress was opened by Commander Eric Feldt, of Coast-watcher's fame, who was visiting Lae.

Mr. R. F. Bunting, who was elected President unopposed, left Lae, April 9, by air to lead this year's RSL delegation at the Anzac ceremonies in New Zealand.

density, milk-run air-services.

On the credit side, of course, they will observe that New Guinea should be able to supply all Australia's requirements in cocoa, rubber, coffee, etc.

Do You Remember ?

From PIM of
20 Years Ago.

IN May, 1936, you could buy a "light-weight tropical suit" for 79/6, but copra was only £12 per ton in London. At the same time we had the first breath of the air-age when giant aircraft began to span oceans. On the debit side were war jitters as Mussolini got busy in Abyssinia and Hitler made fire-eating speeches in Berlin.

Here are some extracts from PIM of May, 1936:

That casino for Noumea! It made its first appearance in print in that May of 1936 when we announced that a company had been formed to establish one to be run along the lines of the famous Monte Carlo casino. It was expected that it would entice a lot of tourists to Noumea. (Of course the casino has not eventuated, although the idea has been resurrected on numerous occasions and still sounds faintly wicked to Anglo-Saxon ears. If there is any moral difference between running a casino and permitting lotteries on the super scale now indulged in in Australia we would like to have it explained to us).

Prince Tuku'aho, second son of Queen Salote of Tonga, died in Nukualofa, aged 16.

Father Anthony Cranssen, a young Dutch priest, was sentenced to five years imprisonment for arson. Following a conflict with Lutheran missionaries in the Ramu district of New Guinea the previous year, the missionary had sent a party of natives to burn down two native houses. Commenting, we deplored the sectarianism that was creeping into missionary work as rival missionaries competed for "souls" in newly opened-up areas of New Guinea; and also had something to say about the severity of the sentence and asked: "Is it not time some official notice was taken of certain sentences imposed by the Chief Judge (Wanliss) of this jury-less Supreme Court of New Guinea . . . they have a quality that is

FIJI ELECTIONS

MLC's Will Use Radio Appeals To Elector

ELECTIONS for the Fiji Legislative Council will be held August this year.

The Fiji Broadcasting Commission has agreed to make time available free of charge to candidates during their campaign. Each candidate will be offered an initial broadcast of 15 minutes and a second one of five minutes.

Sydney Women Present For To New Rabaul Church

THE New Guinea Women's Club of Sydney has sent to the new Church of England, Rabaul, a christening font. This is in memory of the men who lost their lives in New Guinea during the Pacific war.

The font went forward by the *Malaita*, which sailed from Sydney late April. Messrs. Burns Philp shipped the crate containing the font freight free—a gesture much appreciated by the Club.

not consistent with the decisions of British judges elsewhere".

"Because of the difficult international situation (Mussolini's grab at Abyssinia) there was uncertainty in the copra market. Observers, on statistics, feel that prices should go higher before the end of the year". (N 1936, price was £12/2/6 per ton, cif London).

There were seven air companies registered in New Guinea—Guinea Airways, Holden's Transport, Carpenter Airways, Stephens service, P.A.T. Service, Mendham Service and Parer; between them they had 40 aircraft ranging in size from a Junkers 3-engined C-4 to a Fox Moth. At that time there was considerable controversy as to whether or not air transport should be brought under Government control—an air-merger it was called.

"It has been reported that Japanese interest will build a canal through that portion of Siam that lies athwart the stem of the Malay Peninsula . . . try to visualise what such a canal would have on Far Eastern traffic."

A "huge crowd of proud citizens, awed wonder and amazement" turned out in San Francisco to see the flying-boat "China Clipper" on the first flight that "bridged the New Pacific". The Clipper called at Honolulu, way, Wake, Guam, and Manila on its way to Macao on the Chinese mainland. The flying-boat was called the "most marvellous development of 1936".

"Seeking more efficient control over gophers and cane pests, the Fiji Department of Agriculture has imported (from Honolulu) 67 of the *Bufo marinus* species. The experience is the result of a suggestion made in the Legislative Council by the Hon. Alport B. Lautoka which is said to be an ideal breeding ground." (All those millions of present Fiji toads from 67 great-great-great-etc. granddaddies and grandmummies!)

PIDGIN

Orthography Based on Dr. Hall's Work

THE orthography of the new Papua-New Guinea standard work on Pidgin (coming along) will be based on that of Professor R. A. Hall, Jnr. This can be regarded as a triumph for pure science and theory because Professor Hall did not visit the Territory until 1954, by which time he had already formulated his theory on Pidgin as a language. Hall is a Professor of Linguistics at Cornell University, NY, and in 1953 spent a period at the Adelaide University, during which time he was able with a grant from the Genheim Foundation to make field visits to the Territory. He subsequently wrote a book (published by Pacific Publications) entitled *Hands off Pidgin English*, in which he defended Pidgin as a language against the attacks of linguists who regarded it as a "jargon" or, as someone else put it, a "monstrous personification."

In 1955, the P-NG Education Advisory Board decided to accept Pidgin as a language and now a standard alphabet and spelling is to be printed. Those who are antagonistic

towards Pidgin English can muster some excellent arguments; however, it is firmly implanted in the life of native New Guinea and the Education Advisory Board was taking a realistic view when it decided to use Pidgin in order to teach native children to read and write. That it is capable of study like any other language is proved by the fact that Professor Hall became interested in it in 1942 when he studied and prepared vocabularies for US troops from as far away as New York State.

P-NG Administrator Advised To Rest

THE Administrator of Papua-New Guinea, Brigadier D. M. Cleland, has been advised by his doctor to take a few weeks rest. He has been suffering from strain and overwork.

The Administrator will, it is believed, go on leave shortly.

† Dr. J. A. Barnes, of the London School of Economics, will succeed Professor A. P. Elkin in the Department of Anthropology, University of Sydney. Dr. Barnes' special study has been the natives of Rhodesia.

† Bad weather delayed the US H-Bomb test near Eniwetok scheduled for May 8.

SUVA MISSES AGAIN

Proposed Second Hotel for Lautoka

A CONDITIONAL certificate to build another hotel at Lautoka, Fiji, was granted March 6 to Mr. R. Grayson, at present of Sydney.

Under the conditions of the certificate, the hotel has to be built within two years.

In Sydney, in May, Mr. Grayson said that the hotel will be called the Trade Winds Hotel and will be constructed on land at the corner of Tavewa Ave. and Verona St., Lautoka. It is expected that when completed, the hotel with land, licence and stock, will have cost £120,000.

Residents of Fiji will shortly be invited to subscribe some of this capital when the venture is turned into a public company.

Plans provide for an attractive, cement, double-storey building with large lounge and bar space, a beer garden, courtyard gardens, two dining rooms, and, initially, 13 double bedrooms, each with its own bath, etc., on the top floor. Other bedrooms will be added later.

Accommodation and services provided will be to the standard required by discriminating overseas visitors.

It is hoped to begin building early in 1957. The bar should be operating within six months and the rest of the building complete in from six to nine months after that.

Mr. Grayson, who has had long experience in hotels in Western Australia and in NSW, expects to manage the hotel personally.

When asked why the hotel went to Lautoka and not to Suva, where the need for first-class hotel accommodation is desperate, he said that he first considered Suva but that any possible building site for such an hotel was so highly priced that building a high-class hotel in that city was economically unsound.

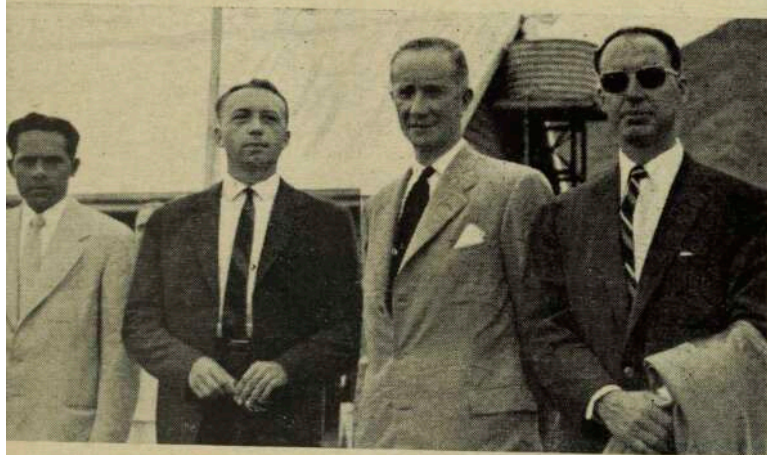
CORRECTION

Bank at Norfolk Is.

In April issue of Pacific Islands Monthly the new bank branch at Norfolk Island was inadvertently described as a trading bank. The bank is actually a branch of the Commonwealth Savings Bank, though trading bank facilities will also be available there.

The existing agency of the Commonwealth Savings Bank conducted by the Island's postmaster will continue to operate as an additional banking service.

This Month These Men Did *Not* Make Sydney News...



1956 United Nations Trusteeship Visiting (four members, six secretaries) arrived from New Guinea on April 20, and through to New Zealand via Canberra, unnoticed by Sydney newsmen and photographers.

consultations with the Minister of External Affairs and Australia's Foreign Minister in the Mission left for New Zealand after consultation with that government before going on to NZ's Trust Territory of Western Samoa.

Western Samoa arrangements for the visit

have now been finalised.

The Mission arrived in Apia on May 3, and leaves on May 11.

A correspondent who travelled with the party everywhere in NG says they made a favourable impression — especially Sir John Macpherson. So now it's over to you, W. Samoa.

Photograph shows (left to right): Mr. M. Chacko (India), Mr. Daniel Massonet (Belgium), Sir John Macpherson (UK), and Mr. J. Rolz Bennett (Guatemala).

Photo: UK Information Bureau.

Pacific Islanders' Parliament

THIRD SOUTH PACIFIC CONFERENCE MEETS IN SUVA

Keynote of the addresses at the official opening of the Third South Pacific Conference at Nasinu, Fiji, (April 23-May 3) was the emphasis placed by the Governor of Fiji, Sir Ronald Garvey, and other speakers, on the value of the Conference in promoting friendship, progress and understanding among the Pacific islanders.

IT was a colourful ceremony from the moment the Governor drove under the decorated archway and inspected a guard of honour of Fijian troops, wearing full ceremonial dress of scarlet jacket and white sulu.

Inside the Conference Hall were 70 delegates from 18 South Pacific territories, members of the South Pacific Commission, and observers from international scientific, University and missionary organisations—140 altogether.

Delegates attended from eighteen South Pacific territories. Tonga, which is outside the sphere of the South Pacific Commission, was represented, by special invitation, by Crown Prince Tupouto'a-Tungi and Prince Fatafehi Tu'ipelehake.

The Kleig lights of movie and television units made the flag-bedecked hall a blaze of colour. Cameras recorded the scene from all angles, and radio units made a direct broadcast of the event.

The delegations sat at tables facing Sir Ronald Garvey who welcomed them as Governor of Fiji, and also addressed them as Chairman of the Conference.

Most of the delegates were housed and messed at Nasinu, where the

college buildings were made available.

AN archway symbolic of Fiji's warrior past and present-day friendliness for all people, spanned the entrance to the grounds. The archway consisted of four bamboo columns, the bases bound with coconut fibre twine (magi magi). There was a fan on top of the arch, indicating the important part played by the fan in ancient Fijian warfare and dancing. The arch itself was four Fijian war clubs, from the centre of which was suspended a huge symbolic whale's tooth (Tabua) the symbol of welcome from Fiji's earliest history. (See photo, front cover).

A guard of honour from the Fiji military forces, in scarlet jacket and white sulu ceremonial dress was, on the opening day, drawn up in front of one of the buildings, over which waved the flags of the six nations forming the South Pacific Commission—Australia, France, the Netherlands, New Zealand, the United Kingdom and the United States of America.

After inspecting the guard, Sir Ronald Garvey was escorted into the Conference hall, normally the

college gymnasium, by the Secretary General of the Commission, Dr. Ralph C. Bedell, who were attending his first Conference.

The official opening was filmed by a New Zealand Government film unit now touring the Pacific, and by a representative of a television concern.

It was a colourful scene with many of the delegates wearing traditional dress.

An interesting feature of the Conference discussions was the use of Pidgin by New Guinea delegates of Pidgin. They felt that they could express their thoughts more eloquently that way than in English.

The two official languages of the Conference were English and French, and a number of women were employed as interpreters.

THE first day's proceedings were devoted to set addresses by Sir Ronald Garvey, both as Governor of Fiji, and as Chairman of the Conference, the Secretary-General of the South Pacific Commission (Dr. Bedell), the former deputy-chairman of the Research Council (Dr. E. M. Ojala), who is now an official of the Food and Agriculture Organisation with headquarters at Bangkok, the executive officer for health (Dr. Em. Massal), the acting executive officer for economic development (Mon. E. J. E. Lefort), and the former executive officer for social development (Mr. H. E. Maudslayi) who retired from that position some time ago.

Brief extracts from each of the addresses are as under:

Sir Ronald Garvey: He felt confident that the delegates' deliberations would add to the effectiveness of the South Pacific Commission, well as promote a greater understanding of our common problems and a greater bond of friendship and a common purpose in furthering the welfare of the Pacific people as a whole.

Dr. Bedell: The Commission's effective contribution to regional progress owed much to the courtesies and practical assistance of its participating governments, territories



Sir Ronald Garvey opens the Conference.—Photos of this and page 25 by Fiji Public Relations Office.

Cooler? . . .



High Chief Le'ato, of American Samoa, who wears a tapa lavalava and a lei of flowers.

administrations, interested institutions and its two auxiliary bodies, Research Council and the Conference.

r. Ojala: The value of exports of Pacific territories had risen steadily since 1953. Increases in production had contributed to that happy result, but gain in economic welfare was less real on that account.

r. Massal: Health education, nutrition, and mosquito-borne diseases were the three main subjects receiving the attention of the Commission's health experts. World Health Organisation was operating in the health education programme.

ons. Lefort: A review of development in the past three years showed a strengthening of the economies of many territories. Exports of cash crops had generally increased, and there was a tendency towards greater diversification. The approach to all fields of Pacific activity, particularly economics, should be common programmes for common objectives, as a means of helping the islanders to benefit from tangible results.

r. Maude: There had been considerable extension of governmental activity in the social and welfare fields of the islands territories, particularly in education. But too much reliance on government aid could do more harm than good. Community self-help programmes, whether based on the district or island were the hope for progress in the immediate future in all fields.

GENERAL committee of six members, one drawn from each of the national territories, considered the procedures for the conduct of the Conference. The mem-

bers of the Committee elected by the Conference were:

Australia: Raymund Gadabu, of Nauru.

France: M. Jacques Drollet, of French Oceania.

The Netherlands: Markus Kasiepo, of Netherlands New Guinea, attending his third conference.

New Zealand: Mataio Maka Parua Ariki, of Cook Islands.

The United Kingdom: Ratu Kamisese Kapaiwai Tuimacilai Mara, of Fiji.

The United States of America: Mr. Manuel A. Calvo, of Guam.

Committees Break Down Formal Atmosphere

THE General Committee's first act was to arrange reference of the business of the Conference to two standing committees, one to deal with economic matters, the other with social development and health.

This arose from a desire of the delegates at the Second Conference (three years ago) to take a greater part in the conduct of the Conference business, it being felt that discussions would be more effectively conducted if the agenda subjects were considered by committees before being handled in plenary session.

Later, Prince Tugi of Tonga was elected chairman of the Social Development and Health Committee, with Mrs. Lagrimas Untalan, of Guam, deputy chairman.

Ratu Mara, leader of the Fiji delegation, was elected chairman of the economics committee.

This procedure broke down the formal atmosphere of the full Conference.

The smaller numbers of the committee seem to encourage a more confident approach to the subjects discussed. Another thing which encouraged easier debate was the use by several of the delegates of their own language, in preference to English. Thus, at the Conference table and in the committees the languages spoken included

Delegates from the Solomon Islands, Silas Sitai and the Rev. Leonard Alufurai.

Samoan, Indonesian Malay and Pidgin.

INTERESTING PERSONALITIES

Kalsautu, chief of the tribe of Mele, of Efate Island, in the New Hebrides, spoke a dialect which was understood by one other person at the conference: a Frenchman, who spoke only French, which had to be translated into English.

On occasion, the Conference had the experience of hearing Indonesian Malay being translated into English by a Dutchman, then translated by an Australian into French!

Pacific Islanders are, as a rule, large men. There were many men of mighty girth at the conference, but all were dwarfed by Queen Salote's two sons—Prince Tugi and Prince Tu'ipelehake.

The most picturesque figure was a high chief from American Samoa, Tuli L. Le'ato. He attended all sessions in ceremonial purple lava lava; bare to the waist excepting for a lei, a flower behind one ear, and barefooted. And he spoke in Samoan.

In the sweaty, rainy weather of Suva there was much applause for Sir Ronald Garvey's answer to the High Chief's Samoan greeting—Solofua (long life): "I only wish we could all be as elegant, sensible and cool in attire."

Women Delegates Pull Their Weight

THE keenness and intelligence of most of the women delegates

(Continued on Page 137)

. . . Hottest?



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TERRITORIES TALK-TALK

By Tolala

the "Magic Black Box"

I thought Skipper Brett Hilder's informative story about that modern gadget (Radar) which "ulcers" many an old-time navigator in Pacific waters, most interesting, (PIM March, p. 82). Especially so as the diagram showing the Numa Numa anchorage refers to a portion of the Bougainville coast-line which, if I took notice of the bearings shown on many not-so-old charts, would take you well into the bush definite trap for young sailors.

In fact, most of the Bougainville coast—both east and west—for many years appeared on charts as merely dotted lines. Just prior to World War I, a German survey ship visited the Buka passage, but that was as far as they got before war broke out; after which very little anything—was ever done to survey the area in peace-time. The "Casuarina Island" shown on Hilder's chart (if I'm not mistaken), was previously known as Ferguson Island, being the site where a Capt. Ferguson and his crew were massacred by the local natives, who were notoriously tough.

Own Memory Lane

I spent a week-end on Numa Numa plantation back in the early days. My old friend, Arthur Smith, was then manager, while I engaged opening up Ariguan station for the CPL—a few miles to the south. My wife and I arrived at Numa to be greeted by the news that an attack was expected from the bush natives, who had objected to certain areas being planted near the boundary of the estate. A word has been sent to the government station at Kieta, but negotiations were necessary. The "Polly" (the company's small launch) lay tied up at the wharf; the half-caste skipper alerted an immediate get-away, if necessary. Meanwhile patrols were sent, rifles issued and we appeared adjourned to the verandah for an all-night vigil, passing the time by playing a game called "Corner," popular at that time.

I soon forgot the threatened attack in our efforts to make a "beer" in wheat, oats, barely or whatever it was, and our enthusiastic shoutings for the lines became deafening.

In the midst of the game there entered "Masta Grass," a sedate, bearded German overseer by

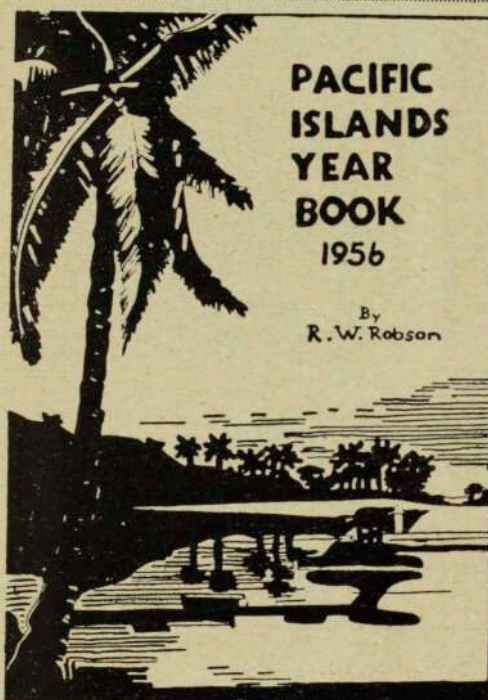
the name of Heydenreuther, who was armed to the teeth in true German Colonial style: Revolver in holster; knives in belt, leggings and wide-brimmed hat. He had heard our cries, and had feared that we were being massacred. "Gott im Himmel!" he cried as he entered, "Are you all long-long (mad)?"

Our Australian casualness was not appreciated by the worthy "Masta Grass."

That is my brightest memory of Numa Numa, one of the few properties run by small Sydney companies, which has survived and proved a success down the years. The secret has been good, honest (repeat, honest) management.

Guns for . . . What?

There must have been a few raised eyebrows, by older residents of P-NG at least, when they read in the Moresby Post the reported statement by Administrator Cleland that: "New Guinea natives would soon be able to apply for gun licenses." The statement was made



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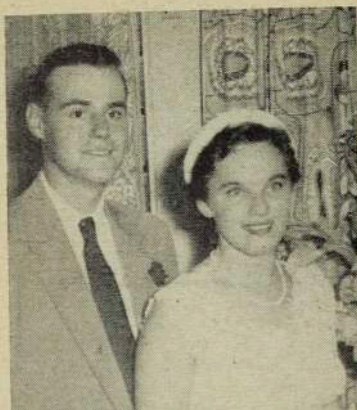
The Seventh Edition of the P.I. Year Book, the South Seas' most valued reference book, was issued in mid-May. Copies now are being despatched to fill all advance orders and the book will be on sale at all leading Booksellers in Australia and N.Z. at the end of May, and at the main Pacific Islands stores in June; or copies may be obtained direct from the Publishers.

The 1956 (Seventh) Edition contains 480 pages and numerous maps. In addition to providing authentic information relating to Administrations, Geography, History, Industries, Trade and Commerce (full statistics), the new Year Book has a number of Special Sections, such as: Notable Developments in the 1945-56 period; Description of the Airline and Shipping Services in the Pacific; Radio Network in the South Seas; The Islands as a Resort for Tourists; Directory of Pacific Missions; Lists of Public Servants in each Territory; History and Chronology of the Pacific War (1941-45); Islands Port Facilities; General Subject Index and Detailed Index of Place Names in the South Seas, etc.

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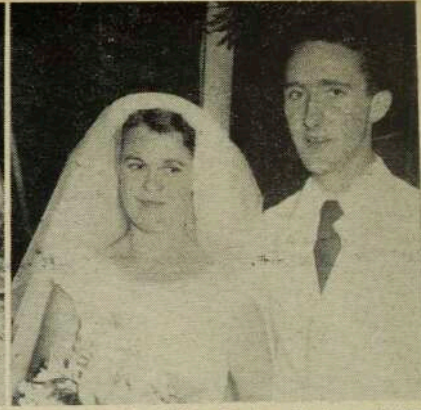
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Recent marriages in Port Moresby included that, on March 29, of Miss Prue Delany to Mr. Ron Dixon at the LMS Mission Church. (Photo extreme left). Centre: Mr. and Mrs.



Bruce Griffith (he is a member of the Royal Papua and New Guinea Constabulary), who were married at Ela Church on March 28. (The bride was formerly Miss Joan Clarke, of NZ).



And, right, Miss Clarissa Healey and Mr. Hennessy, who were married at the Catholic Church on April 6.

—Photos by Papuan Press

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following some alleged indiscriminate shooting by natives along a highway near Port Moresby. This remark was immediately followed, in the paper, by: "Sir John MacPherson, the Leader of the UNO Mission, told authorities in Rabaul last week that he would not give natives gun licenses."

Well, well! And where do we go from here? First of all it's liquor, now it's arms. How irresponsible can the statements of an Administrator become? Is there to be no reference to the Legislative Council of the Territory? Or is it a Ministerial Order to be railroaded, willy-nilly, onto the Statute Books? Little wonder, too, after such a statement that there has been trouble on plantations as reported recently in southern papers.

Sir John, from all reports, seems

to have his feet well planted in the ground, and quite capable of taking a realistic view of the complexities in P-NG.

This reminds me that in the German days, "Shoot-boys" were licenced for pigeon-shooting by their employers, but each explosive cartridge had to be brought back so that all ammunition was accounted for. This edict followed the Paul massacre in the Eainings where a "shoot-boy" was one of the ringleaders in that said affair. It was subsequently found that he had been accumulating ammunition for his own use over a long period.

(Our recollection is that legislation to permit natives to take out shotgun licences was brought before the Legislative Council of P-NG by an official member (unofficial member dissenting), about three years ago. Licences to be issued at the discretion of the Administrator or his nominees. The argument was that responsible natives had as much right as anyone else to possess a gun for hunting game.—Ed. PIM).

A Plantation Is Made

After that tragedy at St. Paul back in the very early 1900's—the government worked out a method of punishing the less important participants.

There were hundreds of Baining connected with the crime and they were put to work terracing the hills of Old Massawa plantation in order to facilitate the planting of coconuts on the steep hills that run down to the sea.

Present readers of PIM who on journeys take them past this New Guinea Compagnie plantation will no doubt notice the terracing facing the sea. Long months of hard labour by imprisoned Baining brought this about.

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Not! More

Research?

Brian Maegraith, a professor of tropical research, a famous Rhodes scholar, is reported by *SMH's* "ranny" to be on his way to NG. The worthy professor, no doubt, will make many observations, report and then—what?

NG seems to be a happy hunting-ground for researchers, theorists, experimentalists from all parts of the world testing the NG guinea-pig. Research is valuable if it can, and will, be practically applied. But much can lead to confusion, and many energetic researchers have arrived in the past decade with a lot of trumpets as though entering a land hitherto untouched.

This is hardly fair to those men who laid the foundations of research the hard way, and whose knowledge and guidance brought the country to the stage of development existing prior to War II, and all without generous government subsidies. University grants and endowments of these later years.

Despite the 900 entomologists in the Pacific area (PIM, April, p. 49), there still appears to be a chronic headache over coconut pests. Is it true, despite present-day knowledge, the theories are not practicable? Forty years ago—and the Planters' Bible was a small, red-covered brochure written by W. W. Froggatt, NSW Government Entomologist, who had toured the Islands from Papua to the Solomons, describing the ravages of the Dynastid family and the varied uses and how to deal with them. His advice was faithfully followed. Then came War II and the theory that the government would do with everything.

It is all very well to know what to do, but it is not much use if it is not done. And that's what is happening too often, in these slap-dash days.

Once Comes

Plans?

The query as to the derivation of the word "Didiman" (April PIM, p. 49) in connection with the Rabaul Botanical Gardens and then, later members of the staff of the Dept. of Agriculture is—so far as I am concerned—veiled in a certain amount of mystery.

I have heard that a German surveyor—who laid out the original gardens, was named Hermann, which became "Didiman" pronounced by the Tolais, who reverse to two consonants (excluding "mb" or "ng"). (Over)



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It was a wonderful area in its hey-day, with botanical specimens from almost every tropical clime, and would have become a rival of the famed Buitenzorg Gardens laid down by the Dutch in Batavia had it not been for two wars and a full-scale eruption.

"Didimans," in the early days, was a favourite venue for beer parties and one incident, which I recall being described, was one staged by the inimitable Steve Whiteman when he, as host, bade his house-boy "Go ketchem boxis dice" from his home down Casuarina Avenue, in order that his guests might tarry a while with the goddess of Chance.

After waiting an interminable period, Steve sent a "boy" along to find out the reason for the delay.

The lad returned. "All he come now," said the courier and in a few minutes Steve and his guests espied from their kiosk on a small hillock in Didimans, a crowd of some ten natives struggling along with a huge ice-chest slung on poles.

"Ah," said the boss-boy, "me think you sing out long boxis ice. I tink ear belong me fast."

Which is one argument against Pidgin. I should have told that to Dr. Hall for his *Hands Off Pidgin-English*.

Anyway, check on Herr Landmesser Dietmann. Come in Darmstadt, Germany! Calling Capt. Haug! He should know.

Louis Becke's Works

And the mention of Capt. Haug reminds me of a letter I received from him not so long ago in which

be sent an SOS for some of Louis Becke's books.

It appears that Carl Haug translating Becke's works into German. He has received many copies

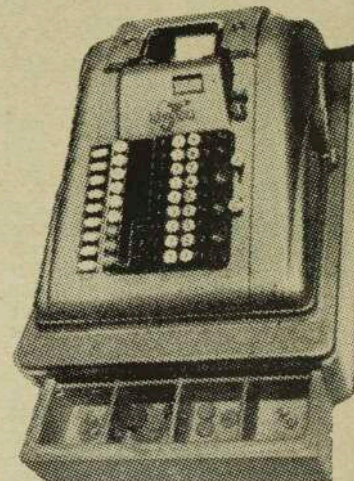
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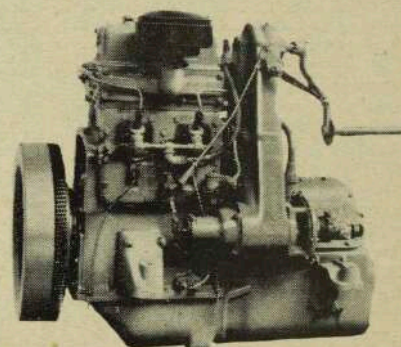
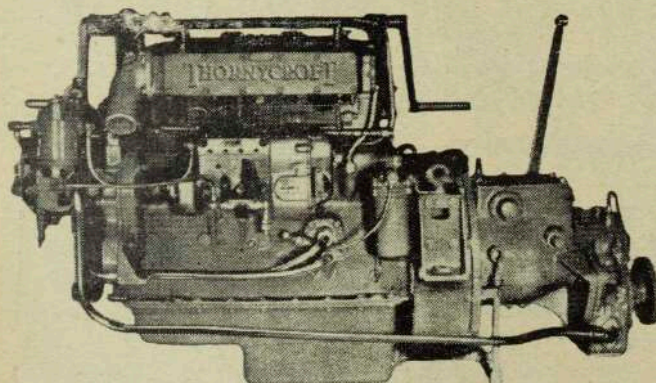
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CA AND HIGHLAND TRIPS

New Director Has Some Other Ideas

THE Regional Director of Civil Aviation in Papua-New Guinea, Mr. Vern Rule, says he sees the reason why Dakota aircraft could not be permitted to continue using certain airstrips in the Highlands of New Guinea. This did not seem to be the opinion of Mr. John Arthur who is recently retired as P-NG Regional Director of DCA. (PIM April, page 134).

Recently, it was proposed to close a number of Highland strips to Dakota operations and replace the "three's" with light aircraft services. This met strong opposition from local residents (native included) who pointed out that they would be faced with higher freight charges, and that all cargo would have to be double-handled.

When the UN Visiting Mission was in the area, one of the matters raised by natives was why Dakota services were not being permitted to operate to Mount Hagen, which is one of the strips affected.

At Port Moresby, Mr. Rule said that in the short time he had been Regional Director he had been unable to appreciate the background that had led to the proposal to close the strips to Dakotas. Among other things, he believed it would be very difficult to provide proper ground organisation for the proposed light aircraft operations.

Mr. Rule said he could not see why DCA's should not continue to operate but emphasised that there would have to be fairly rigid control over the number of movements, and that a great deal of work would need to be done to maintain the airstrips to the standards required by DCA.

Referring to the Mount Hagen airstrip itself, Mr. Rule said he had been impressed with the appearance of the work that had been done out there in recent months.

Over 1,237,000 tons of crude phosphate rock was shipped from Nauru in the year ending June 30, 1955. This was a record.

NORFOLK IS. WILL DECIDE

Whether to Drink Ex-Bond or in Pub

NORFOLK ISLAND residents will hold a plebiscite on their future liquor laws shortly—probably early in May.

At present liquor is sold at certain periods from the Government Bond and there are restricted licences to approved guest houses and clubs.

Residents are being asked by their Advisory Council (which will recommend the desire of the

majority to the Department of Territories) whether they are in favour of retaining this system. Or whether they: • Favour a fully licenced hotel only. • Or favour the issue of restricted licenses to approved guest houses and clubs in addition to the hotel. • Or favour the issue of liquor for Medical purposes only.

According to PIM's correspondent in late April, the liquor question "has not excited much interest as yet."

The engagement has been announced of Miss Gwen Allen, Samarai, Papua, to Mr. R. J. Paul, local manager of STC.

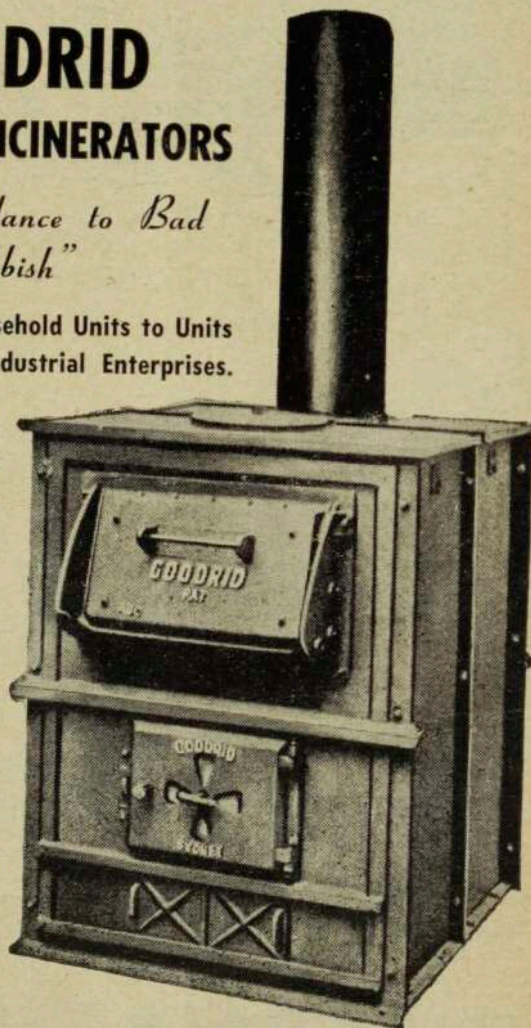
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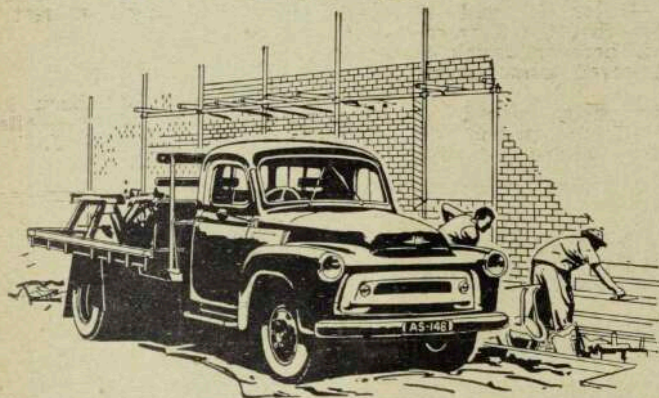
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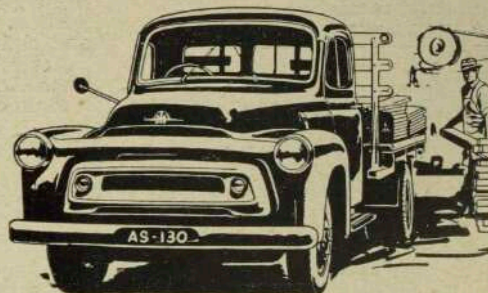
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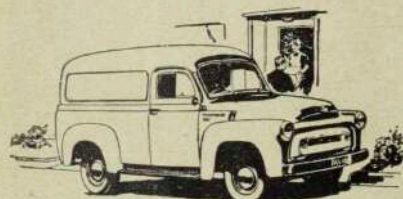
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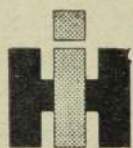
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Bus Balanced on Ledge after 185 ft. Fall



Wrecked bus lying precariously on rocky ledge above the sea where it stopped after rolling 185 feet in an accident near Alofa village, Tutuila, Eastern Samoa, on April 18. The accident caused the death of one man and injuries—some serious—to 17 others. The man who was killed, Ta'ili'ili Lauifi, tried to leap out of the bus while it was rolling over. The bus, when rounding a corner failed to take the bend on a soft shoulder of road. If the ledge had not stopped the bus it would have ended in the sea with probably even greater loss of life. Pan American print.

SW Honours BSIP Official

HANDSOME mahogany writing desk and silver inkwell have been presented to the High Commissioner's Court in Honiara by C. L. Devenish Meares, QC, Mr. Jacobs and Mr. P. F. Galvin, in appreciation of the services to the office of a former BSIP Judicial Commissioner, Mr. W. T. Charles. The desk and inkwell have been placed on the Bench in the Central Court House at Honiara.

Messrs. Meares, Jacobs and Galvin are all members of the Bar of the Supreme Court of New South Wales, and are also members of the Bar of the High Commissioner's Court for the Western Pacific. They appeared before the Judicial Commissioner on several occasions.

Mr. Charles, after eight years in the Protectorate as Judicial Commissioner, transferred to Hongkong in 1954, and is now a Judge in the Colony.

† Applications closed end of April for an appointment as Director of Works, Nauru. Salary was £1,628-£1,796—tax-free, of course, in this Trust Territory administered by Australia for the other partners, New Zealand and the UK.

† The USS Co. motor-vessel *Tofua* lifted 15,000 cases of Western Samoan bananas for New Zealand in April.

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The Beginning and End of SPC Funds

AN associate of Sir Gordon Taylor, Australian pioneer aviator, sat in the lounge of the Grand Pacific Hotel, Suva, and sourly regarded the little bands of happy people—delegates from all over the Pacific and observers from all over the world—who were relaxing after a session of the Third South Pacific Conference.

"Fine," he said. "The Australian taxpayers who pay 30 per cent. of the cost of it all would be charmed to see the pleasure they are giving to so many worthy people, and the potential good being organised for the South Pacific Islanders."

"But perhaps they would not be so pleased if they knew that, in order to transport a lot of these travellers, the SPC chartered—in very scarce and expensive dollars—a large American plane, which had to come a long way to take the charter."

"Yet 'Bill' Taylor's big modern seaplane, which regularly makes tourist-party flights among these Islands, was available for charter, and was formally offered to the SPC for this kind of work. Australia pays 30 per cent. of the SPC costs, USA 12½ per cent."

He added, grumpily: "Don't make sense, somehow."—RWR.

NEW CALEDONIA'S CONCERN OVER COFFEE PRICES

FOLLOWING a catastrophic decline in coffee prices, the coffee growers of New Caledonia have formed an association to protect their interests.

The Government and the n association are co-operating closely with a view to stabilising prices.

More than 1,000 planters have already joined the association, the Association represents the quarters of the coffee production New Caledonia.

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ANTIQUe DEALER, an autobiography by R. P. Way

A delightful book, completely simple and unpretentious. Mr. Way presents a very likeable self-portrait of a happy man, a man who enjoyed his job, took a great interest in it, and had a thoroughly happy, enjoyable life. 18/9 plus 11d postage.

JAMBO, by Olle Strandberg

Which means "how are things"—a hard question to ask of the African continent, and Olle Strandberg tells how he spent two years asking it, covering more than 60,000 miles in a Land Rover. Filled with vivid descriptions and brilliantly illustrated with photographs taken by Swedish photographer Rune Hassner. 22/6 plus 1/- postage.

I AM FIFTEEN AND I DO NOT WANT TO DIE, by Christine Arnothy

A compelling autobiography of a young girl caught by the tides of marching armies in the siege of Budapest in 1945. It tells of the terrible experiences encountered by the refugees of Budapest, wondering whether it will be the Germans or the Russians who will be the conquerors and under which of the two they will fare best. 13/3 plus 9d postage.

SPECIAL ATTENTION GIVEN TO OUR MAIL ORDERS—WRITE TO-DAY

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J's VESTED INTEREST DEVELOPMENTS

Jets May Alter South Pacific Air Routes

HOSE who follow such matters report that there are indications of a possible big-scale disturbance in the Trans-Pacific ways routes, especially as they affect Fiji.

The introduction of jets is the case. The Americans think that if it is to be used by jets it will need extensive adjustments; some are in favour of abandoning Nadi.

The South Pacific Air Transport Council, which apparently has authority over all airfields accommodation in the South Pacific, was—quite inconspicuously—session in Suva in mid-April. It made no announcement—in fact, it seemed anxious to stay inconspicuous.

It is known that they considered the overall S. Pacific airfields system—and looked over Fiji, apparently with a view to something more suitable than Nadi. Ba (north of Viti Levu) is believed to have been favoured.

It is said that if Nadi only is suitable, US jets may switch from it to Tafuna airport, which the US is developing near Papo Pago, E. Samoa.

The British Trans-Pacific airlines—notably, Qantas—do not appear to be taking the same lively interest in what is going on. That is because Qantas has not been in a hurry as the others to change to jets.

These reports are of considerable interest to Fiji. The brief stop of all these Trans-Pacific airlines at Nadi, going and coming between Australia, New Zealand, United States and Canada, is a factor in Fiji's economic life, and, thereby, the residents of Fiji can get very quick and efficient transport to any part of the Pacific.

Fiji thinks this may be a good occasion for review of the inconvenient and irritating airfields system, under which all air traffic between Suva and the rest of Fiji is funnelled through the second-class, flood-gated little strip at Nausori, at the end of 13 miles of pot-hole road.

Fiji Airways, the Colony now has very good internal airways between Suva, Nadi, Lautoka, Ba, Savu Savu and Taveuni are all linked by direct air or road-bus services. But the Government cannot get the full benefit of the organisation while the air set-up remains. It is bad enough that the Nadi should be 100 air-miles away

from the international airport. The transport difficulties and frustrations are made worse because Nausori is so far away and so quickly affected by weather.

WITH an international airport right at its back door, Fiji should be able to get an answer to its airmailed letters back from Australia or New Zealand within three days. Because the Post Office is not geared at all to the air services, Suva cannot do it in less than six days; other centres are worse off.

Recently, on a Friday, this writer called at the Nadi Airfield Post Office at 4.4 p.m., and asked for an airmail letterform, so that he might get a letter to Sydney by

aircraft due in Sydney on Saturday. He was curtly informed that the PO was closed at 4 p.m., and they were not going to open it again for Father Peter. This writer could not get back to Suva to catch the Saturday airmail (which closes at the ridiculously inconvenient hour of 11 a.m.) and his communication had to await the next Suva airmail (closing at 3 p.m. on Tuesday!), to catch the Wednesday aircraft at Nadi. Consequently, the letter, which could have been in Sydney on Saturday, did not reach there until the following Thursday.

That is a fair example of the kind of service that Fiji receives under its present Post Office system.

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This view of the parklike 700-acre Karlai Plantation, New Britain, shows the Wood's Cutter at work. The plantation is leased by B. & C. Parer and, with 80 natives in 1954, it produced 43 tons of copra per month. In 1955, with a Wood's Rotary Cutter and only 60 natives, it produced 45½ tons per month.

These figures of lower cost and higher production cannot be ignored in this

time of falling prices. The increased production is due to the greater recovery of nuts which are visible after the cutter has passed at 12" high.

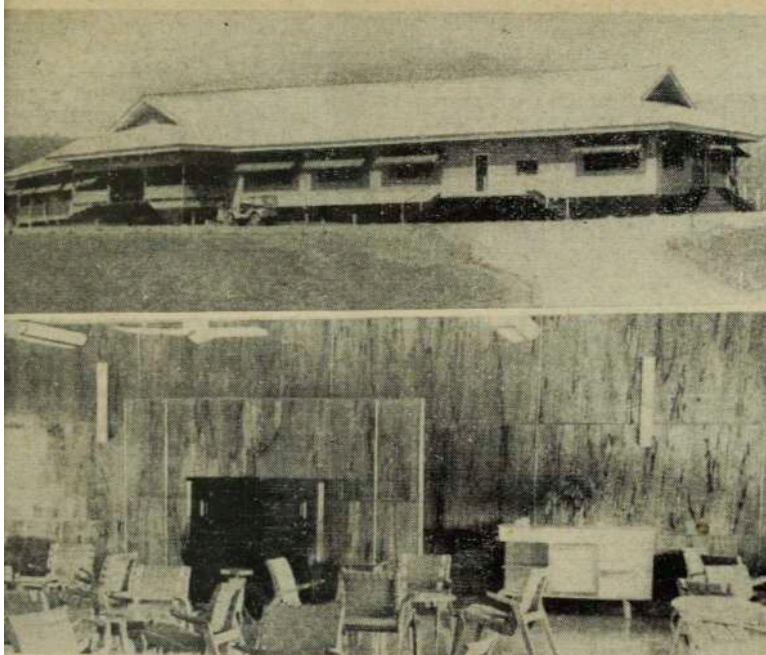


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Pine Tourist Hotel in New Guinea



These photographs show, upper, the main block (office, lounge, bar, etc.) of the new Pine Hotel at Bulolo; and lower, part of the lounge. Rich wood panelling in walnut, ash and are a feature of the establishment. Residential accommodation is provided in detached cabins with private bath. Photos by courtesy of the owners, Bulolo Gold Dredging.

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**THE WAYS OF A
MODERN PRINCE**

**Tugi Plans for Copra
Quality and Ships**

OUR old friend, Prince Tugi, Premier of Tonga and Heir Apparent to the throne, is getting a reputation among merchants and shippers as the Bad Boy of the Pacific. He is taking a line of his own, in copra and in shipping, of which some people do not approve.

As everyone knows, the Ministry of Food contract, under which all British South Pacific producers get for their copra a price that is better than world price, comes to an end in 1957. Copra producers are looking thoughtfully into the future.

Tugi, always planning for his little kingdom, decided to prepare for the day when the MOF contract ends. He arranged that, out of the 16,000 tons or so of copra which Tonga produces each year, there should be released to him between 2,000 and 3,000 tons, which he might dispose of as he likes.

Efforts now are being made by the Tonga Government to sell this copra under some sort of regular contract, either in Western Canada and United States, or in some Central American country like

Venezuela. Great care is being taken with this copra—it is to be of the highest attainable grade.

However, in those places to-day, the ruling price is at least £5 per ton under the MOF price.

"But, Tugi," protest his merchant friends, "you are going to make a loss of from £10,000 to £20,000

each year—that is the difference between what you can get from MOF contract for this detailed copra, and what you will get in America. And you will have the bother of arranging shipping

"I say it is worth it," argues Tongan aristocrat, gently.

"At present, under the

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tract, there is only a small gain of a few shillings between good and bad copra. Consequently, growers are careless—it nearly always ends, we all will simply get the world price for very good copra—that is sure. But if, in the meantime, we can establish a price for Tongan copra, based on very good quality, we shall get much higher price after the contract expires, for all our proportion. I think it is worth risking £10,000 or more per annum, for the sake of the future."

TWO LITTLE SHIPS

There is a much livelier interest in the Prince's shipping plans. A large proportion of the goods that go to Tonga from Europe and America are transhipped in the islands and the Tongans have, for years, that they pay highly for freight for Suva, Alofa, and too high for shipping services generally.

Tugi now has ordered two small ships, one 500 tons and one a little smaller, to maintain a goods and passenger service between Tonga and adjacent ports—especially Suva and Auckland. The little ships, of course, will maintain services within the kingdom's widely-scattered outlying islands.

Shipping men tell him, however, that he will soon learn lots about shipping—about the costs of running ships, and keeping them sober and respectful, and the old problems of maintenance of these tropical Islands ports. He has to pay all the companies' rates, and finish, and so dodge headaches," they say.

Tugi, incurable optimist, with his wide and friendly smile, says he thinks he can make a shipping plan economically. He seems to be putting his faith in the technical skill and experience of a number of young men who are undergoing training.

Depression Causes

N. Caledonian Damage

CYCLONIC depression passed over the New Caledonia group on April 6-7. The disturbance entered off Walpole Island. Strong winds and very heavy rain resulted. All road communications were broken by floods during the two days. Heavy losses have resulted to fruit and coffee crops. Damage was done in the Loyalty Islands. In Uvea, northernmost of the group, coconut palms and banana groves suffered heavily. Damage done to buildings also. Copra is almost the mainstay of these islands; the government came to the aid of those who suffered most.

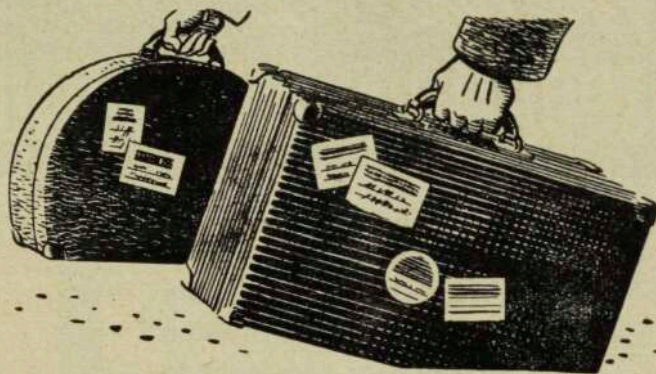
P-NG Coffee Production

COFFEE production in Papua-New Guinea in 1956 will, it is estimated, reach 170 tons. Although there has been a steep drop in coffee prices recently, NG coffee was still bringing 5/5 per pound wholesale in Sydney in May.

This is still sufficient to show a profit but because most new coffee planting in NG has been in the

Highlands area, from where it must be airfreighted to the coast, NG coffee naturally is more vulnerable to steep price falls than coffee produced in other countries.

† News of the victory of Loyalty Island boxer Doudie over Australian Don Johnson, at Sydney Stadium recently, was received with pleasure in New Caledonia.



Going places?

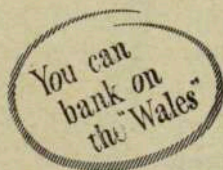
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GEONHOLED?

Plan for Experimental Agriculture S. Pacific

PLANS for a South Pacific Tropical Agriculture Experimental Station have been giving some attention lately; but, as usual, to have become bogged down among the bureaucrats.

In this overcrowded world, practically all areas can benefit from experiments in agriculture. For example, as a result of investigations into the possibilities of certain grasses, in relation to quality of available land, there are some districts in New Zealand yielding eight sheep to the acre—more than twice as many as could be there before.

The idea that something of the sort would be useful in the South Pacific was developed, a year or two ago, by Dr. Ojala, former head of the Research Council of the South Pacific Commission (he is now on another job in Bangkok); and it was strongly supported by other scientifically-minded gentlemen connected with the Commission.

It was felt that every tropical territory in the South Pacific could benefit from well-conducted

research. Contact was made with certain American interests who were working along the same lines. The Americans indicated their lively interest, and their readiness to support financially the project in the South Seas, if it could be developed.

This seemed good enough to submit to the six member nations of the South Pacific Commission; and, through the Commission, it was formally presented for the consideration of Australia, New Zealand, United Kingdom, United States, France and Holland. It seemed to be an idea that could have been worked easily through the machinery and personnel of the South Pacific Commission.

That was away back in 1955. Nothing has been heard of it since. One man says it "has been lost among the pigeonholes." Another says "it is bogged down—the agricultural experts of the various countries are fighting about it."

It is rather a pity from New Guinea's viewpoint. That is the chief country in the South Pacific which could benefit from experiments in the establishment of good tropical pastures.

† The Rt. Rev. Edouard Bresson, Vicar Apostolic of New Caledonia, will retire shortly owing to ill-health. He will remain in Noumea until a new Bishop is appointed.

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Insurances at Lloyd's and Companies

Jap Mines Go Cheap In N. Caledonia

THE sequestered Japanese mines came up for sale in Noumea early April.

Eight of them were withdrawn from the sale; 22 found no buyers and 26 were finally sold.

Most of the mines were bought by well known NC residents, Edward Pentecost; the remainder fell to the Nickel Co.

The sale brought nearly million francs (£A98,000) — about half of the sum expected.

From Levuka to Kerav In Five Generations

AN April visitor to PIM was Peter Dennis, of New Guinea, who is a fourth generation "Islander." He came in to tell that his six-years-old daughter Margaret can claim to be a fifth generation islander, although claim is entered for an elder child Peter Junior, who made his debut into this world prosaically in Australia.

The Dennis family is having a few weeks holiday in Australia. A few weeks is considered enough for their cocoa plantation near Kerav, New Britain, is just coming to bearing.

Away back in the last century a Captain Cocks and his wife came from New Zealand, at a date known, to Fiji and there, in 1853, Ovalau, was born James Cocks.

James grew up and eventually married and one of their children was Amy Florence, born in Levuka in 1881. Amy in due time married Selwyn Dennis, of the CSR Co., in 1915 son Peter was born in Rewa district.

He went to school in Sydney when still a youngster in the early 30's went to the Watut, in Morobe District, New Guinea, goldmining. Those were depression years when gold offered opportunities forgotten in this present decade.

After the Watut, he joined B.G.D. Gold Dredging and was with the company when he enlisted in the army and saw service with the New Guinea Contingent in the Middle East and New Guinea.

He married an Australian, June Burgess, and after the war was back to BGD (Margaret born in Wau in 1950) and then to New Britain to plant up coconuts on the North Coast.

We hope that when the time comes young Margaret will take her responsibilities seriously and carry this Islands tradition into following generations.

is Month's News of—

PACIFIC SHIPPING AND CRUISING YACHTS

The report of the Joyita Commission was released simultaneously in Apia and in NZ on April 12 and makes interesting reading for all who followed this affair. The Commission consisted of Chief Judge C. Marsack, of W. Samoa, and Capt. A. H. Prosser and Mr. C. G. R. Kay, of New Zealand. A summary of the report follows:

Joyita was described as a twin-engine motor vessel of sturdy hull design and built in 1931 by the Wilmington Boat Works in Los Angeles, California, with an overall length of 69 feet, beam 17 feet and draft 7 ft 6 in, and a gross and net tonnage of 70 and 47 respectively.

The vessel was used as a yacht for several years and as a Patrol Vessel of the US Navy during the Second World War.

In 1948, she was purchased by a private firm for use as a fishing vessel and refrigerated holds were installed in her.

She was powered by 2 Gray Marine Diesel engines of 225 hp, each driving independent shafts and propellers. She had, besides, two auxiliary diesel engines, made by General Motors, each driving an electric generator of 20 kilowatts, a 120-volt output, to serve lights and various other electrically-operated appliances.

In September, 1952, the vessel was sold to her present owner, Dr. Katherine Luomala, of Honolulu, who, in September, 1952, chartered a bare-boat charter to Thomas Henry Miller, trading as the Pacific Island Fisheries. The US Maritime Administration, Washington, approved the charter to Miller, who was, as a British subject, and under US law, for operation in commercial fisheries at Canton Island, Central Pacific, and for transportation of frozen fish to Hawaii, returning to Canton Island for supplies.

The charter was on condition that the vessel should not be sub-chartered to aliens without the prior approval of the Maritime Administration. This conditional approval was granted on April 1, 1956.

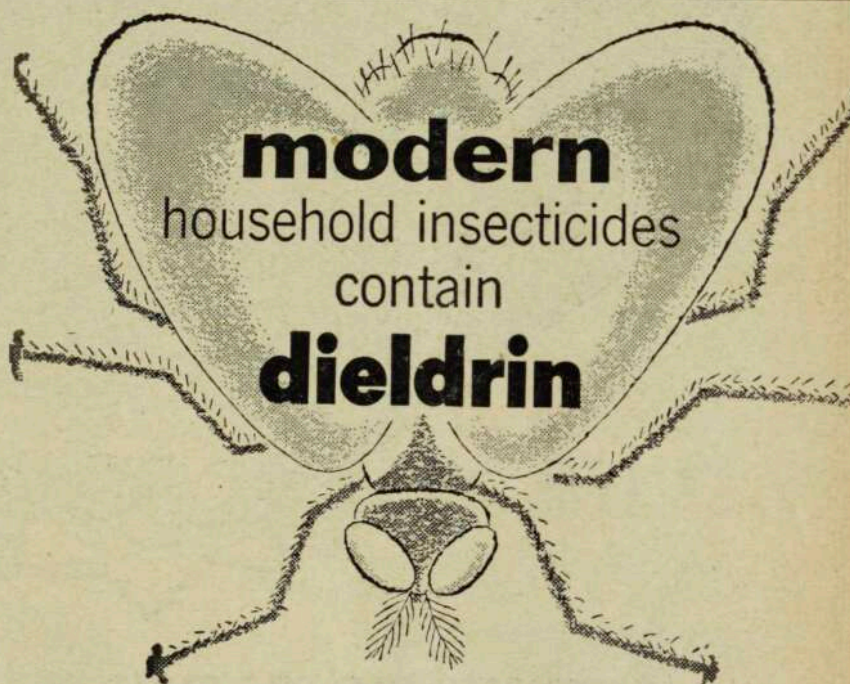
Miller commenced fishing in the vicinity of Canton and Christmas Islands in October, 1952, and made several round trips to Honolulu. In May, 1954, Miller left Honolulu for the last time and went to Apia. He arrived in Apia on July 1954, with a cargo of frozen fish and a number of trips between Pago Pago and Apia until he finally died at Apia on March 23, 1955. Between April 1, 1955, and May 1, 1955, he made one fishing trip to

the vicinity of the Tokelau Islands.

On this trip he was accompanied by Mr. R. D. Pearless, recently appointed District Officer of the Tokelau Islands. Mr. Pearless was interested in the employment of Joyita on a regular service to the Tokelau Islands, which could replace the irregular service by the American vessel Manuetele and other casual connections. Proposals to that effect proved abortive. Miller

was in straitened circumstances financially, and unable to undertake additional fishing voyages, which in any case had proved unprofitable previously. Joyita was laid up at anchor in Apia Harbour from May 1, 1955, for over five months.

By September, 1955, the situation in respect of food and medical supplies in the Tokelau Islands had become serious. There was also some 70 tons of copra, the main export of the Islanders, waiting for shipment. Mr. Pearless, anxious to obtain relief for the Islanders, approached Messrs. E. A. Coxon & Co. Ltd., an Apia firm, with a proposal that they should charter the Joyita for trips to the Tokelau Islands. (Continued, Page 45)



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After some negotiations, the charter was agreed upon and a cargo of foodstuffs and medical supplies was loaded. A total of nine passengers was embarked for the

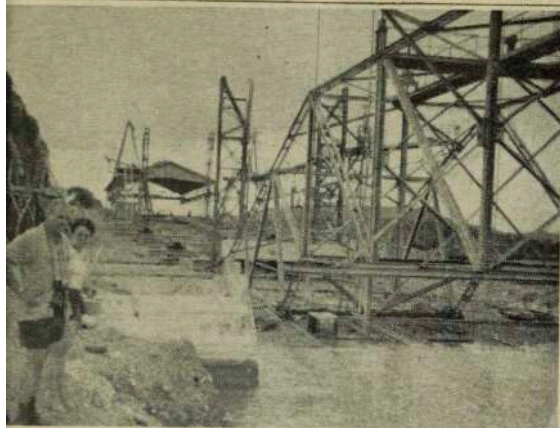
trip, of whom 3 were Europeans (R. D. Pearless, District Officer, A. D. Parsons, Government Medical Officer, and H. Hodgkinson, Dispenser, Apia Hospital), with 6

Tokelau Islanders, including one woman and a child. The crew numbered 16, including the mate, C. R. Simpson, an American citizen, 8 Tokelau Islanders, 2 Gilbertese, one Swain's Islander and two members of E. A. Coxon's staff, Messrs. G. K. Williams and J. Wallwork, who travelled as supercargoes.

Over 2,600 gallons of diesel fuel oil were put on board, sufficient to cover a range of about 3,000 miles. Food and water was sufficient for a much longer trip than the *Joyita* was to undertake. Fakaofu, the port of call in the Tokelau Islands, is about 270 nautical miles from Apia.

Joyita left Apia at approximately 5 a.m. on Monday, October 3, 1955. She was not seen again until she was found in a water-logged condition with no persons on board, north of Vanua Levu, Fiji, in latitude 14 deg. 42 minutes south, longitude 179 deg. 45 minutes east, in the early morning of November 10 by Captain Gerald Douglas, of the GEIC ship *Tuvalu*.

(Over)



TOP: The new New Caledonian Government slipway now nearing completion near Noumea. It is said to have cost the equivalent of almost £A250,000. The photograph shows the slipway as it appears when looking towards Ile Nou, where it is located. When complete the slipway will take ships of up to 1,000 tons.



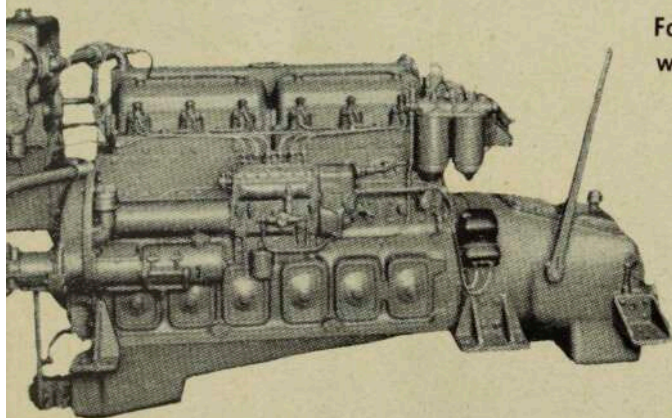
LOWER: "Neo Hebridaïs I" at Noumea wharf in company with "Polynésie" and "Godavery". The old "Neo Hebridaïs" was being prepared for towing to the East Coast of NC, where she is now being used for a hulk.

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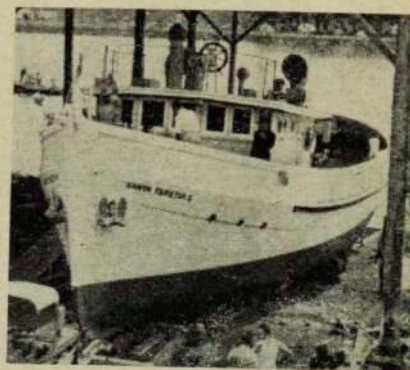
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PIM 5/56.

THE report states that it was established without doubt by the evidence that the *Joyita* was exceptionally seaworthy in hull design and with a very high degree in buoyancy due to the cork insulation of the refrigerated holds.

Technical witnesses were of opinion that *Joyita* was virtually unsinkable. Before she sailed from Apia, *Joyita* was well found in fuel, lubricating oil, water and food.

However, the Commission found that *Joyita*, as equipped in October, 1955, was definitely not suitable for the carriage of passengers. Passenger accommodation was poor, though generally speaking, the carriage of passengers on small coastal vessels on deck even on voyages as long as that from Apia to the Tokelaus is an accepted practice.

Joyita had no passenger license. The Harbourmaster of Apia, Captain J. W. Jones, when enquiring about this was informed by Captain Miller that the ship had a license to carry 25 passengers, issued by the Bureau of Shipping, Honolulu. This was not true.

Under US law, a ship which is licensed merely for fishing and owner's freight is not liable to regular survey; whereas a vessel holding a passenger license must be regularly surveyed.

The life-saving equipment carried on board was inadequate in view of the number of persons carried in the ship. There were only 3 oval floats of US Navy type, together with a sufficient supply of individual life-jackets. The floats and life-jackets would be only useful

to keep persons above water for a few hours in expectation of early rescue, but insufficient to enable the ship's company to spend any time at sea or to make for any land that was visible. No lifeboat was carried even the light work-boat belonging to the ship was left behind at Apia

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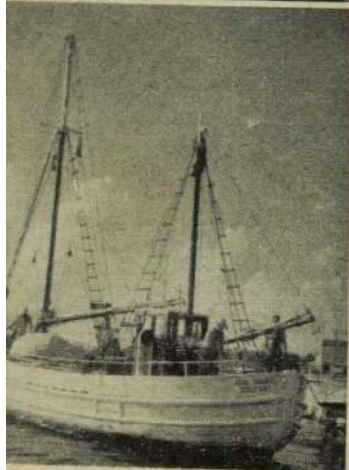
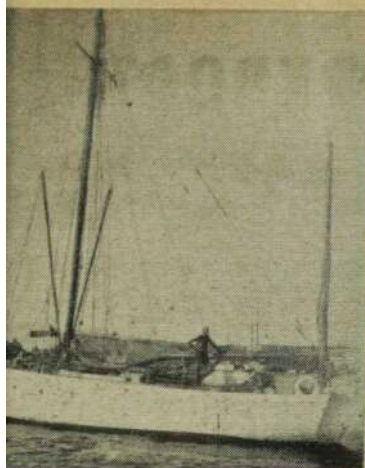


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Three yachts recently in Papeete, top to bottom, "Diana", "Jellicle" and "Girl Isabel". (See story, page 129).

rocket or other form of mechanics was held on board. A quantity of lumber was included in the deck cargo but it is not known whether there was sufficient for lashing to fashion a raft.

Miller had previously experienced trouble with the clutch of the starboard engine and the propelling equipment of the vessel was not in thorough and reliable order. The port engine was, according to expert opinion, out of commission not long after the ship cleared harbour. The salt water circulating system contained in at least one place 1-in. galvanised pipe threaded into a brass fitting under the floorboard of the engine room. This piping was very liable to corrosion and defects would have been disclosed on a proper survey.

When subjected to engine vibration the pipe was liable to corrode and break at any time. The two

bilge pumps were not fitted with strainers and this had given trouble on previous voyages through blockage of the pipes. The liability to blockage was increased by the *Joyita* having lain idle in port for months, when a considerable quantity of cotton waste, dust and other rubbish must have accumulated in the bilges.

The Commission considered that if normal prudent routine had been followed and *Joyita* had been taken to sea for a trial run of a few hours before the voyage to the Tokelaus was undertaken, some of these machinery defects would have been noticed and steps could have been taken to repair and correct them.

(Continued on Page 49)

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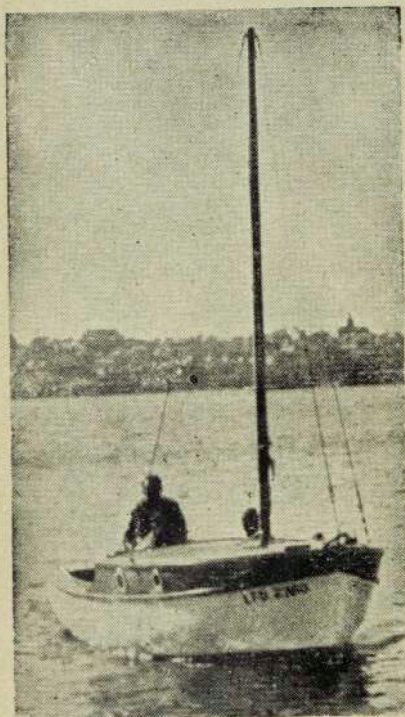
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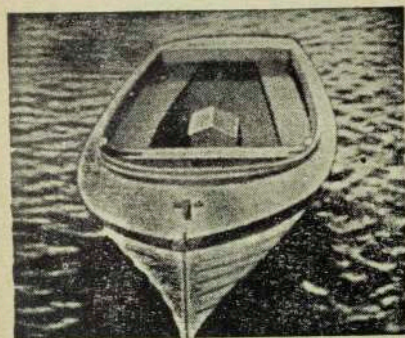
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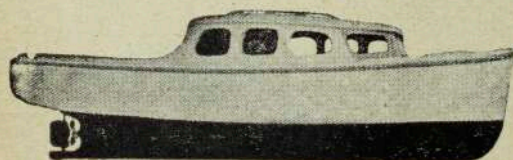
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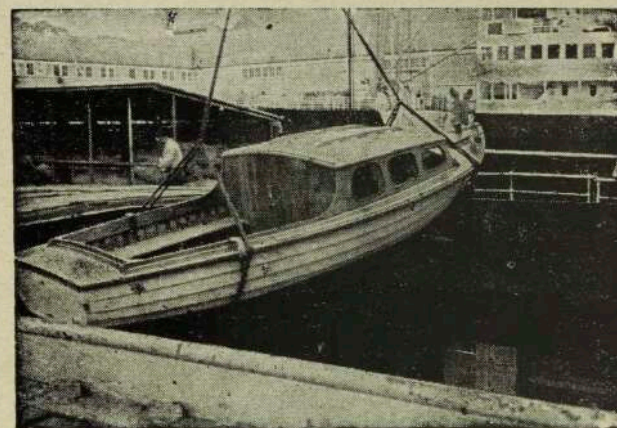
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The *Joyita* had two receiving sets and a transmitter on board, but the effectiveness of the transmitter was reduced to a negligible quantity by use of a break in the aerial lead above the transmitter. This break was of long standing and would have been discovered by a competent radio technician. The Superintendent of Apia Radio made offer of service to Captain Miller before the ship sailed, but Miller did not avail himself of the offer. The *Joyita* went to sea with the defect still existing and undiscovered.

The superstructure of the vessel was flimsy and had considerably deteriorated over the years due to rot and tear and the entry of sea water. This fact probably contributed to the disaster. The deck fittings were not well protected against the entry of sea water.

Evidence showed that Miller was a highly competent Master Mariner, having served with the British Merchant Marine and during the war with British naval forces, last in the rank of Lieutenant-Commander. Later he had sailed all over the Pacific before taking the command of the *Joyita*. He thus had a very extensive knowledge of Pacific waters. He was deeply devoted to his ship and had the utmost confidence in its seagoing qualities.

The report emphasised that the examinations disclosed no evidence whatever of damage by sudden and violent external means such as ramming by another ship, fire, explosion, or contact of the hull with rock or reef.

The cause of the casualty to the ship could be explained without recourse to any sensational and extraordinary hypotheses and to the fantastic and imaginative stories published by the Press all over the world.

The cause of the *Joyita* disaster was to be found entirely in the mechanical and structural equipment of the ship itself. The real cause was flooding of the vessel, due primarily to the corrosion and breaking of the 1-in. galvanised pipe which formed part of the cooling system of the port auxiliary engine.

When this pipe broke through and a section of it was carried away, water commenced to pour into the hull at a very rapid rate. The flooding was aggravated by the worn port propeller shaft and other leaks.

Expert evidence indicated that the total volume of water admitted through these sources of leakage would be in the region of 2,000 gallons an hour.

The failure to discover the fracture in the 1-in. pipe very soon after it took place led to the conclusion

that no proper engine-room watch was kept, as such a watch would have noticed the rising water in the engine-room and a routine search would have disclosed the source of the leak as soon as the floor boards were raised. Once the water rose a few inches above the engine-room floor, the source of leak would be

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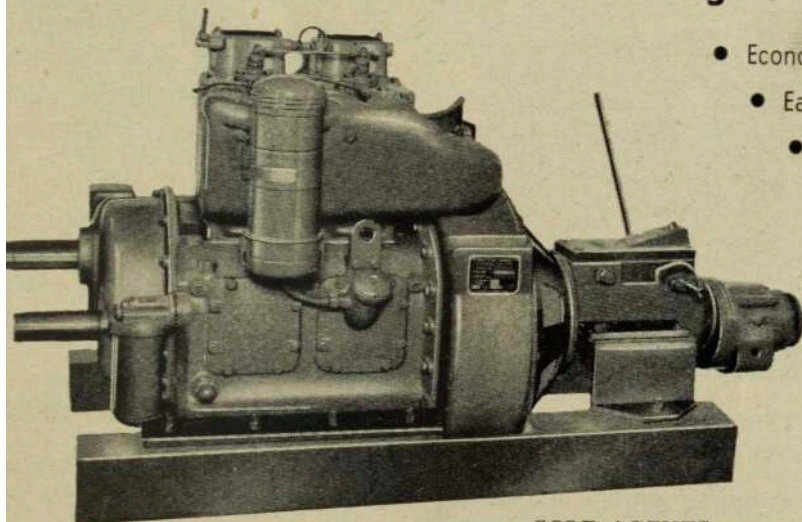
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difficult to discover. A result of the fracture of this pipe would be that the cooling water would be cut off from the port auxiliary engine, which would then be unable to operate.

The most important contributory cause of the engine breakdown was the failure of the bilge pumps, which made it impossible to keep the inrush of water under control. The blockage of the intake pipes was probably caused by the presence of rubbish in the bilges and the absence of strainers.

If water were allowed to rise 18 in. above the engine room floor, then water would enter the blower of the starboard engine and stop the engine. With the pumps not working, the ship took in water at a very serious rate, water gradually finding its way throughout the whole ship. With the engine stopped and the ship losing steerage way, *Joyita* became unmanageable and fell broadside on to the seas.

There was no heavy weather in that part of the Pacific at the time, but there were choppy seas. *Joyita* would then start taking water in through her deck openings, and from that time onward complete flooding became inevitable.

ALTHOUGH the Commission found it possible to speak with a reasonable degree of conviction as to the cause of the casualty to the ship, they are quite unable to do so

with regard to that of the ship's personnel.

The opinion that many members of the crew and passengers were washed overboard at once when the waves swept away the port side of the superstructure was unlikely.

It is more likely that the Master

and crew abandoned the ship of their own act, but this was difficult to explain. When the *Joyita* was discovered, an awning was lashed down partly over the damaged superstructure. This indicated that there were survivors on board and the hull was filled and the superstructure was damaged.

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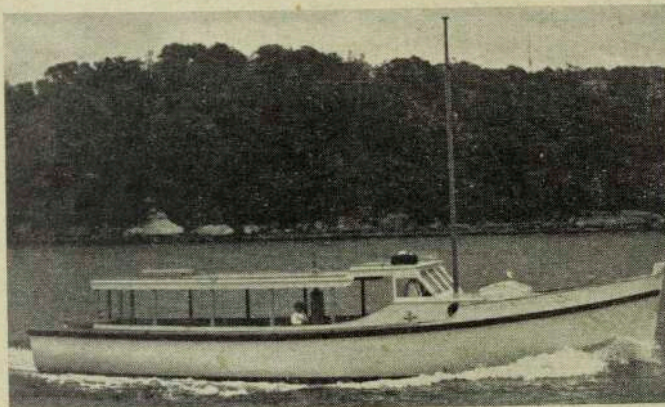


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NORDMAN writes: "The above picture is the former American three masted schooner 'Lucy' renamed the 'Raita' owned by the late Mr. Albert Leboucher, etc.

The picture was taken in 1925, when the Goldwyn Mayer Company was in filming 'Never the Twain Shall Meet'. 'Raita' was chartered by the company and was in the story, and when the star, Rita Stewart, refused to get into the water and swim out to the ship lying in the lagoon, the director, Mr. Walsh, picked up Nordman to double for Miss Margot. When Margot was out in the water, she was seen to come towards her. She was warning as she knew that a fake was to have been floated out and tied up. She did not know it was a live one until she got out to the 'Lucy'. It is said that the schooner subsequently ran aground near the US Pacific coast. He also has a photo showing Margot swimming and the ship's fin—but it is difficult to make this old print.

...swept away and that they were awning for shelter. Part of the cargo was jettisoned and remained in the afterhold by empty apparently to improve the buoyancy of the vessel.

'Joyita', listing heavily and breaking over her, was at the point of foundering and offered some degree of security, preferable to going to the side and hanging on to a makeshift raft in the open ocean, though such an arrangement would probably have been better if, at the time of abandonment, the ship was passing some place where it was thought could be reached with the help of the life-boat equipment available, in-though it was.

Only islands in range were the Hoorn Islands; certain wreckage identified as coming from 'Joyita' were found at Futuna, one of the Hoorn Islands.

Her explanation of the damage of the vessel may be that the ship might founder and believing that land was near, the ship's company might have decided that it would be better to trust themselves to the life-boat equipment available than to remain on board.

If the casualty occurred on the night of October 4, at no great distance from Fakaofu, one of the main causes of the casualty to passengers and crew was the lack of efficient wireless transmitting apparatus on board which would have enabled communication to be established with Apia radio.

IN the opinion of the Commission, the main responsibility for the disaster lay upon Captain Miller. Many of the technical deficiencies of the vessel must have been known to him before he sailed. Particularly the lack of a well-found lifeboat, which may have been the main

cause of the loss of every person on board. The break in the wireless aerial lead was of long standing and Miller must have known that he was unable to make any radio transmission, in spite of his statements to the contrary.

He was also negligent in failing, after a 5-months' lay-up, to give the engines a test outside the waters of the lagoon.

The lack of judgment on Miller's part may have been caused by the circumstances he found himself in at the time. He was in debt in Apia and Pago Pago and his fishing

(Continued on Page 117)

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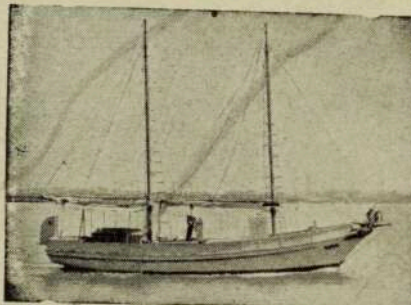
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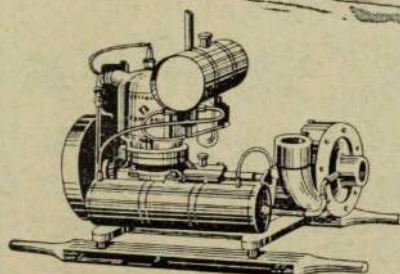
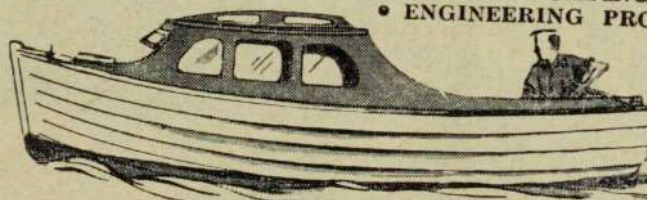
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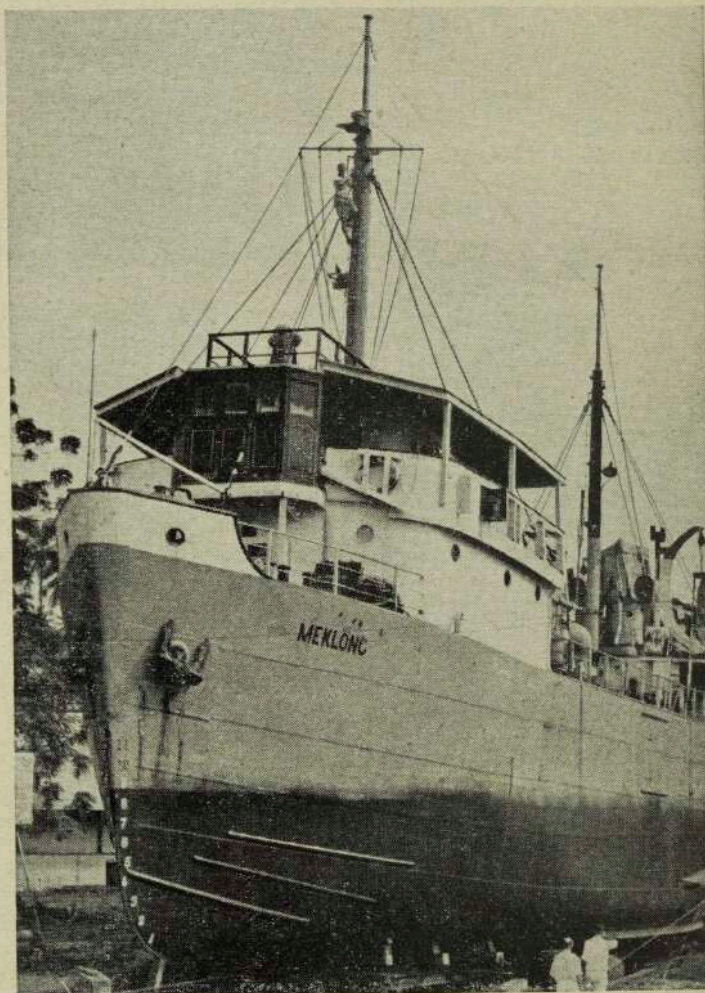
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MORRIS HEDSTROM LTD.
announced mid-April that the company's plans to build a new and elaborate hotel at the corner of Victoria Parade and Gordon Sts., Suva, have been abandoned.

It was made clear that ever increasing costs made the construction of such an hotel, in accordance with the original plans, uneconomic. Tenders were recently called for completion of the hotel; lowest bid was £339,772.

In abandoning the plan, the company recognises frankly that the decision will probably imperil future holding, after June 30, of the old Club Hotel licence under which a liquor bar is operated on the ground floor of that part of the new premises already built. Indications are that permission will be sought for MH to complete building according to a much modified plan which will add equally nothing to Suva's already limited accommodation for travellers.

Plans to build the multi-storied hotel were announced by the company in 1952 and preliminary work proceeded. It was expected that the completed job would cost

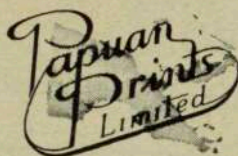
£250,000 and accommodate about 50 guests. However, after the earthquake which shook Suva in September, 1953, work was abandoned with only the ground floor bar complete. Nothing has been done to it since.

The Fiji Licensing Court has not been happy with the arrangement and has reviewed the licence a couple

of times and at one period held up renewal. It comes up for consideration again at the end of June this year.

Matson Interest in Hotels

The hope that the Matson Company might have its own hotel in Suva has again been revived. It is a possibility which has been



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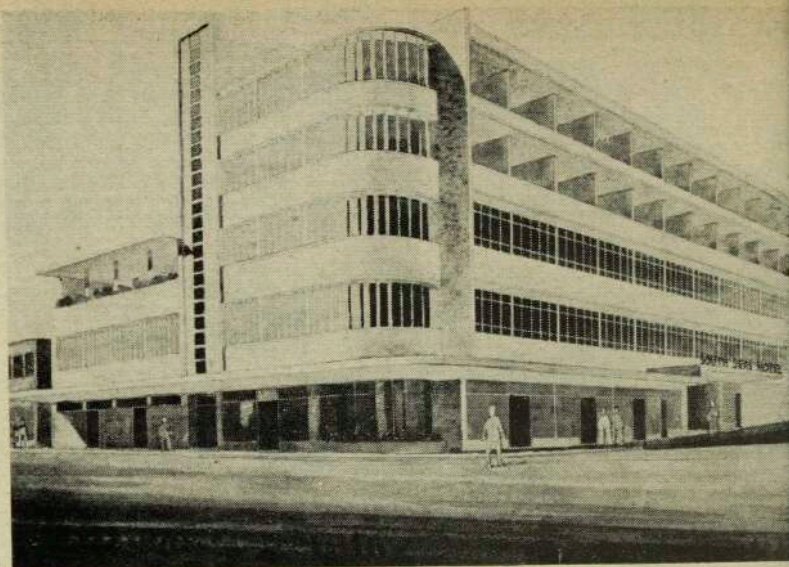
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An artist's drawing of how the South Seas Hotel in Suva was to have looked.

discussed from time to time, but about which the Company has shown little enthusiasm.

This time the idea is believed to come from the Company itself.

At a recent meeting of shareholders, Mr. Randolph Sevier, President of the Matson Navigation Co., said the Company was

investigating the feasibility of entering the hotel business in the South Pacific.

This week (April 25), Mr. Sevier and two other executives were visiting Fiji, Samoa and Tahiti.

It is easy to understand a change of attitude since before the war immediately following the war

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then the Company firmly discouraged any idea that it might come interested in a hotel proposition in Suva.

To-day, air-lines have opened up new travel area. The South Pacific has been well publicised by big and story and stage, and by travel agencies and air-lines.

Wealthy travel-minded Americans have done Europe; they have done Honolulu several times over, and have become intrigued with what lies beyond the blue horizon—the "romantic" islands of Tahiti, Samoa and Fiji—with the interesting and well publicised nations of Australia and New Zealand, each with its individual attractions.

Suva is the junction from which branch lines run out to such attractive places as Tahiti and Samoa, from the main line which is to the New World.

Mr. Sevier states that the accommodation problem has to be solved if the new areas are to be opened up by any significant expansion of the present tourist business.

But (he adds, in a saving clause) whether it would be economically feasible for the Company to make substantial investments in various areas of course, a different facet of the problem. He said they meant to assist in over-all development in any way possible.

One of the Matson Company's reluctance to run, or invest in, islands in foreign territories is emphasised in the statement; he said that "our experience but not necessarily our capital is at the disposal of whatever island or territory needs it."

Herein lies perhaps some understandable reluctance, not only in investing in outside territories but also some fear, also understandable, of coming under the dictating and often irksome control of Colonial officialdom.

Nevertheless, the Company obviously realises the effect of the hotel deadlock in Suva, in a private enterprise can do on a large scale without government help.

So, the Co. seems to recognise the importance of Suva, in linking Tahiti and Samoa with a really comprehensive South Pacific tour, and could offer the large array of healthy Americans something very different. — *Suva Correspondent.*

EDITORIAL NOTE

More Suva gets too optimistic about the Fairy Godfathers (name of Sam): Representatives of American hotel interests have been set up everywhere in the South Pacific in the last six months, right from Papeete to Sydney. All the pleasant things have been said about the tourist business and it is nice—even sensible—it would have American-type tourist facilities. Then the experts have gone their way without anything

having been decided. Sydney at present has the offer of a Hilton hotel—well, the Hilton hotel know-how, anyhow. But local business has to provide the capital and the hotel, then the American experts will come in and run it. A fair proposition—but we haven't heard of any Sydney businessmen getting together to provide that necessary ingredient, to wit, the £SD and/or the building.

¶ Mr. E. W. Watkins who had 20 years service in Papua-New Guinea before he retired in 1949 (as Patrol-Officer, Resident Magistrate and District Commissioner) was in April appointed area secretary of the Newcastle and Hunter River district of the Boy Scouts' Assn.

You Can Dial Your Number In N. Cal. Too

THE new automatic telephone exchange at Noumea (New Caledonia) was expected to go into operation at the end of April.

It cost 50 million francs (£350,000) and has been in course of construction since 1952. The capacity of the present installation is 1,500 subscribers but it can be extended to 3,000.

The installation was put in by a French company which will also provide maintenance for the first 12 months.

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CASE OF THE PURLOINED PAY

NZ Called to Aid of Apia Police

THE search for the missing Apia police pay-roll (PIM, April, p. 133) was extended to New Zealand in April and a close-watch was being kept on all sea and air arrivals.

Customs' officials and police searched passengers' luggage when the Union Co. vessel *Tofua* arrived in Auckland after her March-April voyage to the Islands.

The pay-roll, over £2,300 in Samoan currency, was stolen from the Apia police station on March 2. It had been left in the office safe overnight; the key of the safe had been left in a satchel on top of the safe, and the key to the office door was on a ledge outside the room.

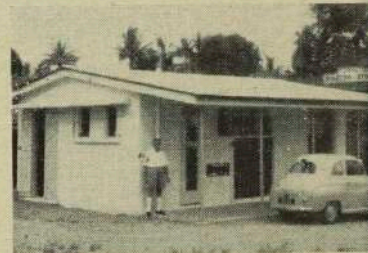
All Samoa (except members of the police force) laughed when the theft was discovered.

New Zealand police came into the picture at the request of the High Commissioner of Western Samoa, Mr. G. R. Powles. Sub-Inspector W. R. Fell, of the Auckland CID, left for Apia in April to take charge of investigations. The Sub-Inspector was once a member of the Samoan police force. A reward of £250 had been offered.

This case recalls a similar affair of about a year ago. On that occasion over £2,000 was stolen from the Public Works Department in Apia but the thieves remain undiscovered.

The police pay-roll was in Samoan banknotes, which are not negotiable outside the Territory.

Suva Suburban Post Office



Suva's growing suburb, Samabula, now has its own post office, opened in March. It is the trim little building with the postman Mr. W. Ragg, on the verandah.

Photo: Jack Thorpe

† Over 3,290 people are in regular employment in New Caledonia. 2,149 of them in the employ of the Nickel Co. This is an indication of how this Colony depends on the nickel industry.

Another Attempt To Put Palmyra On Tourist Map

A SURVEY-cum-aircruise was being organised in Honolulu in February by Richard K. Kimball, of the Palmyra Development Company, and was due to leave Hawaii for the 6,500 miles flight on May 21.

This is another attempt by Kimball, a Hawaii hotel owner, to get Palmyra atoll onto the Pacific tourist map. He hoped to get 50 men interested enough to pay \$1,000 dollars each for the seven days trip which would take in Bora Bora, Apetete and American Samoa as well as Palmyra.

Kimball's company has Palmyra under lease from the owners, the Fullard-Leo family of Honolulu. Kimball was at one time interested

South Pacific Air Lines—now controlled by the Dollar Company; and in 1953 personally chartered a 24 to fly a group of Hawaii men to Palmyra in an effort to stir up interest in the atoll as a potential game fishing and tourist resort. This does not seem to have produced the desired results but the Tyler-Dahl Fish Company, of

Seattle (which has an interest in Palmyra Development Company), later tried to develop the atoll as a tuna fishing base—but after poor results and the loss of two valuable boats has now given up the attempt.

What response Mr. Kimball has had to his \$1,000-a-head air-cruise we do not know, but it is interesting to note that Palmyra is in the Christmas Island area—something like 350 miles to the north-west of it. If Britain is to use this region as a testing area for H-bombs it is unlikely that it will become a popular playground for American tourists, even though Palmyra will

no doubt be technically out of the danger area.

The atoll is controlled from Honolulu and is American territory; it is covered densely with Fullard-Leo coconuts but these have been unworked for a long time—the reason being that, unlike Christmas Island, whose copra is sold to the UK Ministry of Food, Palmyra copra would have to be sold to the United States and labour costs under Hawaiian conditions are excessive. In addition there is the matter of shipping—Palmyra having no natural harbours and only doubtful and dangerous anchorages.

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Record Created by Western Samoan Girl



Early this year Fanaafi Ma'ia'i (above) was awarded by the Department of Education in New Zealand the first teacher's "B" Certificate ever issued to an Islands student trained for Islands Services. Fanaafi succeeded last year in passing the four units for her Bachelor of Arts Degree and this, with her former studies and previous Training College experience, entitles her to hold the highest Teacher's Certificate that has yet been issued to any

Samoan or to any other Islands student. Although Miss Ma'ia'i has been so successful in her University studies, her own people are still her first interest. Even though she frequently appears conspicuous in her NZ setting she insists on retaining her Samoan dress and is proud that she is a Samoan. During her stay in New Zealand she has given many hours of her own time to assisting in educational matters concerning Samoa.

† New banknotes of £1 denomination are now in circulation in Fiji. These are smaller in size than the old notes and carry the Queen's portrait for the first time in a Fiji issue. Notes of other denominations are to have a change in design also—but "not in the immediate future."

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Printing Vital to Progress in the Territory

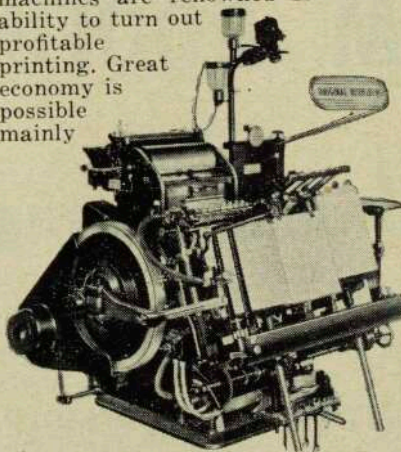
AN outstanding feature of the great development of trade and communications in the Territory and the Islands is the steady increase in local printing facilities. Many important centres now have the very latest in equipment and the technical resources to cope with all classes of printing. Printers in the tropics have long recognized the need for extremely versatile machines capable of operation by relatively inexperienced labour under great variations of climate.

The answer to their needs lies in the name "Original Heidelberg".

Finest in the world

Fast-running, automatic "Original Heidelberg" presses have proved by their performance to be the most efficient and versatile printing machines in the world today. The "Original Heidelberg" 10 x 15 platen, illustrated here, is particularly popular with smaller printers. It has the advantages of low cost, simplicity of operation and easy maintenance. One operator only is necessary, and even the most inexperienced man can quickly

master the refinements of high-class printing. "Original Heidelberg" machines are renowned for their ability to turn out profitable printing. Great economy is possible mainly



due to fast running speeds, rapid change-over of separate operations and many other features, including a built-in roller washing device and central lubrication of main points. The printing rollers on "Original Heidelberg" machines are immune to attack by insects and fungi—an important consideration in the

tropics. Other presses in the "Original Heidelberg" range are the larger platen, 12 x 18, and the "Original Heidelberg" cylinder 21" x 28".

Recent Installations

"Original Heidelberg" 10 x 15 platens have recently been installed at the Government Printing Office Port Moresby and at the Mission of the Sacred Heart, Yule Island. An "Original Heidelberg" cylinder is now in operation at the Methodist overseas Mission in Rabaul, and 12 x 18 platen will shortly be installed at "South Pacific Post" Port Moresby. Mr. Paul Rousseau, head of printing operations at Yule Island, has reported excellent results, especially with the printing of texts in native dialects. It usually prints at a speed of 4,000 impressions per hour (top speed 5,000) compared to about 700 per hour on old type presses.

Information

Further details of "Original Heidelberg" printing machines can be obtained by writing to the Sole Agents:

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**THE BOOM
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Western Samoa "Must Economise"

KEYWORD of the recent Budget session of the Western Samoan Legislative Assembly was "economy," as lower prices for Samoa's chief exports were already being felt.

The Budget session commenced on March 27 and continued until April 18. Estimates of receipts and payments for the year 1956 were debated lengthily, and the need for economy and increasing production and improving the quality of agricultural products was stressed.

Efforts by members of the assembly to reduce development expenditure of a non-essential and non-urgent nature were unsuccessful and the Estimates, as submitted by the Government, were passed without deletions or amendments.

Criticism was levelled at the unsatisfactory medical services and the lack of qualified medical staff in the Health Department, and during the discussion of the Public Works vote the very high cost of the hydro-electric scheme was criticised. It was pointed out that the initial estimate for the Alaoa hydro-electric scheme of £36,000 had already been exceeded by £100,000 and that the Government was committed to spend other large sums on these schemes at a time when the financial position and prospects were anything but sound.

Remarks by the Secretary to the Government, Mr. T. R. Smith, that political pressure had caused losses amounting to thousands of pounds in the Public Works and had brought about the resignation of the former Director of Works was strongly challenged by the elected members who pointed out that, to the contrary, chaotic conditions existing at the Public Works Department had led to the request for impartial investigation of the department by a Commission of Inquiry and that the subsequent findings of this Commission had fully justified the investigation, which had nothing to do with politics.

Copies of an attractive new publication dealing with the petroleum industry in Australia, overseas and Papua are being made available to New South Wales school children. The booklet is entitled "The Magic of Oil," and has been specially prepared by Vacuum Oil Company Pty. Ltd. to meet requests of school pupils and University students for authentic up-to-date material.

W. Samoa Copra and Cocoa Shipment

THE SS *Nessbank* left Apia, W. Samoa, in April with a total of 2,634 tons of copra and 241 tons of cocoa.

The copra shipment cleared the sheds of all stocks, but there are still some stocks of cocoabeans held by Apia exporters who feel disinclined to sell at the ruling low prices.

A nominal rate of £Stg.165 was quoted as the best USA FOB price, though some parcels were sold at £Stg. 195 and £Stg. 185 for first and second grade respectively.

Bulolo Plywood Production "Up to Quota"

COMMONWEALTH-New Guinea Timbers Ltd. maintained plywood production at the permissible level of log intake during the nine months to February 29.

Australian and overseas orders more than covered production, Bulolo Gold Dredging Ltd. reports.

† Ludwig Dowong, a Sacred Heart student of Nauru Island, is at present at the Catholic College at Douglas Park, Sydney, studying for the priesthood.

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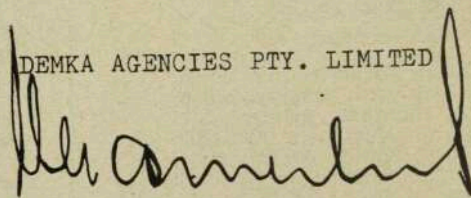
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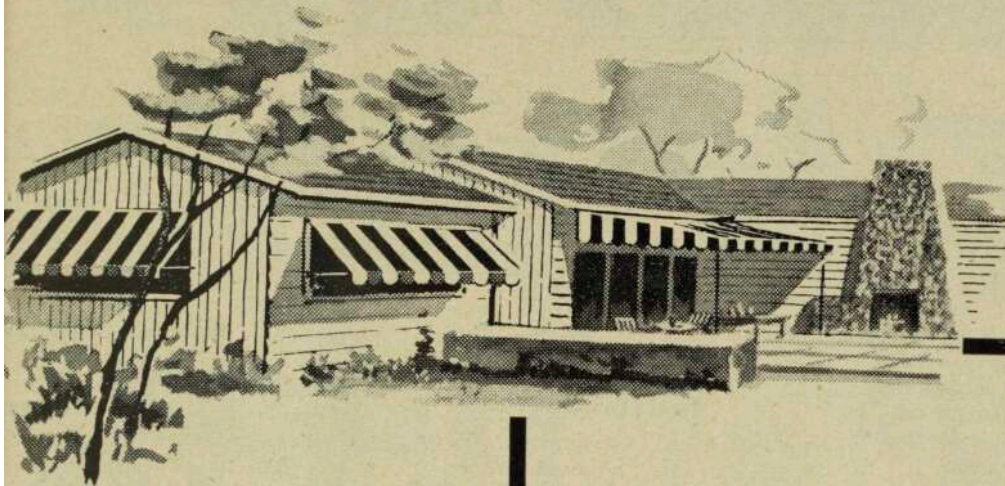
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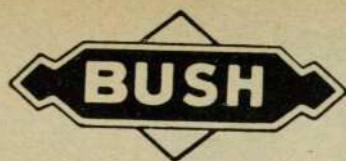
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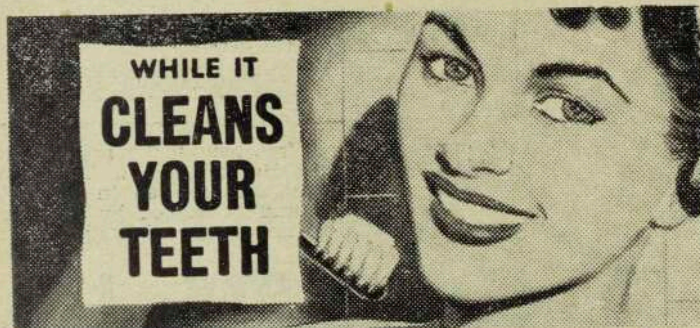
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LOOKING FORWARD

The Vegetable Oil Market After 1957

A FULL and free interchange of views and information between the Copra Marketing Board of Papua-New Guinea and the BSIP Copra Board will result from the copra marketing conference held in Rabaul in March.

Representing the Solomons at that conference were the chairman of the BSIP Copra Board, Mr. A. M. Wilkie, and Mr. K. H. Dalrymple Hay, a member of the Board.

The conference discussed marketing and shipping of copra from the SW Pacific after the expiry of the MOF Agreement at the end of 1957.

No formal commitments were entered into by the BSIP representatives.

Palm Kernels—Rival of the Coconut

A SURVEY of the palm-oil and kernel industry, recently made in a bulletin published by the United States Information Service of Sydney is of interest to copra producers in so far as anything the coconut oil can do, palm oil can do almost as well, if not better.

Palm oil and kernels are produced mainly in Nigeria, Belgian Congo, French West Africa and Indonesia and at present Western Europe provides the biggest market—the United Kingdom alone taking 186,000 tons of oil and 339,000 tons of kernels in 1954. United States also buys palm oil and kernels—but only about one-fifth as much as before the war. Western Germany and the Netherlands are also large consumers, both the oil and the kernels.

Palm oil—the solid yellow, reddish fat obtained from the flesh of the palm fruit—has many uses depending on its grade. It can be used for food, an ingredient for soap and candles, a coating for iron plates, or be tinned or a lubricating grease.

Palm kernels are the seed of the same fruit; when crushed they yield about 45 per cent. of palm kernel oil—white edible fat of different composition from palm oil. It is similar to coconut oil, and is used in the same ways: for soap, margarine, etc.

Unilever, through its Unilever Africa Company, is interested in palm oil. The UAC is described in John Gunther's *Inside Africa* (which should be on the bookshelves of every Island resident who likes to keep up with native trends), as the "largest trading company in the world."

EDUCATING ISLANDERS

VAVA'U TEACHERS GO BACK TO SCHOOL

By E. A. CRANE, MA, Principal, Tonga Teachers' Training College.

It is the practice in Tonga to organise schools for teachers for a week during January at Ha'apai and Vava'u, the two island groups being 90 and 160 miles respectively to the north of the main island of Viti Levu. These refresher courses afford the only opportunity for teachers of the Education Department to meet teachers of these island groups and endeavour to plant in their minds new ideas, methods, or teaching techniques which, it is hoped, will bear a harvest of increased efficiency.

So last January 10 the senior Tutanui tutor of the Teachers' Training College, J. Fusimalohi, and could be seen mounting the gangway of the *Tofua* with an assortment of queer-shaped parcels and boxes, looking more like travelling men than Training College teachers.

Inside one bag were rubber balls,

beanbags, film-strips, textbooks on the teaching of nature study, social studies, English, hygiene, books of singing games and folk dances.

In a huge parcel were duplicated notes on the teaching of Speech-Training and Writing. Under one arm I carried a roll of wall-charts and posters of the British Pacific Islands, New Zealand, the teaching of Arithmetic and Sewing; under the other was a baseball bat, its long unwieldiness defying all efforts to conceal it. Truly a jumbled assortment of ammunition with which to storm the battlements of ignorance at Vava'u!

Although we were travelling on a modern tourist-cum-cargo ship, Tongans and Samoans were everywhere seen sitting on the decks chewing biscuits, opening tins of bully-beef, walking interestedly round the decks. We had on board a Samoan dance band, widening

In April PIM, a member of the staff of the Western Samoa Department of Education told how that Territory coped with one aspect of education there—school broadcasts. This article deals with teacher-training in Tonga.

their experience of the world by playing at the various ports on the Samoa - Fiji - Tonga - Niue - Samoa round-trip. About 8 o'clock they assembled, together with a number of Tongans with a couple of guitars, at the top end of the promenade deck.

The instruments of this band consisted of two trumpets, a trombone, and an ingenious drum. The sound-box was one of those heavy iron 4-gallon benzine containers, obviously a legacy of the American "invasion" during the war. Attached to a hook soldered into its side was a piece of strong string about 4 ft 6 in. long. The drummer would place the end of the stick on the edge of the tin, put his foot on the side of the tin, pressing it to the floor, and by leaning his weight outwards against the pole, would make the string very taut. Then he would pluck

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the string vigorously, making a pretty fair imitation of a viola string being plucked.

For an hour first the Samoans, then the Tongans, would strike up, the rhythm of the instruments and voices being accentuated by the clapping of the hands. Then a Samoan or a Tongan girl would move on the open floor interpreting the rhythm through hands and arms, body and legs. Keeping perfect time, feet would beat or twist, arms would move backwards or forwards with wrists rolling gracefully and fingers flexing and unflexing. The hands would sometimes clap together forward and back, sometimes one hand would touch lightly on the ribs, or arm, or quickly to the foot or cupped to the mouth would make a sudden, staccato cooing noise.

Then a man would whirl on to the floor doing a counter-dance, never synchronising his movements with the woman's, always playing a secondary role, behind or in front of the woman, as if the imperfection of his own performance served only to enhance that of his partner.

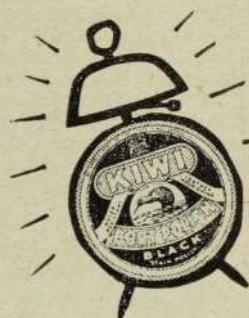
It was only when a Samoan announced: "Gentlemen, take your partners for a foxtrot" that one realised that the soul had gone out of the evening.

BUT back to our school: For five days 79 teachers, mostly from the Free Wesleyan Church schools, Free Church and Latter Day Saints schools, met together to work and play.

To my mind it is essential for a

Tongan teacher to increase his competence in the teaching of the English language. There are many especially in the mission schools who oppose this view, claiming that it is futile to try to develop competence in an alien language which is almost completely divorced from

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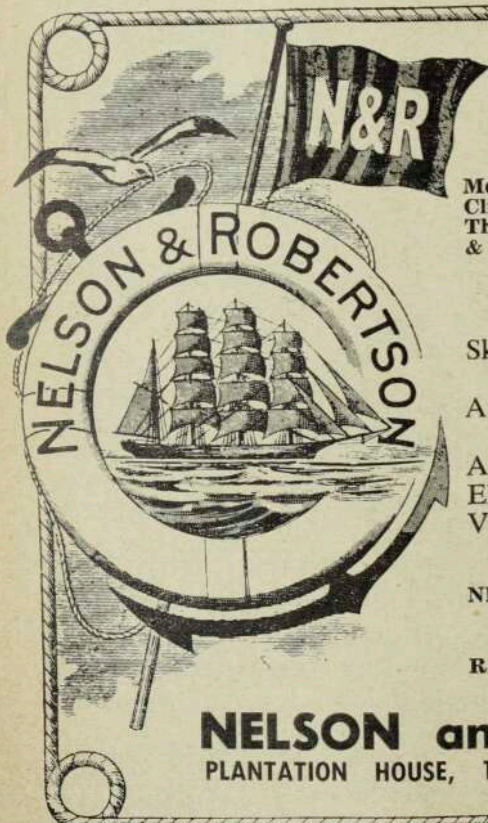


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he thought, speech, and culture of the great majority of the people. I think this lack of English is having a braking effect on Tongan technical progress and cultural development.

If Tongan educationalists take the easy way out by teaching only in the vernacular progress will be nullified because of an almost complete lack of cultural, technical, commercial, scientific and periodical literature printed in Tongan. My desire at this Summer School was to try to fan some glimmer of fire into the ashes of their lukewarmness.

Most of the spadework for this formidable task had already been done; all I could do was to give me guidance on the teaching of certain topics for upper classes. So I gave three lectures which included such subjects as the use of the Continuous Tense; following directions when describing what had been done in the Past Tense; the use of "this," "that," "these," and "those"; the use of the nominative and possessive pronouns; the comparison of adjectives; the use of adverbs; the uses of "can" and "could"; how to ask English questions.

Another two lectures were devoted to Speech Training. Unless a Tongan has lived in a European environment, he finds it very hard to establish correct habits of English pronunciation. This is understandable when one considers the lack of opportunities they have for hearing and using correct speech.

As their own language has the same vowel sounds they find little difficulty with English vowels and diphthongs. But English has many sonantal sounds new to them and the errors they make with these are very difficult to eradicate. The following mispronunciations are widespread:

or *sh* for *j*: ("Siosi" for "George"; "ump" for "jump"); *d* for *th* or "fader" for "father"; "dis" for "s": "dop" for "top"; *f* for *th*: "rden" for "thirteen"; *p* for *b*: "I in a pig house—one boy wrote); or *r*: ("Kalaisi" for "Christ"); "elate" for "decorate"; *g* for ("gaught" for "caught": "Gate "Kate").

showed correct positions of tongue, teeth, and lips, and had everybody confidentially saying tales and tongue-twisters. All very well! Until later in the day when I taught some action songs. Then, an emotion had taken the place of reason these words were sung with abandon:

Free blind mice! See how dey run!

ey all ran after de farmer's wife, de gut off deir dails with de garving knife."

is hard to find a reason for the really poor teaching in general of these subjects in Tongan schools, but it is all too sadly true

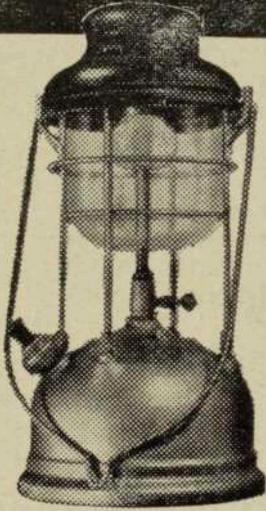
that pupils can go through six years of primary schools and five of secondary schools without picking up any more than a smattering of knowledge on geography, history and elementary science.

It is hard to believe, for example, that in the recent College Lower Leaving examinations two candidates actually completed a factual question on the world map with the map turned up-side-down! I think basically the reason is poverty, the teachers in the past having too little money left over after satisfying the food and clothing needs of their dependants to have any extra to spend on essential textbooks and teaching material.

I gave, also, three lectures on geography. The first was on the British Pacific countries west of Tonga. Of those countries only Fiji was at all well-known by the teachers. Not one knew the capitals of the Solomon Islands or the New Hebrides; and only a few had heard of Port Moresby.

I have often wondered why it is that the Pacific Islanders whom I have taught, the Fijians and the Tongans, although living in surroundings of great beauty, with leaves and flowers of many hues and colours, with fish and birds of exotic shapes and lustrous colours, appear to regard it all with complete indifference. (Continued on Page 73)

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I think that the main reason for this is that they are most completely ignorant of the miracle of life in leaf and flower, in insects and birds, in animals and fishes, in rock and shell. They don't know how plants reproduce themselves, how fishes breathe, how seeds germinate, how coral grows, how birds fly.

I tried to point the way to the method of taking insect studies by giving a model lesson on the mason wasp. It was certainly revealing to note the interest with which they studied for the first time the mud-nests containing paralysed spiders, eggs, larvae, and cocoons of an insect which is common to almost every tropical building.

Perhaps the part of the school which will have most immediate effect, and certainly the part which is most enjoyed by the teachers, is the teaching of new singing games and dances. On two afternoons new songs were taught and were then sung to the appropriate motions. One had to lose all self-consciousness in order to teach the steps, claps, turns, swings, pirouettes, and actions that go to make up the movement of such singing games as Round the Mulberry Bush, Copy-Loo, Round the Village, The Farmer in the Dell, etc.

The natural grace and tunefulness of the Tongans soon made them adept in these games, and all were

quickly mastered. Only once did they meet something that really upset them. In one game, while the class skipped round in a circle, a stout, jovial headmaster in the centre had to initiate some activity which would then be copied by the others in the second half of the song. At the same time they had to sing: "Go this way and that way, Go this way and that way, Did you ever see a laddie go this way and that?" Well, the leader in the centre got stuck for an activity so he merely put his tongue far out! Try putting your own tongue out and singing: "Go this way and that," and you will quickly realise why the show broke up in doubled-up laughter.

The evenings were devoted to learning more new songs, a lecture on current affairs, and a Question Box evening.

Some of the questions revealed a desire of the teachers to improve their own professional and economic standing, such as "Why can't a teacher get an advance on salary in order to buy a bicycle as other members of the Civil Service can?"

Other questions seemed to have a political tinge, such as: Please explain the policy of appeasement; the Anti-Comintern Pact; shock worker; fifth-columnist; white man's burden; totalitarian government." Or, "What are the reasons for the present prominence of the USA in world

affairs?"; "Would you explain fully everything about UNO."

But these questions did not reveal so much a keen interest in current



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affairs (with a decided inclination to the Left), as an astute study of previous examination papers—the teachers' annual examinations were due to begin in the following week!

A dance and a launch picnic ended the week's activities.

I feel sure that it was worthwhile. For a short time the hungry sheep had looked up, and had been fed; for a week the feeling of frustration arising out of the teachers' isolation had been dissipated; and I believe that the teachers returned to their schools with a new spirit of enthusiasm, a little bit better equipped to cope with the tremendous problems of education that face them in the days that lie ahead.

RAROTONGA'S EASTER CYCLE RACE

OWING to the bad state of the coastal road in Rarotonga this year, the famous Easter Monday round-the-island cycle race took place in separate heats. Each heat consisted of three riders, who represented one of Rarotonga's six villages, the winner being the man with the fastest time.

The machines used are ordinary roadsters, and under the ruling of the Rarotonga Sports Association they may be stripped but must retain their balloon tyres.

For the last five consecutive years

Arorangi has won this race, but this year Titikaveka village became the winners.

In the Ladies' cycle race, of 1½ miles, the winner was Tere Daniella, of Arorangi, with Teina Carlson, of Avatiu, second and Nono Maki, Arorangi, third.

Nga Carlson, who won the Ladies' Race last year for the fourth year

running, did not compete this year, but trained her sister, Teina, who came second.

Mr. H. T. Kienzle, of Yodda Valley, Papua, and a well-known Territorian, arrived in Sydney in early May for extended leave. He does not expect to return to the Territory until early 1957.

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After three months attending Seventh Day Adventist camp meetings in New Zealand and Australia, Pastor Kila Galama (above) flew back to Papua from Brisbane on April 7.

Pastor Kila is President of the Western Division SDA Mission, with headquarters in the Momo River, near Daru. The population in this area is estimated at 99,000.

With one assistant, Pastor Kila sails a 28-ton vessel, the "Diari II", along the 300-mile coastline to the Dutch border. Whenever he

finds crocodiles at his stopping places he shoots them and sells them to augment his meagre mission funds. The gift of a rifle by a Melbourne admirer will considerably reduce the hazards of such hunting, as Pastor Kila has been using a shot gun, which, he says, necessitates approaching to within about 18 inches of the reptiles.

Pastor Kila Galama has to assist him four ordained ministers and 21 unpaid volunteer helpers. In two years the Sabbath school membership has increased from 100 to 1,000.

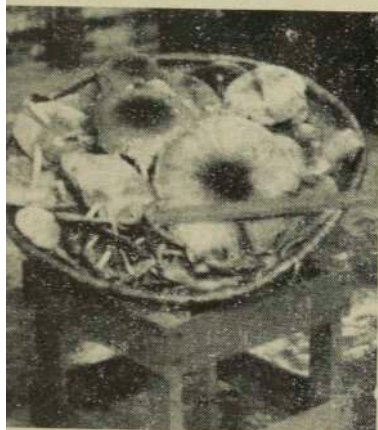
During his stay in Australia, Pastor Kila visited the old Port Arthur convict settlement in Tasmania; Cadbury's chocolate factory (and enjoyed sampling the products); the Mint and Observatory in Melbourne; Holden car factory and a glass factory in Adelaide; also Gardner's diesel engine factory, where he was given some instruction to assist him in caring for his ship's engine; the Bible Society, which presented him with 100 copies of St. John

and 24 copies of the Bible; and the Sydney Royal Agricultural Show.

On tour, Pastor Kila addressed church gatherings of up to 3,000 people, and altogether raised £8,000 for general mission funds.

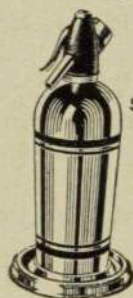
† Six native nuns from Fiji—Sisters of Our Lady of Nazareth—arrived in Melbourne recently with their Mother General, Mother M. Pierina, SMSM. Four of the Sisters will continue their studies with the Presentation Sisters—two at "Star of the Sea," Gardenvale, and two at Presentation Convent, Windsor (Vic.). Two others will study at Brigidine Convent, Mentone. When qualified they will return to Fiji to teach.

Tropical Mushrooms



Mushroom culture is not an industry usually found in the tropics; but Fiji has a mushroom grower of no mean capacity. He is Mr. W. Pearman, of the Burns Philp staff; and this is a photograph of some of his choicest specimens, grown at his home in Robertson Bay, Suva. He began the enterprise 25 years ago and now can grow mushrooms up to 12 inches in diameter. There is a market for every mushroom that Mr. Pearman can produce—of the delicate fungus appears not to be affected by longitude or latitude.

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A BOILER!**

AN EARLY SAWMILL IN PAPUA

By J. NIXON WESTWOOD

Away back—over 40 years ago—I was associated with the erection of a sawmill at Manu Manu, at the mouth of Galley Reach, Papua. The things I saw done there showed how the pioneers put Papua on the map.

THE mill was owned by the Pacific and Papua Produce Ltd., whose Managing Director was George Francis Whybrow. He was a Londoner whose father had made a fortune from the manufacture and sale of "Whybrow's Pickles and Vinegar".

The P.P.P. had timber-cutting rights or leases up the Vanapa, Brown and Veimauri Rivers. That old Tasmanian, Mick Hassett (of the "when I like a bastard I call him a bastard, and when I don't call him Mister") was there. Mick was one of the old school and knew timber-getting thoroughly. He was for a time employed by William Cunningham Bruce to fell timber and have it left near the banks of one of the abovementioned rivers. He also made rafts of some logs,

and these were towed by the Dexter and Izod launch to the sawmill or elsewhere for shipment to England.

Those at the island anchorage were lifted by the barquentine *Okta* which flew the Norwegian flag, and had sailed across the Pacific from Callao in ballast. She was chartered to carry one million board feet for London.

I think that the man who erected the mill was a Scandahoovian named Bensen. He managed it for some months, and I well remember how very frugally he lived—canned fish or meat, rice and sweet potatoes with, once in a while, fresh fish; and three times a week, for dessert, he had cabin bread and jam. As he did not smoke or drink, he saved money.

The machinery, including the steam engine, came from Sydney, but the boiler, a Cornish type, was purchased from a Company which had tried its hand at timber-getting up behind Bona Bona, in the south-east. The mill was 18-20 miles up

the river, and 60-80 feet up on the left bank.

WHEN the mill was being erected, I was in Samarai, and Whybrow asked me to join the firm and accompany Bill Doig, in the A/K *Kia Ora* to the boiler site and help bring it to deep water.

The ketch was about 25 tons, and capable of 5 knots when opened full, so against any current we could manage 40 to 50 knots per day.

We finally reached the spot, and found the boiler covered with long grass, and almost inaccessible. However, Bill was a real bush engineer, and in addition to his boat's crew we had two very capable Kiwi boys.

The job was to have the boiler taken to Bona Bona for the *Moresby* to lift and deliver at Moresby. We

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had only seven days in which to have it delivered to Deep Sea anchorage, which seemed an impossibility.

On arrival, we met a real tropical storm, which held us up for a whole day.

When we did get to the boiler it took the workers well over five hours to get the growth cut away. We then had to cut a trail to the water's edge.

Eventually we placed long trees fore and aft to make skids. We improvised some coverings for the man-hole and other openings into the body of the boiler, and forced them into position with a sledge hammer.

Then all was ready to launch the unwieldy piece of machinery. It was necessary to parbuckle it down the hill. As the line available was short, this job was done in easy stages.

Finally we launched her, and she floated.

At this stage the rain commenced again, and we had the greatest difficulty in manoeuvring the boiler so we could tow it to the anchorage. After several hours' toil, we managed to make her fast for towing.

The greatest danger was that she might with the current overrun us, but as soon as we got to tidal water, we found her much easier to tow.

That boiler was 20 ft long by 9 ft 6 in. diameter, and weighed

well over ten tons. The effort was a great credit to Bill Doig and his boat's crew and his two Kiwai workers.

THE journey to the coast took nearly 30 hours. We thought we had missed the *Moresby* because we could see no sign of her at the anchorage. But, as we dropped our anchor and made our cargo fast, we saw the smoke of the steamer on the horizon, and two hours later she also anchored. Hav-

ing all gear ready for the heavy lift, she lost no time in getting the boiler on board.

As I had to accompany the boiler to Manu Manu, I became a passenger on the *Moresby*. The Captain was McInnes and another passenger was Dr. Fleming Jones who, although he did not at the time know it, was making his last trip as Medical Officer at Samarai.

At Port Moresby the boiler was put overside onto the deck of the scow *Zelma*, captained by Tommy

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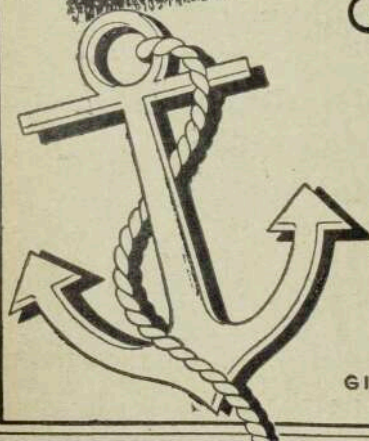
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Bakker, and eventually we reached Manu Manu.

We had to go up the saltwater creek behind the mill site, where we could parbuckle her on to the shore. Then we rolled her to the position fixed, and finally she was *in situ*, and did the job she was intended for.

Unfortunately, when Bensen "set her", she was either slightly out-of-plumb, or the back end sank at least four inches, with the result that the brackish water ate a hole of about three inches in diameter at the end. She had to be taken down for repairs, and as such could not be done in New Guinea, it was necessary to send her to Sydney.

I do not know who towed her this time, I think it was the D. & H. launch, but as it was only to the Vari Vari's, the distance was not great. Here the *Matunga* (Captain Sammy Mortimer) took her on deck, and delivered to the Mort's Dock.

The repairs took one week. She was ready for the return of the *Matunga* and without further mishap again did her job at Manu Manu.

As a matter of interest the sawn timber was sold in Port for from 8/- to 25/- per 100, and proved to be quite a boon at the time.

As World War I had started, the venture, instead of being a loss, turned out to be profitable.

The Broken Hill Proprietary has recently received two shipments of nickel ore (9,850 tons) from the Nickel Co., New Caledonia.

From Tahiti's Warmth to European Snow



Two well-known Tahiti girls, the daughters of Mr. and Mrs. Oscar Nordman, are shown near Paris in a sleigh, with a Nordman daughter, June Breaud. They are Ethel, the wife of an Australian, Mr. Harrison; and Anatila, mother of June, and wife of M. Jean Breaud, of Paris.

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MAGAZINE SECTION

Tropicalities

CROSS NEW GUINEA FROM
FLY TO SEPIK IN 24 PAGES

THOSE who have read Ivan
Champion's interesting book,
*Across New Guinea from the
Fly to the Sepik* are unlikely to see
much resemblance between this and
the 24 pages to which the South
Pacific Commission Literature
Bureau has reduced it for one of
its Bonito Series readers.

They call it "simplified and
abridged." We'll say it is—and
wonder why they bothered to give
Champion a by-line. The 24 pages,
very large type, give a brief
outline of one of the most remark-
able achievements in Papua-New
Guinea exploration. But it would
have been much better all round
they had simply called the
booklet *How Champion and Karius
Crossed New Guinea*, and left all
question of authorship out of it.
The idea of these booklets is to
provide reading matter for natives
who are barely literate in English
so say that it is an abridged
version of the original is to give
completely wrong impression. It
is no relation at all to the
original text of the story.

There is nothing wrong with
these booklets or the purpose behind
them. But why give the benighted
page who has struggled through
the full 24 pages of the "abridged,
simplified" version the notion that
he has read all Mr. Champion has
to say on an adventure that
occupied him from December, 1926,
January, 1928?

Also in this series is *The Hiri*
written specially by the late
William Wedgwood. This tells of
the lakatoi voyages of the Port
Moresby people to the delta country
of Kikori during the season of
the south-east trade-winds when
they were traded for sago.

NO COMMERCIAL VALUE

THE discussion was about the
technical difficulties which de-
velop when men and women,
in a love of the Islands in their
arts, die in some place far from
the Islands. Customs men are the
able.

When old Shirley Baker died,
the man from Tonga, "his
family wanted to inter him in
Tonga. They put him in a suitable
casket, and shipped him without
consent to Nukualofa. And then
fun started. Customs didn't
know how to classify this particular
port; and, as the regulations

seemed to offer no solution, they
suggested that the casket be shipped
away again. There was an outcry,
so finally Top Brass compromised
with 'Personal effects, NCV' (No
Commercial Value). That was how
Shirley Baker went peacefully to
rest in a land that, in his later
years, had regarded him as a pain
in the neck."

The old Burns Philp man became
reminiscent. "Yes, we had a case
like that once—a corpse that the
family wanted to plant in Fiji, and
the bloke had most inconsiderately
died in America. 'Frisco office made
a tidy job of the casket, and
wrapped it up in a wooden case,
and labelled it 'Archaeological Spec-
imens.' Came in OK, without any

Customhouse argument. Average
Customs official is quite human, at
heart!"

WHAT'S IN A NAME—FREE ADVT. DEPT.

A GENT who looked a little the
worse for wear entered the bar
of the hotel at Tavua, Fiji, gazed
feverishly upon the lass there, and
asked: "Could you get me a PIM?"

The lady seemed a little surprised,
but obligingly went out into the
office, fossicked around, and went
back with a copy of a certain
magazine.

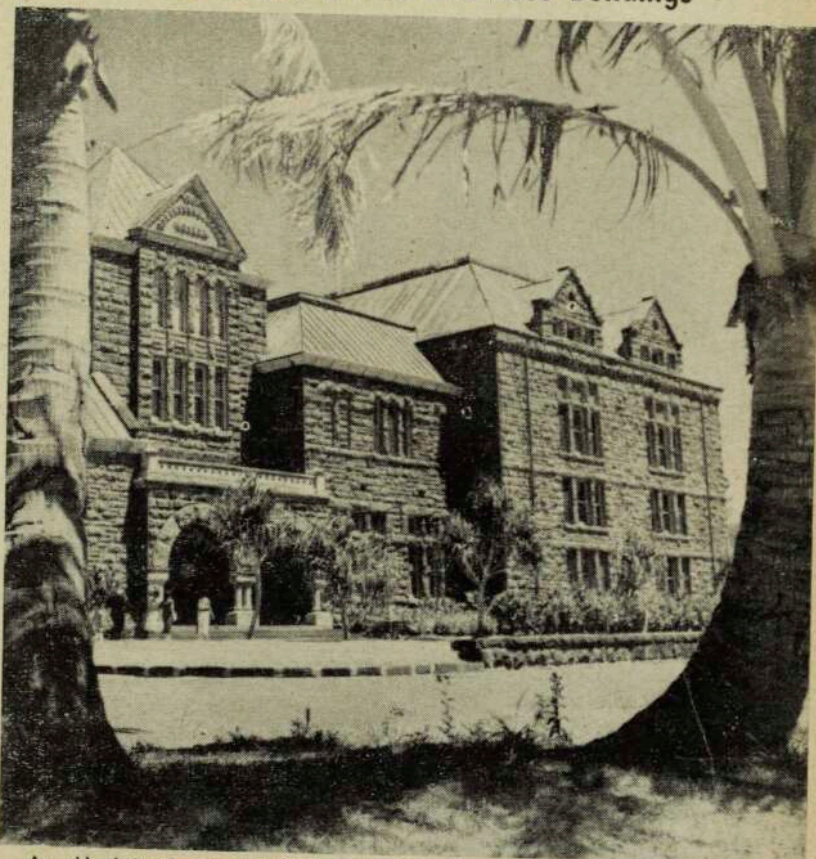
The gent moaned: "No, I don't
want something to read—I want
something to drink"—and thus
battled his way through to a cold,
Pim's No. 1.

THE WIRES WERE CROSSED

THE presiding genius of the Grand
Pacific Hotel in Suva, Mr.
Brian Hurley, told this one. He
was suffering a sinus trouble; and
he also had a tropical skin rash.
He described his woes to a friend.

"Oh," said friend, "we'll soon fix
that. I've got an excellent thing—

One of the Pacific's Famous Buildings



An old chateau? No—the Bernice P. Bishop Museum in Honolulu. The Museum is a
memorial to Princess Bernice Pauahi, last of the chiefly Kamehamehas, and was founded in
1889 by her husband, Charles Reed Bishop, who was a prominent American businessman in
Hawaii for 50 years.

—Photo by Frederick Simpson.

I'll send the boy with it."

The servant came along presently with a thin creamy substance. The miserable Brian poured some into his hand, and sniffed it vigorously up his nostrils.

When he had finished turning handsprings and displaying other signs of agony, he went looking for his friend, and told him about it in language plain and unadorned.

"Good God," said the friend, "That was for your rash, not for your sinus."

SOLOMON ISLANDERS WHO ARE "EUROPEANS"

THIS photograph shows part of Solomonafoa (Samoan for "New Solomon") village, situated in low hill country inland about 13 miles from Apia.

Built on land set aside at nominal rental from NZ Reparation Estates following a goodwill visit to Western Samoa in the 1930's by the late Mr. Peter Fraser, the Samoan-style houses are now occupied by about



Solomon Is. village in W. Samoa.

40 Solomon Islanders, their wives (mainly Samoan) and children.

The Solomon Islanders, all who remain of hundreds taken to Samoa as indentured labour in German days, are hospitable, contented, and, having regard for their age, industrious. Their village is kept tidier and cleaner than many Samoan villages these days, and the plantations are regularly tended.

Under Western Samoa's confused laws regarding domestic status, these Solomon Islanders are classified in census reports and other official documents as "Europeans"; yet they were without political representation until about a year ago, when Malietoa, one of W. Samoa's two *fautua* (royal chiefs who, of four claimants, have their regal status

and authority recognised by government) offered to represent their interests in the *Fono of Faipule* (Samoan Parliament).

The Solomon Islanders converse in Pidgin, but their children are taught in Samoan at the village school.—JACK THORNTON.

WHITE MAN MIRACLES

I USE a kerosene-operated refrigerator and yesterday morning, while mixing the doings for some short-bread, the local store order-boy (a Fijian) arrived for my usual orders. I told him to wait a few minutes till I completed the job and, as usual, put the shortbread into the frig. to set.

The order-boy, all eyes, said, "I've never seen that done before," and then asked what the "cakes" were liked when cooked. I told him that when he brought the order next day I would let him try some.

Naturally, the shortbread was cooked in the oven last night but when he called this morning I duly handed him some. He tried it, found it perfectly cooked and then said: "Now I know why a kerosene light is put under a frig but never before did I know that you can both cook and freeze in it—*Sa vuku dina na*

kai valagi" ("the white man is wonderfully smart").

He went off muttering: "If I had not seen those cakes go into the frig, with my own eyes I should never have believed it. . . *Au sa druka*," ("It's got me beat").—GA NI BULU.

A wedding and an engagement have been announced by the Deland family, now of Adelaide, SA, formerly of New Guinea, where Dr. C. M. Deland was a Medical Officer. One son, Dr. Curtis Deland, a resident at the Adelaide Children's Hospital, will marry towards the end of the year Miss Gillian Bowden, who is a nursing sister. In Pennsylvania USA, Mar. 31, another son, Mr. Raymond John Deland, was married to Miss Nancy Dundon. The couple met at Pennsylvania State University, where Mr. Deland went on a Fulbright Scholarship. He graduated in Science in Adelaide and subsequently spent some time at Macquarie Island as a meteorologist.

† Mr. Bruce Crofts, Australian Air Pilots' Association manager, spent two weeks in Papua-New Guinea in April to study conditions under which air-crew work for airline operated there.

PIM CROSSQUIZ NO. 74

Solution on Page 97.

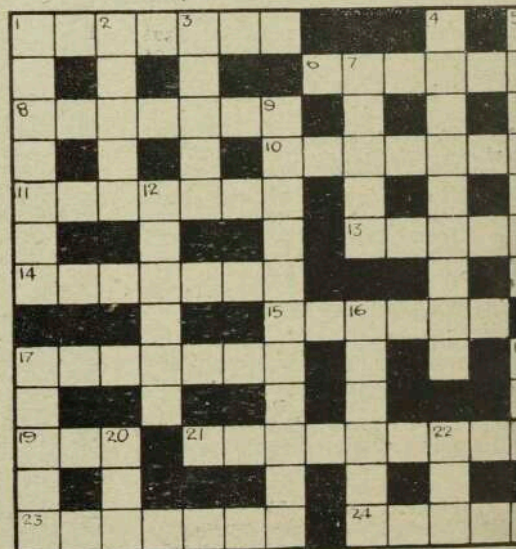
— ACROSS —

- 1.—Who constructed the first practical telescope with which he discovered the Milky Way?
- 6.—What man do you associate with Eva Braun?
- 8.—Who is the "Spiritual" head of the Ismailian Moslems?
- 10.—What metal is obtained from pitch-blende?
- 11.—What are you likely to get if you push a gran'ma around?
- 13.—Of what is Canada the capital?
- 14.—What medicines are supposed to make you sick?
- 15.—Which Australian cricketer of recent years has taken over 100 wickets and scored 2,000 runs in Test cricket?
- 17.—What is the largest known anthropoid?
- 19.—What plant was sacred to Bacchus?
- 21.—Who was the discoverer of oxygen?
- 23.—In what book of the Bible is the story of Cain and Abel recorded?
- 24.—What is the name of the upright column about which the steps of a circular staircase wind?

— DOWN —

- 1.—Who wrote the children's classic "Wind in the Willows"?
- 2.—What is the capital of Tibet?
- 3.—Who composed the music for "The Merry Widow"?
- 4.—What instrument in a plane measures its height above the earth?
- 5.—What kind of a musician is Gene Krupa?

- 7.—Who did Abraham offer as a sacrifice to God?
- 9.—What is the study of coins and medals?
- 12.—What style of architecture has high pointed arches and clustered columns?
- 16.—Which Australian writer was noted for his poems on the outback?



- 17.—Who composed the "Peer Gynt" suite?
- 18.—What is the fifth of twelve?
- 20.—What is the monetary unit of Japan?
- 22.—"Where . . . ends, tyranny begins."

LOCK SNIPPING CEREMONY

Its Fun—But
For Parents Only

By W. H. PERCIVAL

IN Rarotonga (Cook Islands) to-day one still occasionally sees a boy with shoulder-length hair. These long-haired boys are the eldest sons or the favourite adopted sons of local families, and have been obliged by their parents or guardians to remain unshorn until a hair-cutting ceremony can be arranged.

During this ceremony the boy sits in a chair, wearing girl's clothes and with his tresses arranged in curls or tufts—of a sufficient number for the family head of each group of guests to snip one off. The carefully selected guests each bring a gift for "the girl" who has now become a boy—presumably to give him a good start in life. The hair-cutting is followed by a feast, organised on as lavish a scale as the boy's family can afford.

This peculiar custom does not appear to have any connection with the various "initiation" rights known in other parts of the world, and which concern the passing from adolescence to manhood. It may take place when the boy is any age from about 10 to 21, and is purely a social event, which is now dying out.

Old Rarotongans recall that 40 years ago, long-haired boys, one of whom wore their hair in pigtails, were a fairly common sight. To-day they are seldom seen.

The hair-cutting ritual was not known before the arrival of the missionaries, and to-day nobody seems to have any idea as to how the custom started.

There is no doubt, however, that the boys themselves are not in favour of the idea. At school they are teased and ridiculed until the pigtail wears off and they are finally accepted into the schoolboys' fraternity.

Two factors have considerable bearing on the date on which the hair-cutting ritual is performed. One is the amount of successful pressure the boy is able to put on his parents to get him out of his predicament; the other is the financial status of his family.

If the parents are comfortably off they will be able to stage an *umukai* (feast) that will augment their prestige at a far earlier date than they are not so fortunate. But in any case it seems that this custom will soon be extinct, and Cook Islands boys of the future will have no need to feel shame because of their pigtail tresses.

Probably the worst misery any

T-i-m-b-e-r!

JOHN L. CHIPPER (right), one of Rabaul's best-known residents, was born in England, in 1910. He was educated at the Emmanuel School at Wandsworth, Surrey, and then, like the story books say, he left home to make his fortune. He arrived in Australia in 1927, went to work in timber around Kyogle in northern NSW.

In 1933 he went to New Guinea to work for Allen Innes as a carpenter at Salamaua, and then spent two years on the goldfields on construction jobs. From Morobe he went to the Wewak goldfield, but gold-mining did not hold him for long, and by 1939 he had returned to his first love and was shipping Walnut flitches out of New Britain to the American market.

A broken foot and other slight medical defects prevented his going to the Middle East with his mates from New Guinea who joined the AIF, but when the Japanese war started he went to Melbourne and got into "Z" Special Unit (AIF)—the cloak-and-dagger merchants. The medical requirements were not so severe because the members of the outfit were not expected to live too long.

For the next four years he lived a life of secrecy and activity. He was first in the troublesome undercover trade with Timor and other Jap-held islands of Indonesia, and when business slumped in that area he was able to get into the select stream of mischief-makers who prepared the way for Allied landings in the Philippines and Borneo. He went around in small ships and aircraft, and made landings by submarine.

John was demobbed from the AIF in January, 1946. His first post-war job was in Commonwealth disposals of shipping in Papua and New Guinea, after which he went to Rabaul and started the firm of J. L. Chipper and Company. The interests of this firm and its dynamic head are many, but the business is still based on timber—sawmilling at Rabaul, and timber-getting from leases in the Warangoi River valley, about 25 miles south of Rabaul. Here they have constructed 20-odd miles of first-class roads, 17 miles of secondary roads, and widened 50 miles of other roads. The company is still trying to get agricultural leases to enable the area to be developed properly—but that is another story.—BRETT HILDER.

parent can inflict on a child is to deliberately make him (or her) look different from his school-mates—even in the sacred name of "looking-smart." PIM's editor was reminded of such youthful troubles recently in a Sydney cafe where two teen-age boys were buying milkshakes. They were inconspicuous grey, college-suits—and long-hair, rolled up in a bun on top of their heads and secured in a hair-net. They were said to belong to a religious sect called Israelites).

¶ The Mayor of Suva (Mr. A. D. Leys) and Mrs. Leys are at present in New Zealand on holiday. The Deputy Mayor (Mr. W. E. Goodsir) is acting as Mayor during Mr. Leys's absence.

¶ Miss Jean Innes, of the Gosford District, NSW, left for Santo, New Hebrides, in April to teach in the Presbyterian mission school there for the next 2½ years.



CORRECTION AND APOLOGY

IN the "Pacific Islands Monthly" of February, 1956, there appeared (page 79), a drawing and an article about Mr. Ray Parer. At the end of the article, the author, Captain Brett Hilder, used these words: "Ray may wander off to Wau, where the attraction may be gold, or a golden-haired blonde. It is no use asking Ray what he is going to do next."

Mr. Parer is, in fact, a happily married man and his wife and son live in Rabaul. The use of these words has, therefore, caused him great embarrassment. PIM takes this opportunity to correct the erroneous impression given by the use of this story, and to apologise to Mr. Parer.

Ray Parer was well-known as a pioneer airman and miner in New Guinea between the wars. More recently he has been engaged on various enterprises in Australia. He returned to the Territory towards the end of last year and at present is skipper of one of the Australasian Petroleum Company's vessels in P-NG waters.

† A recent visitor to New Caledonia was M. Jean Berliet, head of a French firm which has been famous for over 60 years for its motor vehicles. Since World War II, the company has concentrated on heavy-duty trucks and has abandoned the manufacture of private motor cars for which it was once internationally renowned.

† The RNZN frigate *Pukaki* will visit Noumea, New Caledonia, between May 22 and 25.

This Answers that Old Question . . .

WHAT DO YOU DO FOR AMUSEMENT?

By J. EDWARD BROWN

BUT what do you do for amusement in a place like Rarotonga?" several people asked me after I returned to New Zealand from the Cook Islands. Well — there's picnics, parties, pictures and dances. Pictures and dances might not be as sophisticated as those in Australia and New Zealand, but they are a lot of fun, and there is plenty of unconscious amusement attached to them, too, at times.

There are two movie theatres in the village in which I lived. One of these is modern while the other is a somewhat ancient wooden building with an unlined corrugated iron roof so that when it rains it is impossible to hear the sound track anyhow.

In this latter theatre the best seats are upstairs on a small balcony where patrons sit on hard chairs after paying their two bob, while the "rest" stamp, whistle and shine their torches on the screen from the hard wooden benches below.

In both theatres there is the smell of coconut oil, the scent of flowers in the hair of the girls, and occasional dog fights—for in Rarotonga everybody, even the dogs, turn out for the movies.

The first pictures were screened in Rarotonga away back in 1909.

The projectors then were cranked by hand and they used acetylene lamps, but although the projectors are newer anything is still likely to happen to-day, and does.

One night when I attended we got half-way through a feature film, then the screen went blank. The audience sat in darkness; the natives grew impatient, whistled and talked and flashed torches on the screen. Then the interval slide flashed on. The theatre emptied. We had half time. But when we got back in we sailed straight off into another feature film. No one ever found out what happened to the hero and heroine in the first film, because we never saw it.

Even such a thing as getting the last reel of a feature film first, and the first reel last is not unknown. A friend went to see "Mutiny On The Bounty"; the operator put the fourth reel on first and the patrons didn't seem to mind at all.

Old-time serials with plenty of action in them are popular, but the whole series of "episodes" is run through, one after the other as an evening's programme. What adds to the excitement is they are not always shown in sequence. The

operator puts on one reel, jumps a couple, and then goes back again for fill-ins. It makes them far more exciting.

In one film the end of a reel showed a person looking into a pool. The start of the next reel showed the reflection. The operator, switching in this reel saw this reflection, and thought immediately he had the reel wound upside down. He stopped the machine, rewound the whole spool while the audience waited impatiently; got it going again.

The first few frames showing the reflection were all right—anyhow

the pictures showed the people the right way up—but as soon as the camera swung off the reflection, everything was upside down again. Stop the machine. Rewind again.

Half time lasts until the stores—run by picture house owners—have sold everything they possibly can, then it's back inside to see a good rousing western.

Some films, such as "Mutiny On The Bounty", "Hurricane" and several other old-timers about the Pacific always draw a good house when they are screened for the umpteenth time.

WELL, so much for the movies. Friday night in Rarotonga is dance night, and dances have a flavour not likely to be savoured in any dance-hall "down south."

Outside the hall it is a warm tropical night, alive with the chirping of cicadas. Across the road is the lagoon, the waters lapping on the coral sand.



A team of entertainers doing an "item".

There's a moon hanging in the sky out beyond the reef on which the Pacific rollers are thudding, making a streak of white on the heaving water. Couples stand under the trees talking.

The sellers of peeled oranges, sliced watermelon and fruit-drinks are doing a steady trade in the glaring light of their gasoline lanterns.

Inside the hall it is hot, the air heavy with the scent of tropical flowers woven into eis and worn by boys and girls alike. The girls are

Mr. Brown wrote the article which appeared in April PIM ("How Radio Goes to the Rescue of Rafts") from which the by-line was inadvertently omitted.

earing their best dresses, shoes, postick and cheap scent from the stores.

The band is composed of guitars, celeles, a drummer or two, and—the most important instrument—a battered trumpet, the only one on the island. Vocals are provided by a chorus of middle-aged women variably dressed in white.

They play all dance music, all ones more or less the same, to mi-foxtrot tempo, commonly known as the Rarotonga Hop. You can pick out any rhythm you like from the mixed-up notes that they pour out, and the dancers do precisely that.

Some are doing the foxtrot, some are waltzing. It is, however, not enough to stir the blood and provide rhythm for the hula, and a couple in one corner are jitter-gging, an accomplishment no doubt learned from a visiting sailor, from the movies.

Rarotongans like to entertain and be entertained. Dances without "Items" are not popular. Items can consist of displays of dancing, or a play from local story which is acted with great gusto.

A women's group tried to have a dance every Wednesday night at the local theatre. But it was a night dance with no Items, and soon flopped.

The Friday night dances are usually run by some organisation attempting to make money, like the Boys' Brigade, or a committee representing a church or village, and the people concerned practise for weeks on their Items. The dance concludes with the band playing "God Save The Queen", which sounds just like all the other tunes, except that the dancers stand still.

OR sheer entertainment a Tere (travelling) Party is tops. These are groups of people who travel from one island to another to entertain. In the old days they

How They Drank The Kaiser's Health Under The Noses Of The New Zealanders

IN April, a spry, well-groomed, elderly gentleman, by name George Wilhelm Hagedorn, called at the PIM office in Sydney. He introduced himself as that German resident of Upolu, Western Samoa, who boarded the warship *Scharnhorst* off that island in September, 1914, and who was described by PIM some months ago as "a rather jovial citizen."

In a gracious, old-world manner, Mr. Hagedorn revealed some interesting facts about this highlight in his World War I career, when (see PIM, September, 1955, p. 79) cruisers of the Imperial German Navy threatened to upset the relative harmony that had prevailed in Western Samoa following the occupation of that German territory by New Zealand troops a few weeks earlier.

Mr. Hagedorn was at that time a prominent planter and a member of the Legislative Council. It can be taken for granted that the visit of the cruisers to Mulifanua plantation was not a coincidence, but a deliberate action to contact this leading German resident and learn the local facts.

Mr. Hagedorn was anxious to point out that he was the "rather jovial citizen" referred to in our September account, not Captain Hagedorn, a brother of his, who was also a local planter. Captain Hage-

dorn is now living in Germany, in Bremen.

Secondly, there were three German warships, the *Scharnhorst*, *Gneisenau*, and *Nurnberg*. And thirdly, both the *Scharnhorst* and *Gneisenau* had first entered Apia harbour and then departed on their visit to Mulifanua plantation.

The NZ troops fully expected the warships to return to Apia that evening to bombard that port, and were taking action accordingly.

Rowed out to the *Scharnhorst* by some of his plantation boys, Mr. Hagedorn was received by the commander and taken before Admiral (Count) Von Spee, with whom he spent three hours discussing the situation of the moment, and, among other things, drinking a toast to the Kaiser, while the New Zealanders around in Apia prepared for a bombardment.

When the German officers were fully appraised of the position ashore, the merits and demerits of a little shelling were discussed and here Mr. Hagedorn pleaded the futility of such action, emphasising that nothing would be achieved by the action and that all German residents were receiving considerate treatment from the NZ troops.

The Count admitted frankly that they were looking for enemy vessels but wished to steer clear of the superior firing range of HMAS *Australia*.

It was suggested that Mr. Hagedorn proceed with the vessels on their war-time errands, but he pleaded that this would only bring harm to his relatives and fellow Germans ashore and disrupt a situation that, viewed philosophically as a misfortune of war, was as satisfactory as could be expected.

Assured by the Count that no offensive action would be taken, and that the warships would leave for other parts, Mr. Hagedorn returned ashore and took immediate steps to contact Colonel Logan, OIC NZ troops, to whom he conveyed the results of his visit.

Mr. Hagedorn assured PIM that Colonel Logan was "a fine gentleman," and added, "He was good enough to call me a brave man."

Mr. Hagedorn's little trip to the *Scharnhorst* was to alter the course of his life, however.

Shortly afterwards he was interned in New Zealand for 6 years and 9 months—long after the war was over. This was, he claims, because of his considerable influence with the Samoan people and would have been an embarrassment to the New Zealand authorities in the re-

(Continued at foot of Page 90)

Those were the days when love of adventure took men off the beaten track without thought of reward.

How In 1910 Britishers Discovered Pygmies In Netherlands New Guinea

PRESENT-DAY residents of New Guinea are frequently accused of believing that history began thereabout in 1942, but even old-timers will probably be surprised to learn that there was a British expedition into Dutch New Guinea as early as 1910, and that during the party's 15 months in the country they discovered pygmies.

Pygmies, of course, were a favourite "discovery" in the Mandated Territory in the 20's and 30's but this appears to be the first record of their discovery by Britishers on the mainland of New Guinea.

"This (is a) country with continual rain, flood and swamp, with sickness rampant amongst our coolies, the natives ravaged by yaws and syphilis — the picture which my memory will conjure up in later years will be rather one of loathing for a country which is so utterly God forsaken and stamped with the mark of Cain."—Dr. Marshall, Oct. 18, 1910.

A dismal picture, indeed—but at all events, science has marched on since then. We now know that if a native has yaws he does not have syphilis, and that yaws can be cured by just one shot of penicillin.

An account of this expedition—which otherwise was close to completely abortive—has come to us through the diary of Dr. Eric Marshall, a member of the party; Dr. Marshall had previously gone with Shackleton on his 1909 expedition to the South Pole.

He now lives on the Isle of Wight. Dr. Marshall, in a separate note, says that the expedition was sponsored by the British Ornithological Union and was backed by Sir Edward Grey, of the Foreign Office. But because funds were very short, the Royal Geographical Society was invited to participate and sent two geographers.

The objective was to reach Mt. Carstenz, the highest peak in the Central Snow Range bordering German and Dutch New Guinea. The area in which they explored is south-east of the "neck" that separates Vogelkop from the bulk of the mainland.

Members of the party were: Ornithological section, Walter Goodfellow, Wilfred Stalker, Guy Shortridge Claude Grant (who joined the party later as a replacement), A. F. R. Wollaston (Entomologist and Botanist).

Geographical Section, Capt. C. G. Rawling, surveyor; and Eric S. Marshall, assistant surveyor and surgeon.

Officer in charge of Dutch escort, Lieutenant Cramer.

The expedition tried to penetrate the country from the south coast of the Dutch territory, and as the Dutch at that time had not recovered from Britain's part in the Boer War they were not particularly co-operative. Dr. Marshall writes:

"The negotiations were prolonged but the Dutch finally agreed, and in the meantime organised an expedition, on the same lines as ours but from a different base, for the same purpose. They 'rode us off the main river route,' the Oetakwa River, and arranged for us to use the Mimika River which, as rivers go in NG, was a ditch leading to the hills!

"We arranged for 10 Gurkhas as our personal escort, but the Dutch insisted on 40 Javanese soldiers with the necessary convict coolies.

"Stalker, a collector for the BOU, recruited our carriers from the Dutch EI, instead of from Borneo, Dyaks being the most suitable.

"Walter Goodfellow, a bird collector who had sold a famous humming-bird collection to Gould, which the Natural History Museum later acquired, was appointed 'leader.'"

As with many such expeditions, dissension arose almost from the start—a great deal of it stemming from the fact that most members of it had little faith in their leader, as a leader.

Then, almost as soon as they had landed on New Guinea soil, Stalker became lost in the swamps bordering the river and his body was recovered some days later.

Goodfellow and Shortridge both were subsequently invalidated out of the country. Of those who returned eventually to England, Rawling was killed during the First War and Wollaston was shot by an undergraduate at King's College, Cambridge, about 1929. All other

members of the expedition, except Dr. Marshall, have since died.

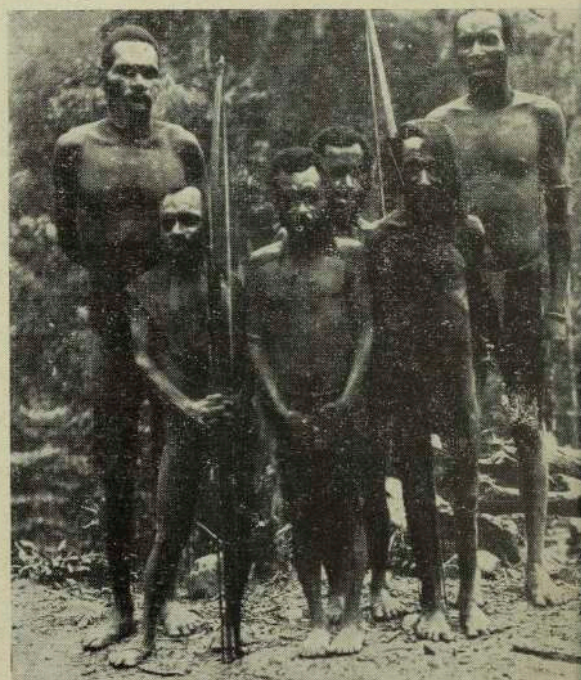
The expedition lasted from December, 1909, until March, 1911—a great deal of that time completely bogged down by frustrations through which no one appeared able to break a clear and decisive way.

In all their 15 months in the country they penetrated but 30 miles inland as the crow flies.

It was Grant who first saw the Tapiro pygmies, and some time later, in company with Marshall and Rawling, returned to the area where they spent about two days observing and photographing these small people. Dr. Marshall, in his diary, describes the incident thus:

NOV. 9, 1910: Precisely at 8 a.m. we started for the pygmies' clearing.

For the first 40 minutes the jungle track rose steadily, the going being fairly good then, turning off sharp to the left, we clambered down a steep incline and arrived at the junction of the White Water and a branch stream. These, like the main stream were much swollen. Wading up the branch stream for 10 minutes, we called a brief halt for the carriers at the foot of a steep ridge. The track up the ridge was precipitous, but the going was made comparatively easy by



Mimika River natives with Tapiro pygmies—an old photograph taken by Dr. Marshall in 1910.

the network of roots, and the ledges and cliffs, worn by the toes of generations of pygmies, in what is probably their highway to the river. At 11 a.m. we reached the meeting place."

It is here that the pygmies had, on previous occasions, met Grant, escorted him into the village or clearing and, when departing, taken care of him.

It appears that the etiquette is to wait here until properly introduced, for on one occasion Grant failed to observe it and marched straight into the first village and, finding it deserted, shouted across to the clearing, from whence came a score or so of these little men, running hard, gesticulating violently and much excited, evidently angry at the customary etiquette had not been observed, and no doubt fearing that Grant was in search of their womenfolk, who, however, were not in evidence.

Halting at this meeting place, we could distinctly hear the high treble voices of the women on the clearing opposite, although it was impossible to catch a glimpse of them. They shouted twice and we then marched straight into the clearing, our carriers keeping up a sort of running conversation with the pygmies, who did not seem to relish the idea of this invasion by the white men.

Entering the clearing, I caught a fleeting glimpse of one or two naked forms disappearing into the jungle, but whether men or women it is impossible to say. A good deal of excitement prevailed.

Diminutive figures carrying bows and arrows appeared at the top of the clearing, and, despite the fact that the ground rises at an angle of 30 degrees and is obstructed by led trees, creepers and undergrowth, it seemed to offer no hindrance to these agile little fellows, who ran along the tree-trunks and cleared the obstructions as easily as we might step on to a curbstone.

The foremost pygmy brandished an arrow in one hand, and shouting excitedly, soon came in touch with Peau, our pygmy runner, who closed in on him, possibly with the idea of preventing him using the weapons.

An understanding appeared soon to be arrived at, for, although still boisterous in manner, he joined the main group at the top of the clearing. About 20 Tapiros had now put in an appearance, coming in from every direction.

Our motives were hastily explained in the Nika dialect, which most of them seemed to understand, although they have a distinct language of their own, and all moved off in the direction of the village, situated on a hill immediately opposite the clearing.

The first village consisted of four huts of the same or less uniform style, scattered over the clearings. It was entirely deserted. We walked through, and topping a slight rise, were astonished to see another village of huts laid out in two terraces and nestling on the N.E. side of the same knoll.

In the upper of these two terraces we decided to pitch our camp. No opposition or protest was offered by the owners, although we made no attempt to assist, standing instead in sulkily silence or whispering in little groups.

The water problem had now to be solved, and here again the pygmies refused help, saying that it was "far away", pointing to a mountain stream some hundreds of feet down the hillside but we rightly concluded that the place would not be here unless a constant supply was fairly accessible.

(Continued on Page 83)

HISTORY OF THE TIN-CAN MAILMAN IS ALREADY OBSCURED BY TIME

AS a lad in Nukualofa, Tonga, in 1890, my brother and I used to wander round to Mr. W. Hettig Snr.'s tinsmith shop and watch him, on behalf of the Tongan Government, soldering the Niuafo'ou mail in a kerosene or a biscuit tin. These biscuit tins had been used for 25 lbs or 70 lbs of cabin bread, and so were just the right thing for packing the mail in.

The mails were only soldered down on the arrival in Nukualofa of the steamers from Auckland, New Zealand. The ships were either the SS *Upolu*, with Captain Crawshaw in command, or the SS *Ovalau*. On the outward passage, the captain of the ship would drop the tin overboard when he was very near the landing at Niuafo'ou, and natives would swim out and bring the mail ashore.

In those days Mr. W. Tarvis, trading for the firm of Messrs. Oste-more, Davey & Co., of Sydney, used to attend to the mail. Later, Mr. Tarvis sold his business to Captain W. Ross, owner and master of the topsail schooner *Ysabel*, which was, before Captain Ross bought her, the first mission ship *Southern Cross*. (Captain Ross once told me, when I was going to New Zealand in the *Ysabel*, during World War I, that he sold the engines out of the *Southern Cross* for more than he

When Mr. George Quensell died recently in Tonga it was stated in Australia and elsewhere that it was he who had originated the famous Tin Can Mail. In this article, Mr. J. D. Whitcombe shows that the Tin Can Mail was in existence long before Mr. Quensell arrived in Tonga—although Mr. Quensell gets credit for putting the mail on a commercial basis and thus earning revenue for Tonga. Another man, C. S. Ramsay, is usually regarded as being the original "mail-man". Since the eruption of 1946, of course, Niuafo'ou has been abandoned except by visiting copra-cutters.

gave for the ship. That was how money was made in the early days). After Captain Ross bought out Tarvis, Mr. Arthur Tyndall, of Nukualofa, accepted a position as the Captain's manager at the Niuafo'ou store. Later the two went into partnership under the name of Tyndall and Ross. While at Niuafo'ou it was Arthur Tyndall who kept his eye on the Tin Can Mail.

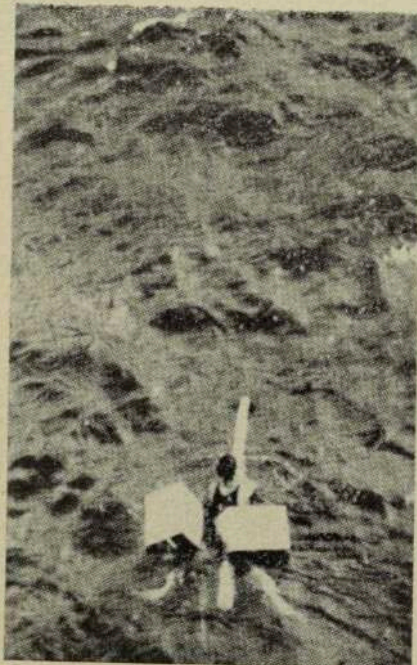
It was not until 1921 that the late Mr. George Quensell arrived on Niuafo'ou. He later turned the "Tin Can Mail" into a money-making affair, or commercialised it. The "Tin Can Mail" was in existence long before George Quensell landed in Holy Tonga.

The Tongan boys used to swim out to the ship to take and receive the mail, until about 1931, when one of the swimmers was attacked by a shark. After this the mail was taken out by outrigger canoes. The only European who used to swim out to the ships with the native boys was Mr. C. S. Ramsay.

One of the funniest things that ever happened in connection with the Tin Can Mail was in 1901. It was a beautiful Sunday morning just about 10 am and the church was full of good, native church-goers. The SS *Horoto*, Captain Newton, was in the roadstead, and as there was a small mail, Captain Newton decided to send it ashore by rocket.

The mail was duly attached to the rocket, which was fired and, unfortunately, landed on top of the thatched roof of the church, which was soon in flames. The congregation rushed out of the flaming church and went home to their Sunday dinners. That was the last time the mail was sent ashore by rocket.

Mr. W. Hettig, Snr., who used to solder the mail in tins in 1890 still has a grandson living in Nukualofa; he is Mr. August Hettig, local merchant and photographer. (Over)



Returning to shore with two cans of mail — a photograph reproduced from Ramsay's book.

Niuafo'ou is only 19.4 square miles in area, a speck in the great Pacific ocean, with a one-time population of 1,291. Niuafo'ou is the most remote island of the Tongan group, being much closer to Samoa and Fiji than to Tongatabu.

The island is almost circular and of its 19 square miles the lakes of the interior cover 6 miles. It rises to 588 feet and has a dangerous, dormant volcano, whose recent eruptions have occurred in 1853 (when 25 people were killed) in 1867, 1912, and 1929. The village of Ahau was destroyed in 1853 and Futu in 1929.

Then, in September, 1946, the volcano was again active and devastated the whole island to such an extent that Queen Salote, on hearing of the plight of her people, made arrangements for their removal. The inhabitants were taken off their island home by the MV *Matua* and given sanctuary on the island of Eua and also in Nukualofa, on Tongatabu.

Only about 20 people remained to keep an eye on the remaining copra crop.

Editorial Note

THIS is a somewhat different version to that of Mr. Charles Stuart Ramsay in his colourful book, *Tin Can Island*, published about Niuafo'ou, in 1939.

In that book, Ramsay mentions Quensell only incidentally as manager of the other trading company on Niuafo'ou. . . "an old friend of mine, an ex-sailor, and a German."

The impression gained from Mr. Ramsay's story is that prior to his arrival on Niuafo'ou (mid-1921), the mail was a one-way affair, fired-off occasionally from passing steamers by rockets. Ramsay got the idea of swimming out with mail tied in a water-proof packet when he saw Tongans take to the surging waves that roared in onto Niuafo'ou's shore, supported by buoyant swimming poles of *fau* wood. In all, Ramsay made 112 swims with the mail, towing the sealed tins of mail on the return trip. In 1932, Ramsay left Niuafo'ou, and the mail was then taken out in canoes.

This is how Ramsay describes his first attempt:

"The seas were running high when, on that Sunday afternoon, we first swam out with the mail. I was thankful for Masi's reassuring presence and sound advice.

"The *Tofua* appeared as a smudge of smoke on the horizon. Down on the rocks near the derrick, armed with our 8-ft swimming poles, we awaited her near-approach before taking off. Our mail was made up in two well-wrapped parcels, each tied to the end of a light stick about a yard in length so that the packets

(Continued on Page 91)

This Month's New Reading

Gnawing Conscience Beneath the Palms

THIS book is about Hawaii but the title, *Let Us Alone*, does not refer to the grass-skirted naked-from-the-waist-up hula girls who are featured on the dust-jacket. Author John Fisher takes his title from Tennyson:

*Let us Alone. Time driveth onward fast,
And in a little while our lips are dumb.*

Let us alone. . .

It is Hawaii of the immediate pre and immediate post-American annexation and is a story of a man who would likely have pleaded to be left alone to drift even if Fate had cast him up in Bloomsbury instead of the languorous islands of Hawaii.

But fate had been unkind to Frank Fanning in the matter of a backbone, so the Jade made up for it by seeing that he was provided with sufficient of the world's goods to make drifting possible.

The author knows enough about the Pacific—the air and steamer routes, anyhow—to infuse authenticity into the book, and as a study of a weak character it has its merits. Nonetheless, the narrative at times drags its feet to such an extent that it becomes wearisome—particularly when Frank has twinges in his better-self and feels that he should be up and doing—either as an historian, a doctor to lepers, or as a traveller in foreign parts.

Considering the slightness of the theme one can wonder, unprofitably, of course, why the story was drawn out to make this fairly bulky novel.

The readers it is most likely to appeal to are those who still entertain romantic notions about Pacific islands—and these are not likely to be dwellers therein.

(Published by Heinemann. Australian price, 18/9.)

Zeb in the West And in Cinemascope

THE publishers of *The Fortune Finders* (by Jacquin Sanders) describe it on the dust-jacket as "Western extravaganza," which is about as near as anyone could hope to get to this amazing piece of fiction. There are Indians, murder, skullduggery, much shooting, gold rushes and all the usual trimmings, plus principal characters twice life-size and three times as entertaining.

Zeb Hawkins, a store "clerk," left his home town in Vermont and headed West to make his fortune when his grandmother left him 500

dollars. Zeb travelled west for six months and then, in the Nevada desert, met up with Davis Borton and Borton's two young squaws, Necktie and Other One. They are identical twins except in the small degree of difference in their morals.

Borton teaches Zeb to mine; they make a modest fortune which Zeb loses in a roulette game. Necktie teaches him a couple of other things. When he is flat broke, Zeb goes back to clerking in the local store and is subsequently offered the job of manager of the local brothel. He declines and he and Necktie set up as water-sellers during a near-by gold-rush. They coin enough to set up a store for themselves.

Zeb continues to have adventures, economic and otherwise. His treatment of the avocado pear affair could be regarded as Lesson I for any up and coming business tycoon, Western style.

That is the bare bones; in addition you get Sanders' vigorous and lusty style of writing which is in itself worth the price of admission. But don't mistake this for something you can give Junior Son for his 13th birthday. It is to be considered strictly as *not* for general exhibition.

If you like Westerns you will probably like this. Even if you don't, you will probably like it, anyhow.

(Published by Peter Davies. Australian price, 15/6.)

Love in an Aqua-Lung

WHEN you hear a story as a radio-play of about 500 separate daily episodes you are unlikely to take the book, when it appears, as a serious piece of literature.

Morris L. West's novel, *Gallows on the Sand* (which has been broadcast recently over Australian National stations on the 6.45 p.m. star spot) therefore suffers from this disability.

But if you can forget that it has been a soap-opera, and simply require a light, fast-moving, action-packed story to while away a long plane trip or to laze away a sunny day, this will fill the bill. It is written in the slick, sophisticated American style currently popular in this type of book although most of the action takes place on an island off the north Queensland coast.

Renn Lundigan was a lecturer in history at the University of Sydney—but he did not spend all his time with ancient tomes. In fact, he spent quite a slice of it in Manny's baccarat dive at King's Cross; and he sometimes drank more than was good for him.

However, he had studied ancient history sufficiently to have a theor-

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PACIFIC ISLANDS MONTHLY—MAY, 1956

89

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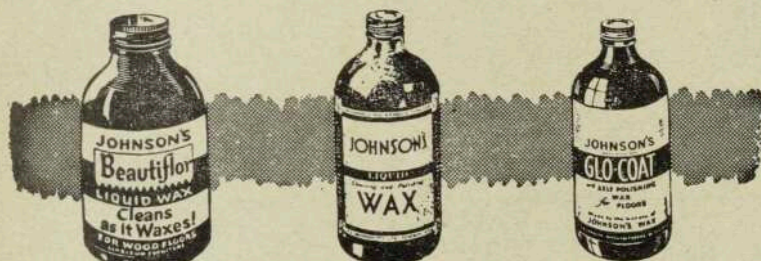
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about a Spanish galleon loaded with gold coins that could have been wrecked on this island on the Barrier Reef. Renn had actually found a gold, Spanish coin there and he had confirmation of the galleon's movements from an archivist in Mexico.

It is not hard to imagine the rest of the story—complete with faithful aide (part Japanese-part Gilbertese), a beautiful girl who they found at death's door (from stone-fish sting) when they landed on the island to dive for treasure and the villain in the person of our old friend Manny from King Cross.

If all you seek is a little light entertainment, as a cure from the office-induced ulcers, or as something to take your mind off the fall in the cocoa price, you'll find this acceptable.

(Published by Angus and Robertson, Sydney
Australian price, 16/-.)

They Drank the Kaiser's Health

(Continued from Page 85)

construction period that followed upon the granting of W. Samoa, NZ as a League of Nations Mandate.

And, because of his *Scharnhorst* associations, Mr. Hagedorn was again interned in World War II, becoming very familiar with the environment of Tatura internment camp in Victoria, Australia.

On his release in 1945, Mr. Hagedorn resided in Germany for some years and returned to Australia, 1952, with permission to reside here as long as he wishes.

Now 75, and living near Carlisle, NSW, he bears no grudge for his long internments, and is as interested as ever in agricultural matters and is still a "rather jovial citizen," happy that he was once a peacemaker in a delicate incident between two major world powers.

† New Caledonia potato growers are, it is reported, dismayed at advice from Sydney that seed potatoes are £70 per ton and they have asked the French Consul to "try to do something about it." However, as Sydney housewives are currently buying seed or any other potatoes for eating at 1/- per lb it is doubtful if anything can be done.

† At a meeting of the Norfolk Island Agricultural and Horticultural Society, held in April, it was found necessary to postpone the Show until October, due to a recent spell of very dry weather on the Island. An Exhibition will be held in place during the week of Centenary Celebrations in June; but no prize will be awarded.

History of Tin-Can Mailman

(Continued from Page 88)

ould be held clear of the water. I d the wind up, for to me the ves looked terrific, but Masi said was a good day and prepared to mp.

I replied with chattering teeth d doubtfully threw my pole into e devil's cauldron before me, as asi hit the water. The packet of il disappeared beneath the foam h me. . . I found I was washed t at the rate of knots and I uggled to the surface just in time grab my pole, throw it over the t wave and snatch a breath of before I followed Masi in oter dive. . . We swam extended ng our poles, our weight keeping m in position against our chests i obviating our need to hold m. The elbow of the arm carry- the packet of mail was hooked r the pole, leaving the other arm l both legs free for swimming. Over half a mile from shore we ast our poles down between our hs and rested as though sitting a rail fence, our bodies sub- ged to our chests and our legs gling.

The Captain sighted us from the ge and bore straight towards us.

. . . The 4,000 tons *Tofua* loomed towering and portentous as she drew near. It was pleasing to note the excitement aboard. The passengers clustered along the rail pointing to the two apparently legless trunks protruding from the water. . . The first officer, seeing our parcels, lowered a bucket at the end of a line. We dropped into the bucket the first delivery of the 'swimming mail.'

The book contains little else about the history of the mail and we still do not know when Mr. Quensell turned it into a "commercial proposition." In the late 20's and 30's a letter post-marked Tin Can Island was a philatelist's prize—but so far as PIM is aware, it was always Ramsay who was regarded as the Tin Can Island mailman; and Quensell has been little mentioned in that capacity.

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...it's dependable

CAPSTAN

FLAKE FINE CUT & NAVY CUT—FRAGRANT VIRGINIA
TOBACCO

How Britishers Discovered Pygmies in DNG

(Continued from Page 87)

The promise of beads finally induced one to fill our canteen and boiler, disclosing the fact that the source was a small stream—100 yards to the rear of the village. All time and, in fact, during our two-days' stay, they made it quite apparent that they did not want us or our trade, and that they considered our visit an intrusion.

All questions were looked on with suspicion and answers stolidly refused. Every little thing had to be paid for in beads or tobacco, the bribed pygmy being subjected to a silent tirade from a diseased old man who sat on the verandah of the nearest hut.

There seemed to be no chief, although the men commanded some respect, but how it is shown by one instance when an old head was given some tobacco, which was immediately taken from him by the boys.

Laberi-miribiri—the village—is built on no real plan, save that the group of huts on a terrace has an open level space, around which the huts are built according to the fertility of the ground. The floor space of a hut is from 12-15 ft. square, but from must be taken about 2 ft. which answers the purpose of a verandah in the front. Spilt rice fills the walls, outside which are fixed strips of bark. Access is gained by steps, made from two upright or sloping across which are lashed two or three pieces. The roofing is made from

layers of fan palm, eminently suited for the purpose.

The huts were all quite bare and empty, save for the "fireplace", or rather the patch of sand on which the fire is made. The huts are barer than those of the plainsmen, which at least have one or two crude shelves on which to place sago, dry wood, etc., while at Nime, on the coast, they enjoy the luxury of roughly carved wooden pillows.

No carving of any description relieved the pygmies' huts of their workmanlike appearance, although in stability and architecture they are superior to the low jungle huts.

IN height, the pygmies range from 4 ft. 3 inches—4 ft. 10 inches, averaging 4 ft. 6 inches. Of a chocolate, or deep brown colour, they are nonetheless of a lighter hue than the plainsmen, but their coatings of dirt might lead one to think otherwise.

Their hair, which is woolly and fuzzy, is matted and caked with dirt, and the general uncleanliness of their persons makes association with them most repugnant.

They all adopt a phallic ornament in the shape of a penis koka, made from a gourd, varying from 9-15 inches. Some of these, which are of exceptional shape and length, they are extremely proud of, and are unwilling to part with them for anything less than red cloth.

Armbands of woven grass are occasionally worn, and wristlets similar to those of some of the plainsmen, are commonly seen on the left wrist, no doubt as a protection against the recoil of the bowstring.

The lobe of the right or left ear is pierced, in which they hang a variety of ornaments

such as gourds, seeds, marsupial rat tails, bills of king birds, shells, etc., all or any of which may form a part. The septum nasi is in all cases pierced but not the alae. Through the former they no doubt wear some sort of nose ornament, but in the only instance seen it was the incisor tooth of a tree-kangaroo (an animal which we never saw). Necklaces of a variety of seeds are common. (Over)

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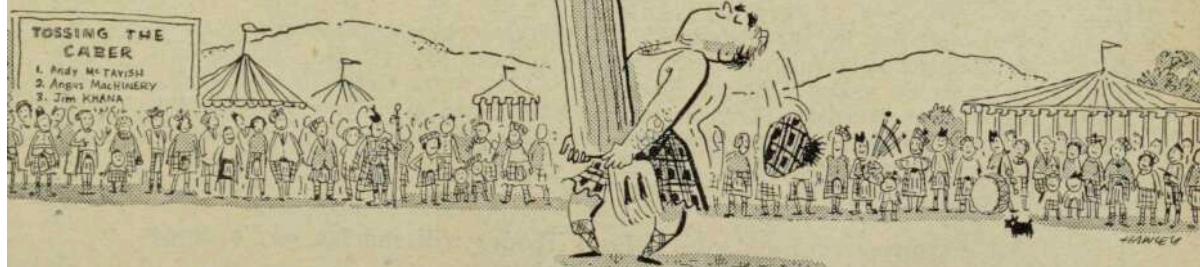
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Headdresses are various and wonderful. One youthful warrior favoured a cassowary wig which, being made from the long black feathers of the bird, gave the wearer the appearance of an animated gollywog.

Two old men wore tufts of the young cassowary dyed with red earth. Another keen hunter adopted a coronet made from the collar-bones of the cus-cus, while one old man, almost bald, attempted to hide his infirmity with a string, plaited wig ornamented on top with cowrie shells, his lank greasy locks falling to his shoulders.

Each man carries a string bag slung over the right shoulder and over the left arm. The contents are miscellaneous, such as fire sticks, pipe tobacco, food in the form of roots, and a folded pandanus mat. The hunters ornament their bags with boars' tusks, or pigs' tails, between 20 or 30 being sometimes seen on one bag.

From their bows and arrows they seem inseparable, always carrying half a dozen or so of the latter, some of which are carved and of superior workmanship to those made by the plainsmen. Not even the offer of a knife would induce many of them to part with them. No doubt the fashioning of these entails much labour, for they have no steel implements, one axe, 1 in. x 2 in., apparently traded in from the coast, being the only steel implement they possess. Many of them had home made jew's harps constructed from split bamboo and string, from which they extract a few notes. Scarcely setting foot on the plains, but always clambering up and down the steep hillsides and rocky razor backed ridges of their mountain homes, these little fellows are essentially hillmen.

Living on bananas, sweet potatoes, roots and jungle fruits, and dependent for their

meat on their hunting powers, the latter are no doubt developed in a very marked degree, and this doubtless is one reason why they set much store by their bows and arrows.

Stone clubs and spears they have no truck with, for none have been seen, but stone axes, similar to those of the plainsmen are used.

Their clearing, which must be nearly 120 acres in extent, is no doubt the result of a vast amount of labour, for it has been carried

out with the steel axe already mentioned, and probably stone axes and fire have played a part. Here they produce tobacco, sweet potatoes, bananas, pumpkins, etc.

Scattered over the clearing were a few lean to huts which were probably occupied by the women during our second night's stay at the village. On our approach they and the children all fled to the higher ridges, for the smoke of their fires could, the first night, be seen

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ing from an old clearing on the opposite side about 1,000 ft. above us. The natives were convinced that we were after the womenfolk, in spite of attempts made by Peou, the pygmy runner, to persuade them to the contrary.

EFFORTS to bribe them with 12 in. knives and butcher's knives, to bring them to be photographed, failed entirely, no doubt owing to the opposition offered by two of the old men who had all along seemed to have anything to do with us.

On the second day, after debating it for some time, our hopes were raised by our carriers telling us that the women were coming, only to be dashed to the ground a little later by one who said they had been frightened away by the sight of our hats and clothes. Our attempt to dispense with these was of no avail; we never saw a sign of them. Etiquette is apparently the reverse of what our civilization has taught us!

Liberty again had to be resorted to in order to induce the men to stand for the camera and manoeuvre for the cinematograph. The plainmen understood, for they see the result in print, but what did these people think of it? However, so long as it amused the white men, and they were paid in beads, no ill effects resulted, well and good—though for a long time they were of the opinion that they would get pains in their backs and die.

It was an easy method of earning money, and they had to part with nothing! Walking downhill towards the camera resulted in beads! Walking uphill with the big plainmen—again beads! And finally, a hasty retreat to the huts—more beads! All the while the man grinds the handle of a big box seems unnecessarily gratified at the result. Again, to stand in big or little groups as a much worried looking man walks and fumbles with a black box—this is very hard work and is well worth the prized blue and white beads!

During our stay a certain amount of civility was evinced, but much less than shown by the plainmen on our first visit in their country. Nothing would induce them to accept a looking glass, always naming "namouti namouti" ("ill, ill"). Behaving they evidently had had no idea they were so ugly!

On the first day, most of the old men came and never again showed themselves, on the second morning, when ready to leave, only some 15 to 20 youths were present. Many weapons and other articles of ethnographical interest had been purchased—knives, red cloth, beads, etc., and, in two instances, presents of knives were given to those who had been disposed to assist

we been able to prolong our stay I have little doubt that we should have gained confidence sufficiently to induce them to forward the women and children. As, however, we were forced to leave without seeing them, and unless we have time and opportunity to make another attempt, it may be many years before their photos and specimens can be added to our meagre collection of these primitive little people.

The expedition ended in March, 1911—the discovery of the pygmies being, from the ethnographical angle, anyhow, about the only tangible result. But those were the days before aeroplanes and

when the hazards of the tropical jungles were far greater than they are to-day. The diary makes it abundantly clear that results were merely in inverse ratio to the amount of effort and energy that was expended.

It could not be called a lucky expedition. It started off on the wrong foot, and thereafter continued to limp along to its inevitable conclusion. But although it was not the most successful of British adventures in exploration, members of the party were able to bring back to the civilised world the first news of New Guinea pygmies.

¶ Chief Justice of Fiji, Sir Ragnar Hyne, dropped in on his alma mater recently before he and Lady Hyne left Australia on long leave in the United Kingdom. Sir Ragnar was one of the first Arts graduates from the University of Queensland (in 1912) and it was as an educational officer he first saw Pacific Islands service—Director of Education, Tonga, after World War I. Later he switched to Law, was admitted to the Queensland Bar, and became Chief Magistrate in the BSIP. During his career he has seen service in many of Britain's overseas territories.



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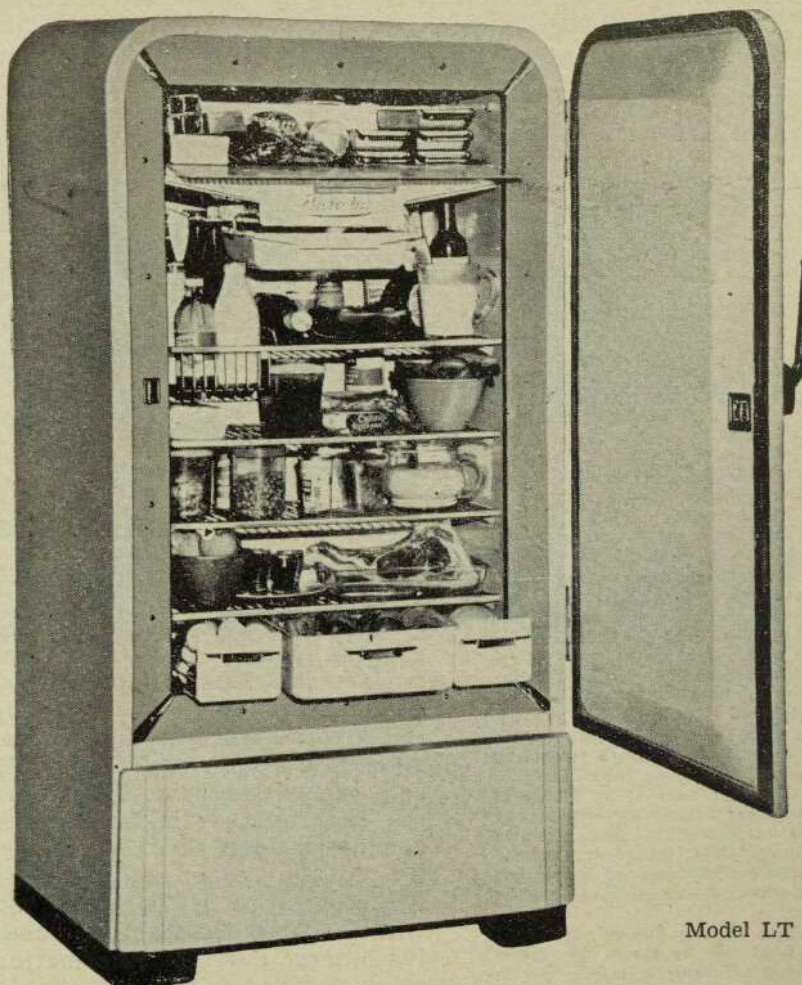
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Pacific History Has Been Recorded In "Anniversary" Stamps

By KN

THE issue in June of two new Norfolk Island stamps to commemorate the 100th anniversary the landing there of the descendants of the Mutiny of the Bounty, from Pitcairn, and the anniversary of the establishment of Norfolk Island as a separate settlement, recalls "anniversary" stamps from other Pacific Islands.

Such special issues have marked important national occasions and have provided stamp enthusiasts in many parts of the world with valuable pictorial documents in miniature of historical events.

Thirteen stamps were specially overprinted for use throughout New Caledonia, in 1903, in connection with the 50th anniversary of the French occupation, formal possession which was initiated on September 4, 1853. The overprint for the cent also included an eagle emblem.

Similarly, for the centenary of

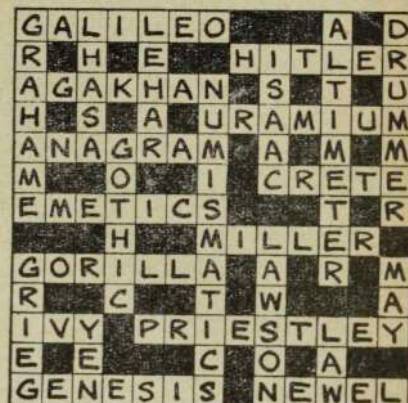
French Administration four well-designed stamps were provided in 1953, each of which typified explorers and missionaries and views of local significance. One issue portrayed Admiral Bruni d'Entrecasteaux, who arrived at the Isle of Pines on June 16, 1792, and explored the area, with aspects of his frigates—the *Recherche* and *Esperance*.

A view of the Bay of Noumea and the likeness of Admiral Febvrier Despointes, figured on a second design. It was he who took possession of New Caledonia in 1853 for France. The third stamp was devoted to a study of Admiral Dumont d'Urville, who in 1826, while seeking La Perouse, also explored New Caledonia. Background to this design was a map of the territory.

The fourth design of the series was the Noumea Cathedral and a portrait of the French missionary, Monseigneur Douarre, who in 1843 led a band of missionaries to New

(Continued Next Page)

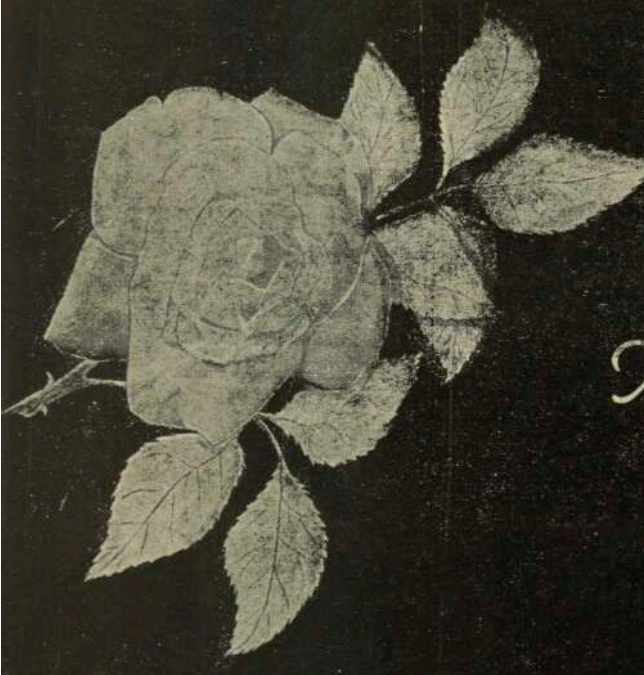
Solution to Crossquiz from
page 82



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Caledonia, their project being crowned with success in 1851.

On August 29, in 1914, a New Zealand Expeditionary Force, only 1,413 strong, landed in Western Samoa, and took possession from the Germans. In December, 1920, control of Western Samoa was granted to New Zealand by League of Nations mandate.

Consequently, in August, 1939, New Zealand saw fit to mark the 25th anniversary of its administration with a new issue of four stamps for the territory. They showed a coastal village scene, a map of the area, and a typical dancing, or "siva" party and Robert Louis Stevenson.

These attractive stamps remained on issue for three months.

Her Majesty Queen Salote has figured on a number of stamp issues made by Tonga over the years. In October, 1938, three values were included in a series put out to celebrate the 20th anniversary of her accession to the throne. Designs used typified the Queen wearing Coronation robes, in the Royal Palace at Nukualofa.

When, in January, 1944, five more stamps appeared in connection with the "Silver Jubilee" of that event, the same overall design was employed, except for the dates at the bottom of the stamp, "1918-1943."

Additionally, three striking portrait studies graced the stamps struck in November, 1950, on the occasion of Queen Salote's 50th birthday. One design showed a head and shoulders likeness, with the 1/- value picturing a half-length likeness of Her Majesty wearing the Order of the British Empire (Dame Commander), presented to her in 1932.

Tonga continuing link with great

Britain was evidenced by the issue in July, 1951, of a pictorial series in celebration of the 50th anniversary of the ratification of the Treaty of Friendship between Tonga and Great Britain, signed on February 16, 1901.

A map of the Tongan Islands and Great Britain; the Arms of the two countries identified two designs while the Royal Palace on Tongatabu, the national flag and a repre-

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ntative beach scene were also
ctured.

In addition, there was a picture
the HMNZS *Bellona*, the 5,900-
uiser, built in 1943, at anchor with
tiny Tongan schooner in the back-
ound. Medallion insets of Queen
lote appeared on the 2½d and 3d
nominations.

Thirteen values were included in
series of stamps on issue in New
Guinea in August, 1931, when the
h anniversary of the Australian
ministration was being observed.
e design used was of a Bird of
radise, in the limbs of a tree, and
e stamps ranged in value from 1d.
£1.

nder the New Guinea Act, passed
the Commonwealth Government
1920, Australia accepted under
ague of Nations mandate, control
the former German possession.
May, 1921, a proclamation issued
Rabaul ended the military admin-
stration, in control of the region
ce capture by Australian Forces
September, 1914.

On November 6, 1934, a set of
r stamps was distributed in
ua to signify the 50th an-
ersary of the territory being
ced under the protection of
at Britain. The designs were
pted from contemporary illustra-
as of the time.

ne design showed the hoisting of
Union Jack at Port Moresby in
, with Government, Military
religious representatives in at-
tendance, in front of the London
sionary Society's Mission House.
e LMS became established in
t Moresby in 1874).

set portraits also included were
Commodore James E. Erskine,
Commodore of the Australian
ion, who proclaimed Britain's
ectorate, and of Boe Vagi, re-
aised head chief of the Port
esby District.

ne second motif illustrated the
e on board HMS *Nelson* anchored
ort Moresby Harbour, with some
ative chiefs in conference with
military officers prior to the
ing over" ceremony of 1884.

ur years later, in September,
five airmail stamps were issued
apua to coincide with the 50th
versary of the transfer of
sh New Guinea from Queens-
to the status of a British
ession.

stamps used the common de-
—an aerial view of Port
esby Harbour, in which the
ner *Katoomba*, since sold to a
gn Government is moored,
a DH86 aeroplane in flight
head. A tiny inset at the foot
e stamp on the left was of a
e-sailed island cutter.

o current stamps, bearing
aits of Presidents Washington
Roosevelt, were circulated by
United States authorities in
st, 1928, in commemoration of
150th anniversary of the
ian Islands under their original
of the Sandwich Islands. The
ficant overprint inscription for

the occasion read: "Hawaii. 1778-
1928."

It was Captain Cook who dis-
covered the Islands on January 18,
1778, on his third voyage of dis-
covery, and it was unfortunate that
his effigy did not distinguish the
new American stamps, which were
initially placed on sale in Hawaii.

Copies of the stamps were also
available at the Postal Agency in
Washington, but not in United
States Post Offices. Nevertheless,
the stamps were in order for post-
age in the USA.

Another anniversary occasion
that did not escape the attention
of the stamp-printers occurred in
June, 1953. The French Oceania
settlements made available an issue
of a single airmail label stamp to

mark the 50th anniversary of the
death of the French painter, Paul
Gauguin, who went to Tahiti in
1891.

He remained there for ten years
and devoted much of his time to
painting native women. His most
famous works were "Maori Women,"
featured on the commemorative
issue, and "Maori Venus," the
former under the title of "Nafea."

The Dutch introduced East Indies
stamps for the first time in 1864,
and subsequently commemorated a
number of anniversaries. In October,
1938, two worthy issues were made
to mark the 10th anniversary of
the formation of the Royal Dutch
East Indies Airlines, KNILM.

The designs showed the noses of
the Douglas planes then plying on

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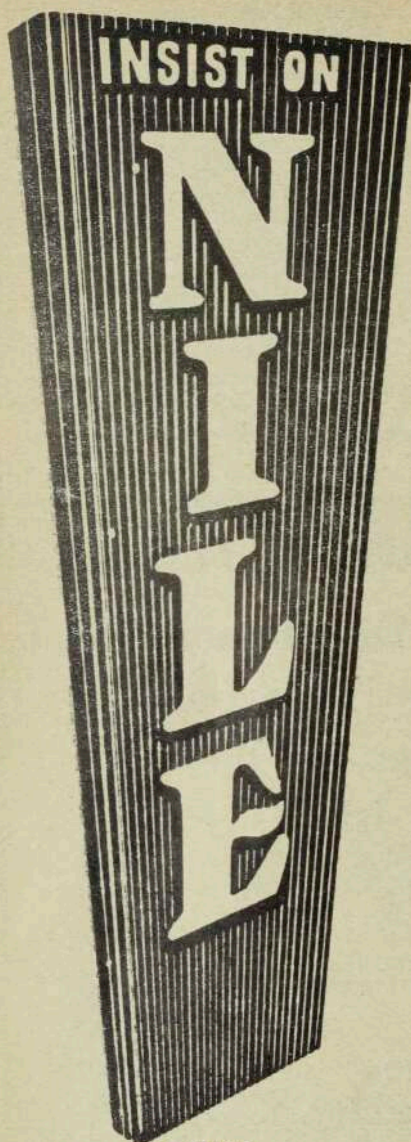
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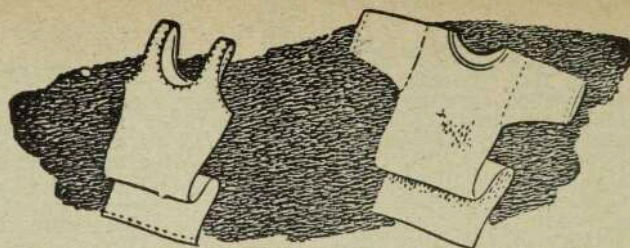
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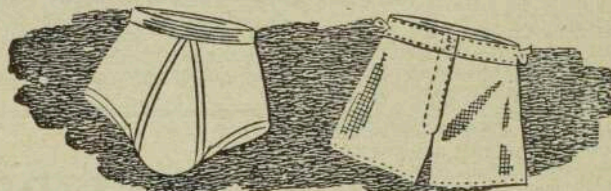


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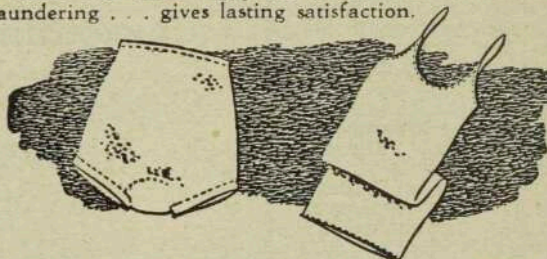
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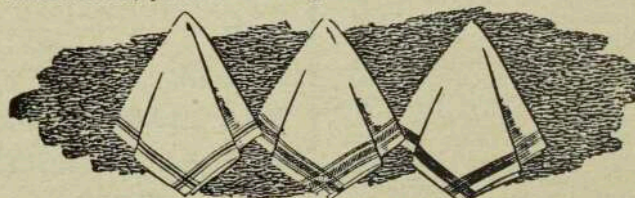
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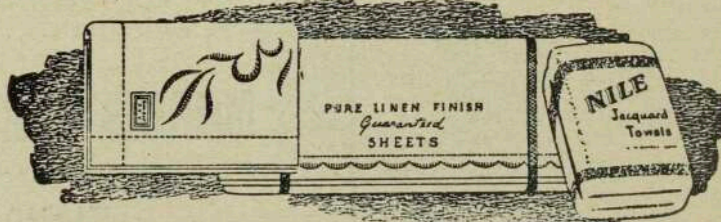
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the route between Holland and the Indies, and the stamps were sold at a premium to benefit the Air Service Fund.

Following the proclamation of the independent republic of Indonesia in Java and Sumatra on August 17, 1945, the Indonesian authorities issued two stamps for the 3rd anniversary of independence, the design of which symbolised "Labour and Transport."

In 1950, the Indonesian Arms highlighted three further stamps circulated in connection with the 5th anniversary of Independence, under President Soekarno. Similarly, on August 4, 1955, a scene representing the Proclamation enactment was utilised on four stamps that commemorated the 10th anniversary of independence.

On the 25th Anniversary of the Indonesian Women's Congress was celebrated in Indonesia in December, 1953, with a stamp bearing a picture of Meltai flowers. The issue also coincided with Mothers' Day.

A further quartette of stamps depicting their appearance in Indonesia in September, 1955, in respect of the 10th anniversary of the transfer of the GPO from Dutch to Indonesian control. The design for all stamps depicted Mr. Suparto, the Indonesian Postal Director, surrounded by a telephone, Morse, etc.

SUVA C of C WANTS CO-OPERATION FROM GOVERNMENT

MEMBERS of the Suva Chamber of Commerce say that they are tired of dealing with lengthy, and often evasive, letters from heads of Government Departments.

They suggest it would be more convenient for all concerned, and would result in a better general understanding if officials would attend meetings of the Chamber when matters affecting their departments were dealt with, and take part in a round-the-table discussion.

Many of the letters received by the Chamber either involve technical matters, or matters which have a particular bearing on a particular section of trade and commerce; and such letters have to be referred to special sub-committees of members with a knowledge of such matters.

The latter report back to the Chamber and their report is considered a month later—which all adds up to delay, with further delay added while waiting Government's reply.

A case in point is the recent gazetting of new regulations dealing

with access to the wharves. The regulations as finally promulgated are practically the same in substance as those recommended by the Chamber after protracted correspondence.

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Professor Elkin Retires From Sydney Uni.

THE James Cook Medal, awarded sparingly for outstanding work in Science and human welfare by the Royal Society of NSW, was presented to Professor A. P. Elkin, in April. It was on the eve of his retirement from the Chair of Anthropology at the University of Sydney—a position he has graced since 1923.

Professor Elkin expects to spend his retirement writing and camping out in the bush studying the Australian aboriginal. He also will make other field trips to Arnhem Land, and an early trip to Wabag, in the Highlands of New Guinea.

Professor Elkin has specialised in the Australian aboriginal whom he has regarded not only as a subject of scientific study but as a real and likeable individual with one of the most highly organised social structures and spiritual philosophies in the world. A great deal of the changed attitude of white Australians towards the oldest Australians can be attributed to the Professor's work in this field.

Adolphus Peter Elkin was born

in Maitland, NSW, 65 years ago, attended the University of Sydney but took his Doctorate in London where he observed that none of the important libraries had any-

thing of scientific value about the Australian native. He has done his best to rectify this position with half a dozen books and innumerable papers.

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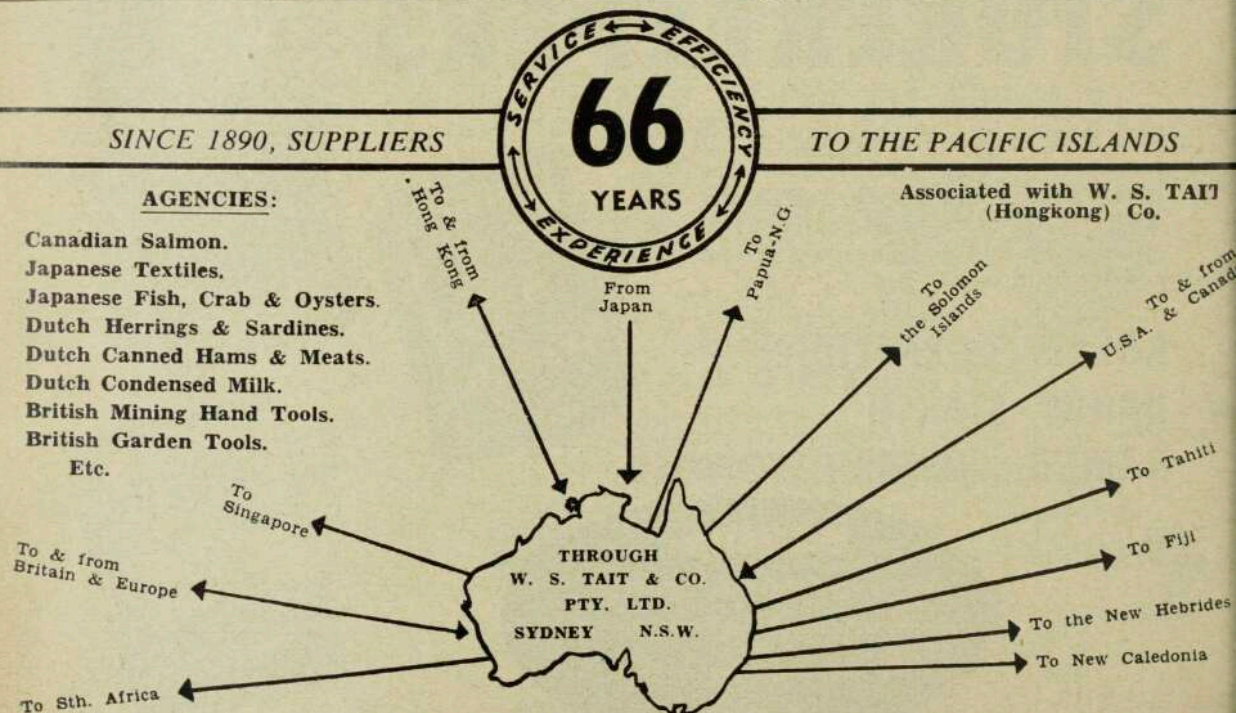
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They Didn't Spend Easter on Easter Is.

THE five Easter Islanders who last November, 54 days out, and starving, arrived in a row boat Atiu, Cook Islands, have lately been having an interesting time being shuttled back and forth between Pacific governments who do not want them.

The Easter Islanders originally intended to go to Tahiti—why, we do not know, although they are reported to have said that they wanted to visit friends. Reports on their more recent adventures have come to us from Suva and Papeete.

From Suva:

ABOUT Christmas the men were shipped to Rarotonga, where they were quartered in a new house and paid 10/- each per day—per diem as it appears in the official record of expenditure of NZ taxpayers' money.

The new house in which the men were quartered had been erected for the jail superintendent who had not yet arrived.

In February, the men were shipped to Aitutaki, and from there they were flown to their original destination, Tahiti. The official idea in the Cook Is. was that the men could be taken on a ship at Papeete to take them to Panama, where Chilean officials could assume command of the contingent of Easter Islanders without transports.

But when the plane arrived at Tahiti the French authorities refused to let the Eastern Islanders land, and they were flown back to Aitutaki, whence they were again shipped to Rarotonga.

In March they were shipped back to Aitutaki and again flown to Tahiti.

Meanwhile the villagers at Atiu have refused to let the Cook Is. administration take the Easter Islanders' boat to Rarotonga and use it to defray expenses. The Atiu people insist that they are entitled to the boat in return for their hospitality to the Easter Islanders when they reached Atiu.

It seems that officials in the Cook Is., Tahiti and Chile cannot make their minds what to do with the Easter Islanders.

The five men involved are reported to be quiet and mild-mannered, and in no apparent hurry to alter the farcical situation to end.

This report comes from Papeete:

The Government in Tahiti does not like the idea of having to sup-

port these Easter Islanders here. It takes the attitude that whoever or whatever lands in Papeete is Tahiti's headache—but why should the Government be responsible for anyone the New Zealand Government likes to dump on these shores?

I have spoken to the Chilean Consul here and he is of the opinion that the Chilean Government will eventually send the funds for the repatriation of these people—but obviously the funds have not been sent up to date.

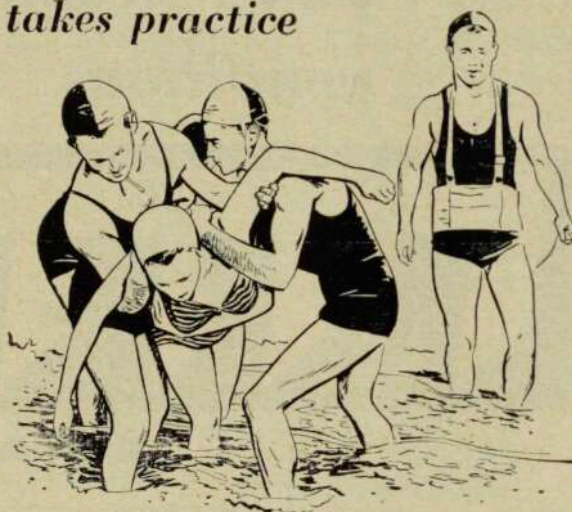
The local Police Chief thinks that the Easter Islanders cannot be trusted to go back to their homes by ship if allowed to land in Papeete—he asks what is to stop them tak-

ing to Tahiti hills the day the ship is due to leave, and missing it?

ED. NOTE: It is not clear from any of the above where the Easter Islanders are at present, but it is reported (repeat, reported) that the Chilean Consul in Papeete finally produced fares for the return home of the castaways, and that they went on their way some weeks ago.

† The new branch of the Commonwealth Savings Bank and Commonwealth Trading Bank, Goroka, TPNG, will have as manager Mr. L. F. Reid. Mr. Reid has been Accountant of the Bank's Lae Branch.

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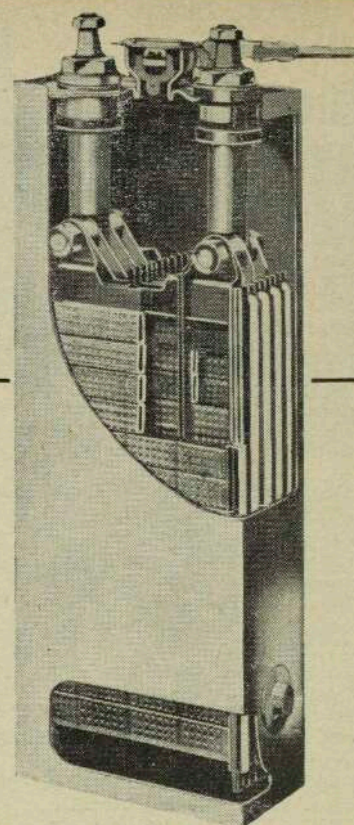
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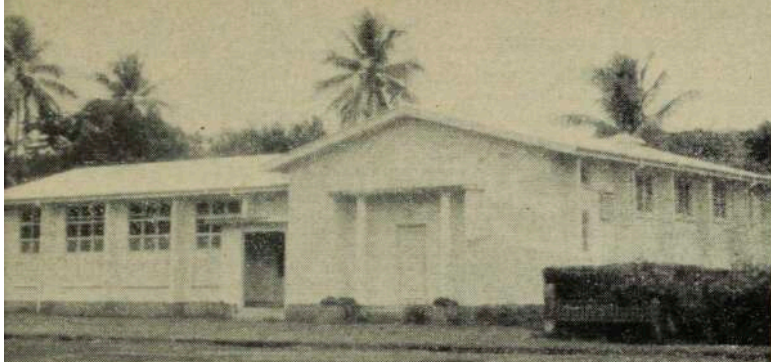
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New Home for Suva Masons



The Masonic Temple at Gladstone Road, Suva, which last year replaced the old Masonic Temple on the corner of Hercules and Butts Streets. The old building is now the Merchants' Club.

—Photo by Jack Thornton.

Fiji "Got in First"

It is reported from London that the famous and very popular portrait of Queen Elizabeth II, by the artist Pietro Annigoni, is to appear on a new issue of Fiji post-stamps.

Postmaster-General Hill has been rapped over the knuckles by London dailies for letting Fiji

scoop the UK over this issue. He should have adopted the portrait for British stamps, they say, instead of letting Fiji get in first.

Mr. L. F. D. (Nick) Carter, well-known pre-war resident of New Guinea is still living at Auchenflower, Queensland, and sends greetings to old friends through PIM.

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More Successful Functions of Sydney Polynesian Assn.

THE Polynesian Association's Monthly Social gatherings in Sydney have been the meeting place, during the last two months, of many Islands people.

Among these functions was a farewell to the Association's Social Secretary, Mrs. Ann Griffen, who is on holiday in Suva. At the same time, farewell was said to Doctor M. and Mrs. T. Salato, who also went back to Fiji after an extended stay in Sydney. In return, the Salatos and Mrs. Griffen gave a party at the Griffen home, East Hills, when many Suva people were present; kava was made and presented to the Association's President, Mr. Leonard Moran, and to many of the guests.

Among islands people present at the monthly meetings were: Mrs. S. Wolfgram and J. Tukia, of Tonga; Mrs. A. Kohlhasse and her daughter, Mrs. W. Aspinall, and niece, Mrs. A. Smith, all from Apia, Samoa; Mr. Eric Allen, another former resident of Samoa.

From Fiji were: Mr. K. Qiqiyaga, of Suva, on his way to London to study law; Miss Lena McGregor, of Suva; Mr. Harry Kiss, of Suva; Mr. M. Bahn, of Ba; Army Nurse Orbell Chambers, of Levuka; Mr. Brian Grant, of Suva, with his sister Pinkie and cousin Noeline Grant; and Mr. and Mrs. Ray Thompson, formerly of Suva. Another Suva personality was Miss Ann Wilder, on leave from Tarawa, Gilbert Islands.

In accordance with the Association's policy of helping deserving charities, the members recently presented a recital of Polynesian songs and authentic dances in a large suburban hotel lounge, in aid of the Sydney-Bankstown Sub-Normal Children's Association. They had the satisfaction of knowing that their presence attracted people interested in

this good cause. The sum of £500 was raised in the single night's performance. Islanders wishing to contact the Association should ring Mr. Moran, the president, BW 7370; or Mrs. Byron, BU 5737.

Mr. Jim Wilton, well-known resident of New Guinea, left Brisbane for Goroka, Eastern

Highlands, in April after four months leave in Australia. Greatly missed at the Friday get-togethers at a popular Brisbane hostelry.

A Tahitian, Henri Bar, employed on the new Yate dam, New Caledonia, was swept away and drowned while trying to cross a flooded river in April.

BOOKS ON AUSTRALIA AND THE PACIFIC

AN INTRODUCTION TO THE MALAYAN ABORIGINES (Major P. D. R. Williams-Hurley). 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, etc. There are numerous plates. £1/7/6, postage 1/-.

THE JOURNALS OF CAPTAIN JAMES COOK, edited by J. C. Beaglehole. Published for the Hakluyt Society, in 4 volumes and a Portfolio of Charts, this work is from 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 "Resolution" and "Discovery" 1776-1780. Vol. 4—Cook's Life and Voyages, Essays, Lists, Portfolio of Charts. Volume 1 and Portfolio of Charts now available. £12/1/-, postage 3/6. Orders booked for remaining volumes as published.

THE MEGALITHIC CULTURE OF MELANESIA (A. Riesenfeld). This large volume is the first comprehensive study of the occurrence of Megalithic structural remains, the cultural traits that are genetically associated with Megaliths in Melanesia. There are 3 plates, 26 figures and 8 maps included. £5/15/-, postage 5/-.

ART 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 the many excellent photographs, etc., reproduced in the book. £1/11/-, postage 5/-.

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Long-Distance Warnings Hurricanes

THE Australian Meteorological Bureau has intimated that it will, this December 10-14, hold a symposium on Tropical Cyclones at Brisbane University.

This is a matter about which all Pacific Islands administrations could be vitally interested—even those who are not technically in the hurricane area.

The Australian Met. Bureau has recently taken a serious interest in the microseismic method of cyclone warnings and has established a station at Townsville (this is in addition to the one already established at Queensland University, Brisbane).

The Townsville station was ready a few days before this season's devastating cyclone struck (it cost £3,000,000 worth of damage to life and property on the Queensland coast). The station is still having teething troubles as a result warnings were not as effective as might be. Results from the Brisbane station which operated under Dr. Owen Jones several years were regarded as completely satisfactory.

It published an article about the microseismic method of cyclone warnings in the issue of October.

Although there are factions against weather-men who are microseismic, considerable interest has been stirred in the method in Noumea, Fiji, London and USA—as well as in Australia.

Cyclones, full blooded and as that are described as "the end of a cyclone," cause each great damage to houses, food-gardens and threaten the livelihood of Pacific Islands people. This is a matter in which, it might be imagined, the South Pacific Commission could concern itself. However, so far as we know it is not, although this organisation is a logical meeting ground for various administrations who are vitally concerned in the damage caused by these tropical storms.

The microseismic method of warning is the recording of delicate instruments of the sort that shock-waves transmitted through sea and land of the sort of disturbance created by the falling cyclone (or hurricane). Hurricanes can be up to 600 miles when the first warning is given and as these storms in the Pacific rarely travel at more than 25 knots, and usually less, warnings could be given 24 to 48 hours ahead).

NEW PLANE FOR TRANSPAC

THE internal New Caledonian air line, Transpac, has received another de Havilland Dragon Rapide. The plane arrived from England recently.

The arrival of this second plane will enable Transpac to extend its service.

¶ The Governor of Fiji, Sir Ronald Garvey, with Lady Garvey, and an official party, made a tour of Lau Province on HMNZS Pukaki in May.

¶ Mr. E. A. O'Connell, who has joined the staff of the P-NG Crown Law Dept., was admitted to the Territory's Supreme Court in early May.

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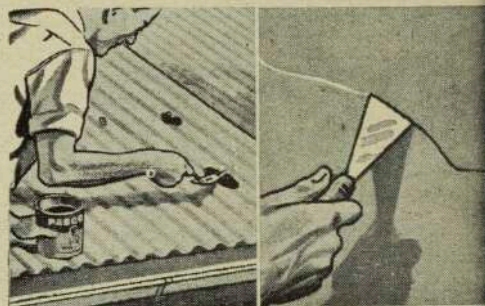
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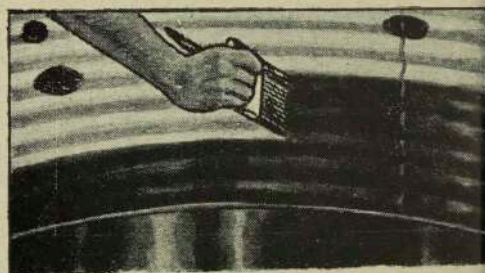
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Current News Items From Our Correspondents In Papua-New Guinea

RECORD APRIL RAINS

Unseasonal conditions gave parts of the Central District of Papua the first four days of April rain, eight and as much as 11 inches of rain or about 30 p.c. more than the average for the entire month.

Jackson's Airstrip, in Port Moresby, had nearly eight inches of rain. The Government House only slightly

Port Moresby, itself, the rain did severe damage to the town's many bad roads. Hundreds of wheel tracks appeared and water carted tons of gravel from the unopened roadways.

However, a big road-repairing project is under way in the area. Hundreds of yards of roadway are being ripped up prior to being properly repaired.

Would this all-out effort be connected with the proposed visit of the Duke of Edinburgh?

During the rain, Jackson's Airstrip was closed to air traffic several days.

EASTER ACCIDENT

A fatal accident on the roads of the Territory was reported during the Easter holidays.

On the evening of the last day of the break, a five-ton truck slipped off Rouna Road, about 17 miles from Port Moresby, falling down the cliff-face, killing one of its occupants.

The victim was Leslie Russel, the 2-years-old daughter of Mr. and Mrs. Alfred Russel, of Port Moresby.

The child's mother and her eight-years-old sister, Wendy, and Leslie Brown, aged 7, were injured in the accident. They were admitted to hospital.

VILLAGE COUNCILS V. VILLAGES

A Senior official of the P-NG Department of Native Affairs, Mr. D. Fienburg, says that results achieved on the Gazelle Peninsula of New Britain indicate that area organisation of natives has immense advantages over the village system in helping raise the standard of living of the people.

Gazelle has five area organisations for native government. They are Rabaul, Reimber, Livuan, Vunadirdir and Vunamami. The Gazelle area system of native councils is the oldest in the Territory, having operated for five years.

Four other native area councils exist. They are Baluan, which covers most of the south coast of

Manus, two in the Milne Bay district, and one in Port Moresby.

Mr. Fienburg says discussions are under way to expand the Hanuabada Council (Port Moresby) into an area organisation for Local Government by natives in the whole Port Moresby area.

NEW HARBOUR-MASTER, MORESBY

The new harbour-master at Port Moresby, Captain H. Riding, has, after 21 years absence, assumed his new duties at the port where he was a cadet in a shipping office in the 30's.

Captain Riding has had much experience abroad.

He was formerly with Shaw Savill

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,
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and Albion Line and was navigating officer on the *Gothic* during the Queen's tour of the Commonwealth.

WHAT—NO HIGHLANDS?

Details of the Duke of Edinburgh's visit in November have been planned by the Administrator, and have yet to be approved, but this is the general schedule:

On Monday, November 12, the Duke will arrive and spend the day and night in Port Moresby.

On Tuesday, November 13, he will fly to Bulolo and Lae, and on that afternoon to Rabaul.

The Duke will stay in Rabaul until about mid-day on Wednesday, November 14, and then leave on the Royal yacht for Darwin.

LEPROSY—AND £5 TEETH

The Milne Bay District Advisory Council dealt with two critical questions affecting public health at its meeting in April.

At a suggestion of Mr. A. Beavis and Mr. R. Donaldson, the council informed the District Medical Officer that supervision and treatment in the Grisela Hansenide Colony had deteriorated since the removal of the permanent Medical Officer. A new permanent officer was asked for, and it was urged that the Commonwealth Government send a specialist to inspect the Colony.

Some speakers said that inmates

of the Hansenide Colony visit Samarai for shopping without supervision at week-ends.

At Mr. Donaldson's suggestion also, the Council protested to the District Commissioner against the scale of dental charges.

It was pointed out that Samarai

had no local private dentist, and was therefore dependent on Administration services. Speakers said it was unreasonable for charges Samarai to be based on those Port Moresby, where private dentists existed. It was said that a denture with three teeth in Samarai cost much as £15.

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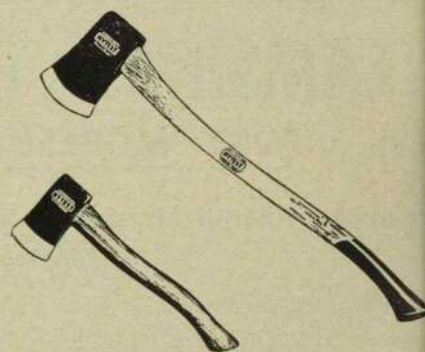
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DO NEED FOR ANTI-POLIO CAMPAIGN IN P-NG

There will be no anti-polio campaign using Salk vaccine in the Territory (a campaign is due to begin in Australia this winter). But the P-NG Department of Health Director, Dr. John Gunther, says parents would be wise to have their children vaccinated after their return to Australia on leave.

Dr. Gunther said recent examination of blood of people so far returned from civilisation as Wabag, the New Guinea Highlands, showed a higher anti-body content than existed in the blood of people in Australia.

There had been a number of cases of polio among natives and a few European adults in the Territory before the war but to medical knowledge the Territory had never had a polio epidemic.

There had been no case of anterior

polio with severe residual paralysis in a European child in the Territory.

Dr. Gunther explained that there was a continuous low-grade infection which tended to build immunity in the Territory. The situation was being watched, he added.

£20 FINE FOR OVERCHARGING

The first case of overcharging for a considerable time came before the District Court in Port Moresby in April.

A Chinese trader, Luk Poi Woy, was fined £20 for selling rice at 3d a pound more than the ruling price of 1/- a pound. He pleaded guilty.

Later, outside the Court, the Prices Controller, Mr. H. H. Reeve (who is also P-NG Treasurer), said his office was closely watching the observance

by traders of the prices fixed for various commodities—particularly on sales to native peoples.

Most Moresby residents echo: "It's about time, too." The whole question of prices in the Territory cries out for investigation. Some traders seem to believe that they can charge any price the public will stand. After all, they seem to argue, the natives will pay anything and they certainly would never think to complain to the Prices Branch, which really exists only in name.

Mr. Reeve himself admitted before the Public Service Arbitrator when he was in Port Moresby that his Branch was not very effective. Some Public Servants on a minimum PS salary feel that if Mr. Reeve had to live on a similar



A photograph taken after the wedding of David Thomsen and Miss Aafke Fokkema, at the Ela Church, Port Moresby, on April 13. The young couple met when Mr. Thomsen was visiting Holland during a tour of duty. The bride was given away by her father, Mr. Arne Fokkema, an engineer in Port Moresby for some time now.

A photograph taken after the wedding on April 14, at the Roman Catholic Church, Port Moresby, of Mr. Allingham and Miss Fokkema.

Photos: Papuan Prints.

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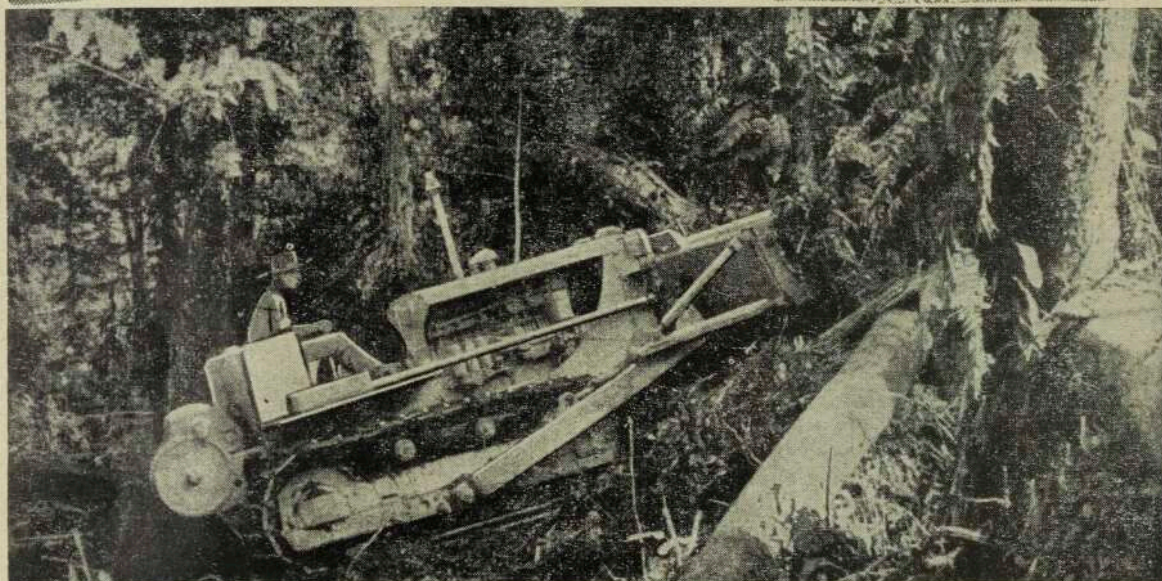
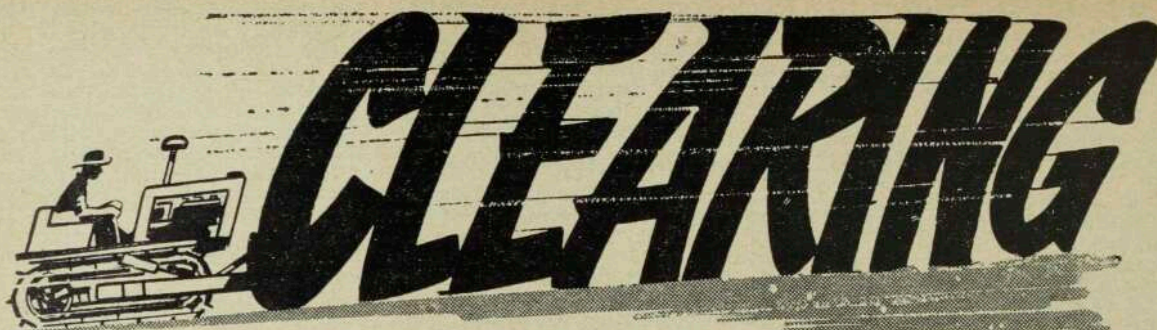
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ount he would be more interested seeing that his Prices Branch lly worked.

STREETS—NEW YORK OR NAUTICAL

The members of the Lae Town Advisory Council, at their April meeting agreed that those streets in which are now distinguished by nbers should remain so.

Members also adopted a suggestion to tack the word "West" onto currently-named 6th, 8th and Streets.

The council gave to Service Road new name of Central Avenue; "V" street is to be known as amaua Crescent.

was also agreed that streets the wharf area of Lae should come to have "M" names, but that be renamed after various nds ships. The suggested names e Mubo, Meikalong (?), Mac-i, Maiwara, Mindini, Matunga, ngola and Morinda.

BUILDING BOOM IN RABAUL

etween early 1953, when the post-reconstruction programme for aul first got under way, and the of March, 1956, the Common-th Department of Works had ed buildings to the approximate e of £900,000 in the town area. is does not take into account

minor works under £1,000 and repairs and maintenance.

The Regional Works Officer at Rabaul, Mr. A. O. Davis, said this week that these buildings were erected by both direct labour and contract labour for various departments and the Department of Works' own use. The main client Departments in Rabaul were External Territories, Interior, Copra Marketing Board, Overseas Telecommunications and Civil Aviation.

Public works to the value of £84,000 were in hand in Rabaul by the end of March, and a start would probably be made soon on the Nonga Native Hospital.

CARING FOR THE AGED

The Town Advisory Council at Lae has asked the Administration to consider setting up an Old-Age and Invalid Pension system for Europeans, Asians and non-native re-

sidents, subject to the rise and fall of similar pensions in Australia.

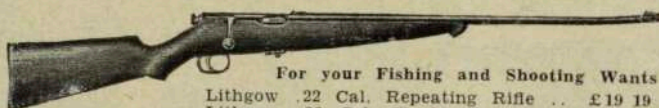
Mrs. E. Pollard told the council that one old man in poor circumstances was being kept in hospital by the kindness of the Medical officer.

The Deputy-Chairman, Mr. G. Whittaker, said he felt that funds should be collected to establish for them a home at Kainantu, Eastern Highlands, where they could have cattle and help grow fruit and do gardening. Then the Administration could be asked to subsidise the idea pound for pound.

Mr. Whittaker added: "We can find thousands of pounds to send to Australia for any distress or calamity there, yet we seem unable to do anything for the incapacitated people of our own Territory."

One question that remained unanswered at the meeting was whether a person who spent most

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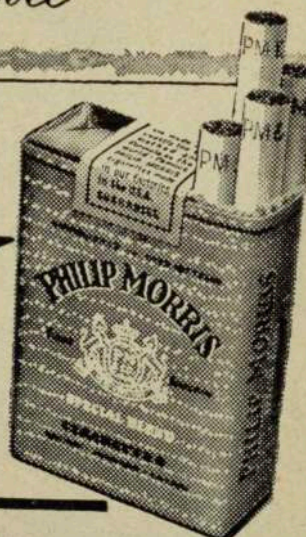
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of his life in the Territory would qualify for a pension if he returned to Australia.

However, in Port Moresby a Civil Affairs Department spokesman said residence of an Australian in Papua and New Guinea counted for pension rights in Australia just as if the person were living in Australia.

GOVT. BUS LINE—NO TAKERS

The Administration is still looking for some private enterprise which will take over the bus transport system it has operated for several years for Port Moresby's 16,000 people.

An earlier call for tenders produced nothing satisfactory.

The Administration's ten buses are now carrying more than half a million passengers a year. The number of persons carried in January, 1956 (44,000) was just twice the number carried in January, 1955.

Papuans, who represent only two-thirds of the population of Port Moresby, are providing most of the passenger revenue.

MINISTER AND PSA GET TOGETHER

The Minister for Territories, Mr. Paul Hasluck, has advised the Public Service Association that the Federal Government was not considering any proposal for merging the P-NG Public Service with the

Commonwealth Public Service. (The Territory PSA does not want this).

Mr. Hasluck added that the views of the Association had been noted and "the way was always open for the Association to convey to him any opinions it might have on the matter."

In a letter to the President of the

PSA, Mr. R. Brennan, the Minister said that following the recent decision of the Public Service Arbitrator, he believed the need existed for a complete review of the basis used in determining Public Service salaries.

Mr. Hasluck said he agreed with the Association's request for direc

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RABAU	HOTEL ASCOT—from April 18 until April 28.
LAE	HOTEL CECIL—from April 28 until May 3.
MADANG	HOTEL MADANG—from May 10 until May 16.
PORT MORESBY	HOTEL PAPUA—from May 21 until June 6.



negotiations and was making the final arrangements.

He had now arranged for his department and the Public Service Commissioner to examine the whole existing salary structure and submit proposals that could be considered as a basis for further discussions with the Association.

In this letter to Mr. Brennan, Mr. Sluck asked for further submissions from the Association on the question of rates of secondary school bursaries. He mentioned also that nothing had yet been decided about the Medical Benefits Scheme.

In Port Moresby, Mr. Brennan of the Association was gratified at the reception given by the Minister for Submissions by the Association.

Five Special sub-committees of the Public Service Association in Port Moresby have been set up to gather information for the Minister of Territories on questions raised by the Association and placed before him recently in Canberra.

The Committee will deal separately with such matters as cost of living, gratuity allowance, and opposition to any move to incorporate the Territory Public Service into the Commonwealth Public Service.

Besides these committees, another has been formed by the Association to prepare reports which will be submitted to two Australian Ministers who will arrive in the Territory soon to investigate living conditions in the tropics.

The doctors will spend about six weeks in Papua and New Guinea and later submit a report to the Commonwealth Government.

In the matters they will deal with are housing, food supplies, health, cost of living, amenities and recreation leave.

MERCY FLIGHTS

Three separate flights were made along the Papuan coast on April 18 to return four sick or injured people to hospital in Port Moresby.

A Qantas Beaver aircraft brought an APC rigger who was injured on April 17 when a tractor overturned on him at Kuru; and APC's Catalina later picked up a native who also was injured the previous day in a motor accident at Barak. A second native was killed in an accident which occurred when a truck ran off a road and careened over a cliff-face.

On the day after landing at Port Moresby, the Catalina took off again



Recent Port Moresby weddings included that of Mr. and Mrs. K. Cullen (left) at Ela Church on April 7. (Bride was formerly Miss J. McIntyre). And (right), that of Mr. and Mrs. Max Kaboth, also at Ela Church on March 27. (Bride was formerly Miss Gwenda Thomsen). —Photos by Papuan Prints.

for Yule Island and picked up two Europeans—a man and a woman.

The Catalina was in the air five hours on its two mercy flights.

LOCAL NATIVE ENTERPRISE
An enterprising group of natives in the Boana area of the Morobe (Continued on Page 133)

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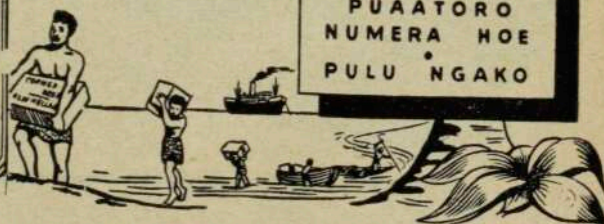
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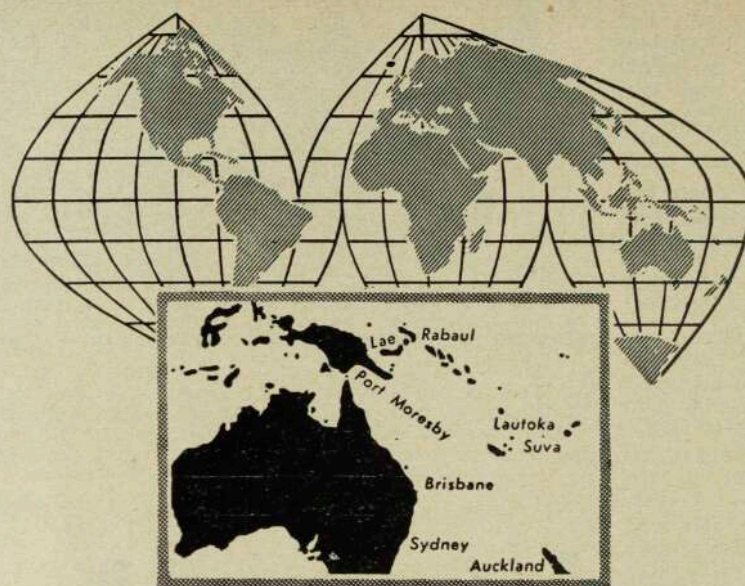
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C. C. OLDHAM: Manager, Rabaul Branch.
A. A. WATTS: Manager, Lae Branch

ANZ.241.24

Pacific Shipping and Cruising Yacht News

(Continued from Page 51)

tures had been financially unsuccessful. He had been unable to the *Joyita* with the owner's authority at a comparatively high price. The charter, with a fair financial profit, offered some way of his difficulties and a chance clear his debts and to return to Honolulu. He was therefore extremely anxious that the charter one or two trips to the Tokelaus could be successfully completed.

Miller was also aware that he had license to carry passengers. A condition of the charter by Dr. Mala to Miller was that there could be no sub-charter to other US citizens without the consent of the US Maritime Administration, so the sub-charter to E. A. Jones & Co. Ltd. was therefore illegal and rendered Miller liable to severe penalties on his return to US jurisdiction.

The question as to whether any responsibility lies at the door of the authorities in Western Samoa is not so easy to answer.

The Harbourmaster of Apia, Captain J. W. Jones, had doubts as to whether the ship was well found

and fully equipped for the voyage and made enquiries from Miller on the points as to which he felt doubtful. Captain Jones had no legal means by which he could test the truthfulness of Captain Miller's statements. Therefore, the Commission was unable to place any responsibility for omission or breach of duty on Captain Jones.

Mr. Pearlless might have made it a condition of the negotiations for the charter that the vessel should be examined by a competent authority—in this case the Harbourmaster—but he was very anxious that nothing should stand in the way of the charter and was probably convinced from his own experience of one month's voyage that the vessel was in all respects satisfactory. This conclusion is supported by the fact that Pearlless himself was to be one of the passengers.

The burden of personal responsibility thus falls almost entirely on Captain Miller, whose anxiety that there should be no hitch or delay in the carrying out of the charter led him consciously to deceive the shore authorities.

The Commission was satisfied that all possible steps were taken by air-search to locate and assist the missing vessel. The lack of success of the air search was not in any sense due to faulty organisation or to lack of service and attention by the air crews, but to the fact that the *Joyita* was barely afloat and would make an extremely small target either for radar or for detection by the human eye.

This was proved by the experiment carried out by the RNZAF when *Joyita* was being towed by the *Degei*. The latter vessel showed up

FOR SALE

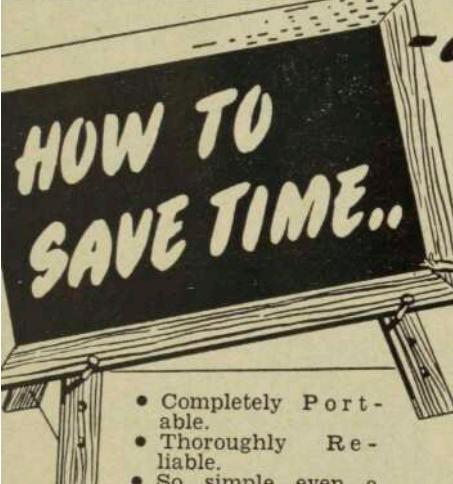
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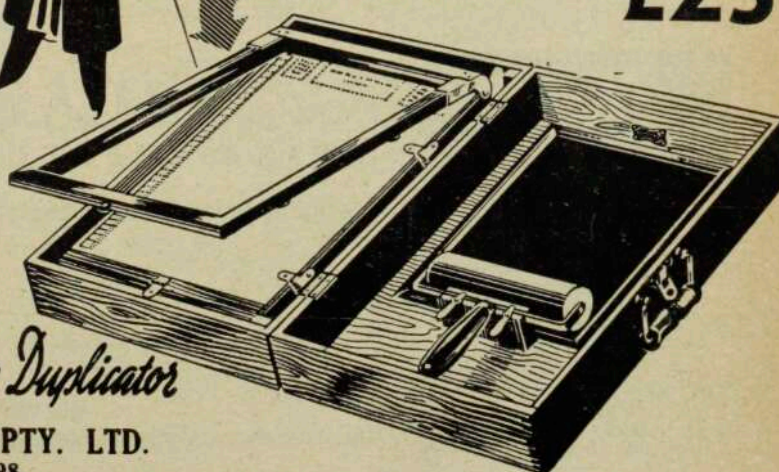
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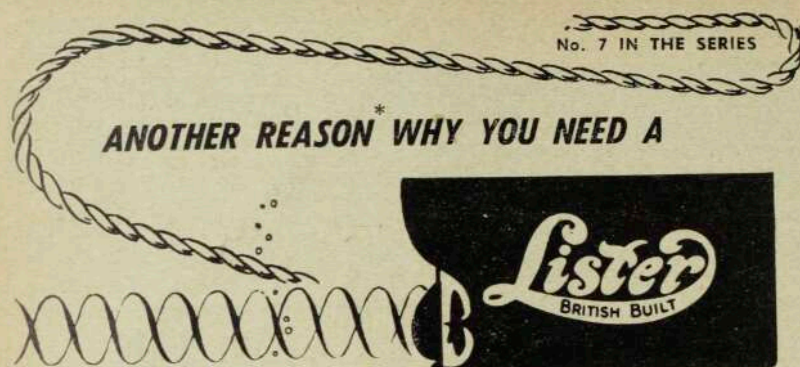
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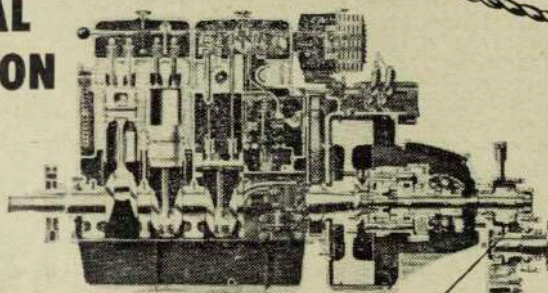


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clearly on the radar screen from a distance of 20 miles, whereas no image of *Joyita* appeared even when the aircraft had approached within an extremely short distance of the two vessels. The *Joyita*, as a wooden-hulled vessel, would not respond so sharply on radar as a metal-hulled vessel.

At the conclusion of its report, the Commission refers to the question of the degree of control which, under existing legislation can be exercised over ships leaving Apia for ports overseas. The only shipping law in force in Western Samoa is the Port Control Ordinance 1932, which makes provision for the survey and inspection of inter-island trade ships (owned in Western Samoa) and home trade ships of Western Samoa as to sea-worthiness, certification of Masters and Engineers, and life-saving appliances but provides no powers in respect of overseas ships which arrive in Samoa from outside the territorial limits of Samoa.

The International Convention for the safety of life at sea has never been applied to Western Samoa. In any event *Joyita*, because of her small size and limited purposes would have been exempt from the provisions of the Safety Convention.

There is no provision for withholding the clearance of an overseas ship on the ground, for instance, that the life-saving equipment is inadequate, or that an efficient radio transmitting set is not carried. The Commission therefore stressed the desirability of initiating legislation with a view to achieving a greater measure of control over overseas vessels which propose to carry passengers from Western Samoa to overseas ports.

JOYITA FOR SALE.

Joyita was put up for sale in Suva in April. She is at the Public Works Department shipyard in Suva. She is being offered on behalf of the owner, Dr. K. Luomala by the Suva legal firm of Wm. Scott and Co.

The position with regard to salvage rights has never been made clear. As a derelict, *Joyita* was found by the Gilbert and Ellice Islands ship *Tuvalu*, and later towed to Malua by the Fiji Government ship *Degei*.

DEUTGAN FLOATS FREE

The ex-barge *Deutgan*, owned by M. Marcel Marinacce, of Santo, New Hebrides, which was reported as "probably a total loss" at Port Resolution, Tanna, NH, was floated off on the equinoctial neap tide on March 21—apparently to the surprise of everyone, including the owner. A report from Vila states:

Deutgan was almost lost on the night of March 13-14, when, despite the fact that she was riding to two anchors and running both engines she was driven by a sudden near-

le over rocks at the entrance to Port Resolution. The ship had taken shelter at Port Resolution the previous day because it had been impossible to work at Whitesands, about six miles north.

Fortunately, the weather subsided and the ship was left, almost dry at low tide, in sheltered water.

A survey revealed that the ship was not holed and though several plates were badly buckled she was taking very little water. Both propellers were badly damaged. M. Maracce went to Vila during the first quarter of the moon and before he returned to Tanna for the full moon of the 26th, he learned, to his surprise, that the ship had been started off on the 21st.

Darnley was chartered to tow *utgan*, with one screw turning at reduced speed, to Vila, where the two ships arrived on the afternoon of March 25.

ROCINANTE HOMEWARD BOUND

The New Hebrides Condominium vessel *Rocinante*, which made newspaper headlines in Australia in February, when she lost position off the New South Wales coast in heavy gales, left Newcastle in the second week of April, bound for home.

The *Rocinante*, of 48 ft l.o.a., was built last year by Wynne S. Breden

Pty. Ltd., of Newcastle, and went to NSW for minor repairs. While she was in the builder's yard, she had a refrigerator fitted and additional bunk space put in.

ONS AND OFFS IN FRENCH OCEANIA

Reports from Papeete say that the motor-cutter *Haupeeaterai*, owned by F. Richmond, Jr., went on the reef on Rairoa Island on March 10. It was not known whether she was a total loss or not.

A week later—March 18—the schooner *Florence C. Robinson* dragged her anchor during a squall and drifted onto a shoal near Motu-Uta. Papeete's Port Captain Bailly, assisted by Captain Louis Carlton, pilot at Papeete, succeeded in getting her off.

SANTA TERETIA II—CHRISTENED, BLESSED

Spick-and-span and much beflagged, the new Sacred Heart Mission vessel for the Gilbert and Ellice Islands was, on April 12, at Bjarne Halvorsen's shipyard, Sydney, christened *Santa Teretia II* by Mrs. McKenna, wife of Australian Senator McKenna, and blessed by the Most Rev. R. Carboni, Australasian Apostolic Delegate.

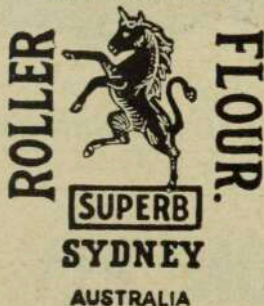
Speakers at this pleasant ceremony included the Lord Mayor of Sydney and the Consul-General for France.

(Continued on Page 121)

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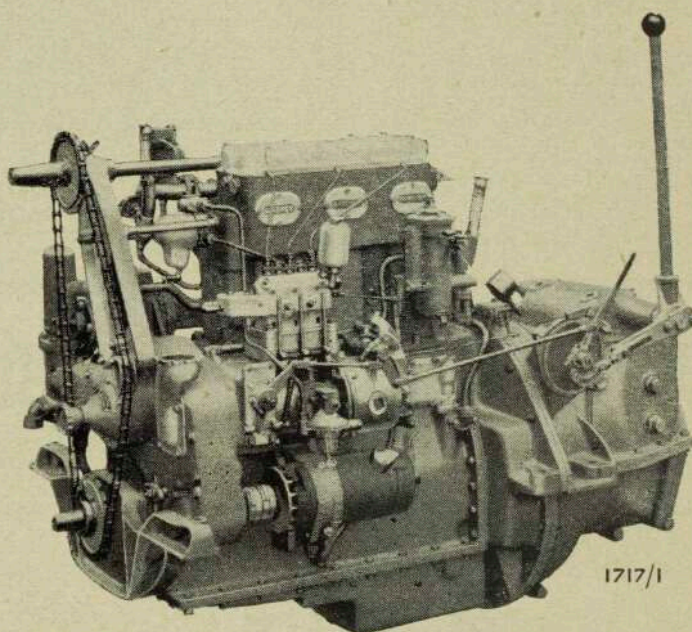
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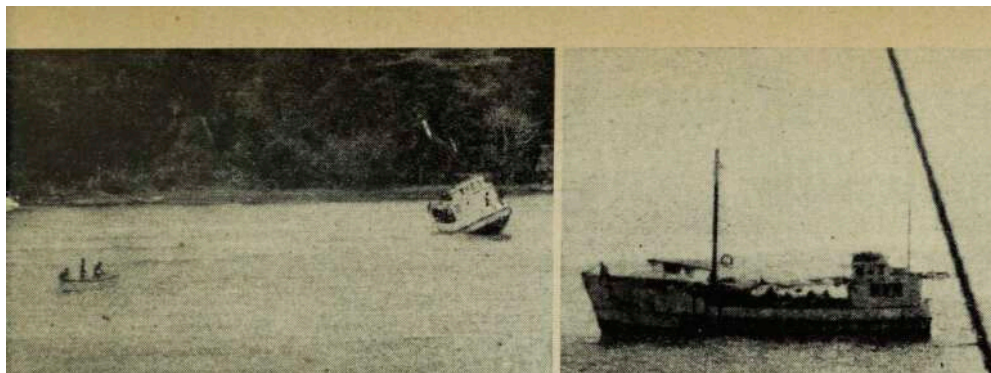
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Left: The "Sirius" on the reef at Kar Kar Is. and, right, after she had been pulled clear. (See letterpress, page 122.)

Another speaker, Father Dalton, attention to the peculiar navigational problems with which the per-priest, Brother F. Gautier, to contend in GEI home waters. ying to and fro in the vicinity both the equator and the international date line, the Master has been reminding himself whether s in north or south latitude, also which day of the week it

spacious after deckhouse was d to this Nowra-built vessel at ey for the use of European nnel.

The new vessel is 79 ft x 20 ft x and is powered by twin Ruston rnsby 90-hp engines.

er leaving Berry's Bay she was to Walsh Bay, Sydney, to load

cargo and it was expected that she would leave Sydney in early May. Captain G. E. Langley will take her to Suva via Noumea, with Mr. B. Norrie as engineer. There they will hand over to Brother F. Gautier. A crew of nine Gilbertese were brought to Sydney.

NEW SHIP FOR PHOSPHATE TRADE

Another order for a cargo-passenger motor ship has been placed in the United Kingdom by the British Phosphate Commissioners, Melbourne.

The new vessel, to be built at Harland and Wolff's Clyde yard, will be similar to the *Triaster*, completed at the same yard for the same owners last October. The

Triaster was of 12,000 tons dead-weight. The new ship is to be named *Tri Ellis*, after the late Sir Albert Ellis, described as the "Father" of the Pacific phosphate industry. She will carry phosphate from Nauru and Ocean Islands to Australia and New Zealand.

She is intended for delivery at the end of 1958.

(Over)

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DONALDS SELL MITIARO

Recently sold to Gallois et al, Papeete, the old *Mitiaro* (named one of the Cook Islands) will enter the Tuamotus trade as a feed ship collecting copra from small islands.

Mitiaro has been owned by Etienne Donat Tahiti for the past 30 years and the price at which she changed hands is said to be 750,000 Pacific francs (somewhat around £5,000 Australian).

MEKLONG SAVES SIRIUS

Time marches on, and catches up with most of us in due course. However, when PIM received some of this month in the form of a tape recording, the editor was not much pleased and cursed loudly while the tape-recorder was dragged in by train and taxi from a remote out-suburb in order to find out what mysteries the tape concealed.

Thereafter, of course, considerable entertainment was had by the staff—albeit not a little toil by the company's most competent stenographer.

The recording was an on-the-spot one made by Captain Laurie Thomas of *MV Meklong*, in early April while he was in process of salvaging *MV Sirius* from a reef off Kar Island, which is about 25 miles from Madang, New Guinea.

Sirius was blown onto the reef in a gale on April 2, after dragging both anchors; the *Josey* tried to pull her off but gave up the attempt on April 4.

On the morning of that day, Captain J. H. Evans, Madang Harbour master, flew over *Sirius* with Captain Thomas to decide what *Meklong* could, with safety, get in position between the outside and inside reefs off Kar Kar.

Captain Thomas found when he arrived at the scene, that he had little space to manoeuvre that while the tow-line was secured with sufficient length to keep the stern of *Meklong* clear of the reef, the vessel was only 40 ft off the reef on the other side of the opening.

A strong current was running and getting the heavy wires and ropes across from *Meklong* to *Sirius* took hours of laborious toil. Matters were not improved by the rough coral bottom which fouled wires.

Sirius was sitting in a large hole in the reef, which she had dug herself in the four days that she had been sitting there. Nothing was to be achieved by steady pulling but by making runs at the reef. The vessel had been moved at the end of the first day two or three feet. Then the wires carried away.

On the second day, after which she had again been got on *Sirius* with great difficulty, and more trouble with the coral bottom, the vessel was pulled out of her hole and even

moved about 15 ft across the reef. It then seemed obvious that as useless to persevere with the available so it was decided that long return to Madang to get re with a breaking strain of 30 0 tons. This had to be flown a Bulolo by a specially chartered , and on April 8, *Meklong* again started from Madang for Kar Kar. k commenced at once, this time g oil drums to buoy the wire e the rough coral bottom; and riddle rig was put around the is.

ach heavy work followed in h the bridle continually slipped finally carried away but the result of which was that *Sirius* moved a further 15 feet—30 feet l from her original resting place, half-way to deep water. Long ys ensured while fresh gear was d and the tide fell and finally again.

ptain Thomas then describes final episode of the drama thus:

vessel is now reasonably close to the water but the reef has got much ver towards the edge and "*Sirius*" is hard over on her port side at an angle out 45 deg. The seas are hitting the and breaking right up over the cabin modation aft, and we are starting to gain.

are allowing a lot of slack to get

into the wire and then making a run of full speed ahead to almost the maximum breaking strain of the wire. And each time "*Sirius*" moves five or six feet. We are keeping on repeating this manoeuvre and it is now about 4.04 p.m. and we are just about to make the final attempt and the wire is tightening now.

The boys are cheering madly, the "*Sirius*" is moving! All the people on board are madly waving and cheering—you have no idea what a scene it is. The wire is as tight as it can be and now the ship is sliding off

the reef—she is sliding into the water! SHE'S AFLOAT!

That, of course, is not the end of the operation—as the Captain says, there was quite a lot of cleaning up to be done before *Sirius* could be taken in tow for Madang—something like 2,000 feet of wire lying around, and gear everywhere. *Sirius* had to be brought up close to *Meklong* and a jury rudder rigged. Her

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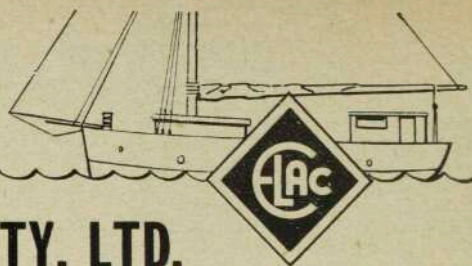
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der had been carried away. In the operation, the gear used, the Captain, "runs into a lot of money." Over 1,500 ft of 3-in. wire was ruined beyond redemption; 120-fathom lengths of 2½-in. wire also ruined and dozens of shackles worth £2 or £3 each. The 10 ft of wire that came from the ship, however, was undamaged. It was due to this that success was eventually achieved. Total time for the operations was three days, during which about 15 tons of fuel and half a ton of lubricating oil were used.

It finished up on a very human note.

Considerable credit is due to the excellent constant radio communication provided by Madang. We have never been out of touch with them and it has been a big help.

During this manoeuvring for hours and hours out of the ("Meklong") engine room temperature went up to 139 deg. and much credit is due to the Chief Engineer and his crew for standing down and working under such conditions—I won't say without a word of complaint. He would ring up every 10 minutes and complain bitterly about the heat and want to know when we were going to get out so that he could come up and get some fresh air. But then again, he wouldn't be angry unless he was complaining all the time.

And finally, has a few words with Geoff," who, we understand, is Capt.

G. Griffiths, owner of *Sirius*. The conversation:

Captain Thomas: Now what do you think about the vessel being afloat again, Geoff. Does she look any better than she does when she is sitting up on a coral reef?

Geoff: She looks very much better. I must say that the scenery around is much improved by the lack of the "Sirius" on a coral reef—she looks much better floating at sea without the waves breaking over her.

Capt.: And does she appear to be damaged to any extent? Is she making water at all? Or is the damage mostly superficial with the loss of the rudder and a few pieces of copper?

Geoff: The damage appears to be superficial except for the loss of quite a lot of copper and the rudder. The rest of the hull seems to be intact and she is not making much water.

Capt.: After this experience, Geoff, do you think you are going to continue in the shipping business? Or are you going to buy a farm in Central Australia or settle down to a nice quiet life in the mountains?

Geoff (very firmly): I think I'll stick to the shipping business. I had a farm once and it's worse.

NB. *Meklong* was herself rescued from a New Britain reef by Capt. J. H. Evans, in April, 1954.

NEW NAVIGATION LIGHTS IN TAHITI

A new navigation light at Point Venus, Tahiti, was to come into operation about April 10. The old fixed white light has been replaced by an intermittent light (five seconds). The position of this light



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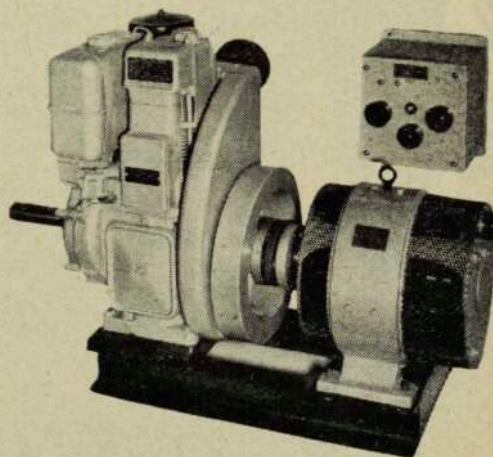
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About April 20, new lead lights were to come into operation in the Grand Pass into Papeete—the two fixed red lights were to be replaced by a red upper light and a white lower light which will be synchronised to shine for three seconds and to be in eclipse for 1 second.

The two fixed red 87 deg. lights in the inner port have been replaced by two fixed green lights.

TARAWA FREQUENCY—THICKENING PLOT

The paragraph which appeared in the February PIM concerning the new local frequency for Gilbert and Ellice Islands smallships has produced some confusion. The old frequency was 6280 kc/s, and we stated that it was to be changed, from February 1, to 4104.4 kc/s—or rather that Tarawa Radio-VSZ would listen on 4104.4 and reply on 4413.8.

The whole matter recently did some rebounding in Sydney when Pan Pacific Service were asked to organise the radio equipment on the new mission ship *S. Teretia*. This they did through Amalgamated Wireless, one crystal being ground for the 4104.4 kc/s frequency. Then a message was received from the

Mission in Tarawa—the crystal was to be 4108.4. AWA was somehow able to get confirmation of this in Sydney—but when PIM tried, a fruitless hour was spent being passed from one person to another. Finally OTC courteously suggested

that they "speak to Suva" about it.

After an hour or so, back came the information—Tarawa listens 6280 kc/s; replies on 4413 kc/s.

So it still seems to be anyone

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s—although ours is that the
sion is right.
ne original paragraph was
ten by Mr. Jim Shortall, who
not usually make mistakes of
sort. Mr. Shortall at present
round Manihiki, in the Cooks,
too far away for a "please ex-
t." All we can suggest is that
was wrong, as seems likely, and
the Mission ever catches up with
they extract from him the price
at 4104.4 crystal.

VESSEL IN TWO DAYS DRIFT

New Guinea coastal vessel, the
Regina Maris, owned by the Rai-
at Trading Company of Madang,
towed into Wewak early April
ter drifting for almost two days
he Sepik coast.

ortly after rounding Wewak
t, at 5 p.m., April 14, the *Regina*
s' engine broke down. Three
ets were then fired from the
but were not seen on shore.
er drifting all night, the native
sighted the MV *Meklong* on
way to Wewak and again fired
umber of rockets, which also
unnoticed.

ly on Saturday morning, the
l was drifting off Keul Island
several crew members decided
w to the mainland in a dinghy,
they reached 12 hours later
from there walked to Wewak
reported the matter to the Dis-
Officer.

e Administration vessel *Thetis*
Wewak five hours later, located
Regina Maris, which had drifted
towards Cape Terebu and towed
back to Wewak.

HTSMAN-HAM AT CANTON

Dannie Weil, a radio Ham, as
as a cruising yachtsman, has
ed Canton Island in his sloop
e.

s indicated in a letter written
n from Canton early April that
tends to stay some time—he is
ashore with another Ham.

il was previously in Tahiti,
he made many friends. He
from Papeete to Canton in
n.

INSPIRE MAY BE SOLD

e converted Brixham trawler
e, which has been engaged in
ag in the Cook Islands for
d years, is reported in Auck-
for refit.

is understood that Skipper
Williams has put *Inspire* up
le and that "someone in the
Islands" is interested.

PACIFIC STAR—ANOTHER MISHAP

ex-landing craft *Pacific Star*,
resuming normal trading activ-
n the New Hebrides following
ebruary experience, when she
herself in the Coral Sea (PIM,
b), was reported stranded on
8.

Point of stranding was mouth of
the South River, Erromanga Is., NH.
It is feared that the prevailing
easterly winds in that area will make
salvage operations difficult.

Pacific Star had on board a cargo
of Islands produce.

A COPRA-SCOW FOR "STEAMIES"

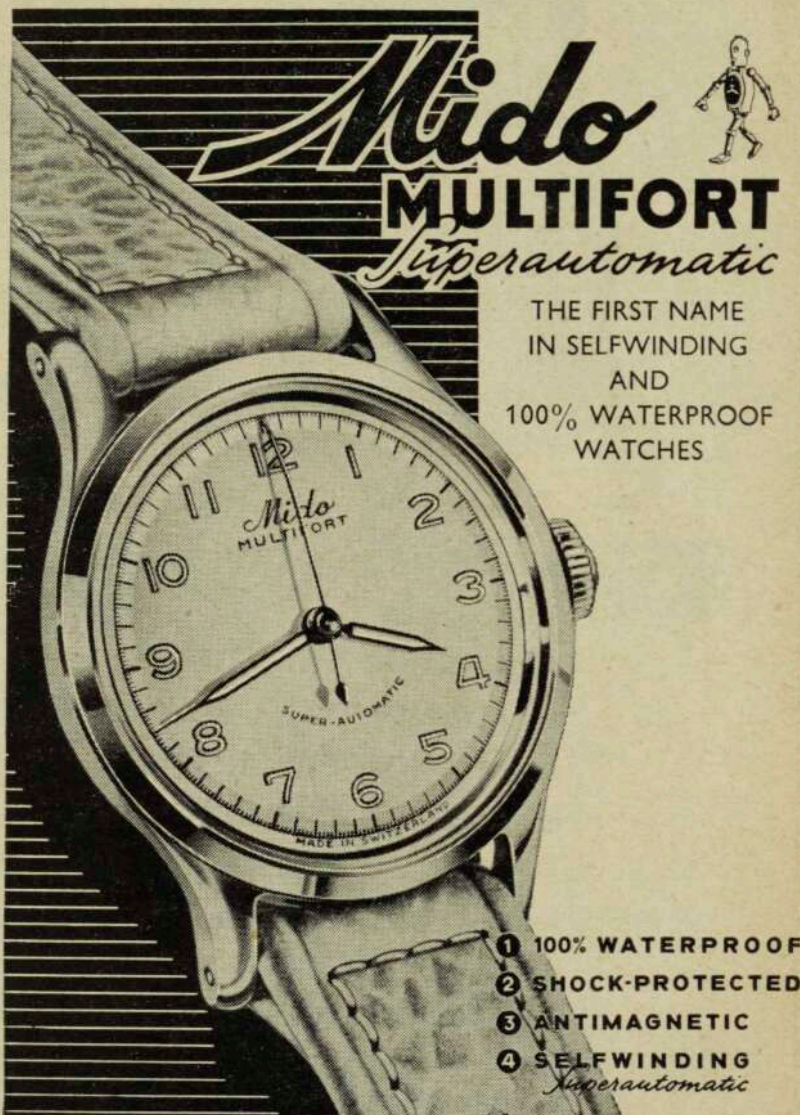
In May, Bjarne Halvorsen Ltd.
was completing at the company's
Berry's Bay establishment in North
Sydney, another of their popular 56-
ft copra scows for Steamships Trad-
ing Company, Port Moersby.

The scow will be powered by a
Gardner diesel engine.

Delivery is expected to be made
about July, but it is not yet decided
who will do the job.

BITTEN BY DEAD SHARK

A Japanese crewman, Takao Otiai,
19, of the Jap fishing vessel *Shoichi*
Maru No. 11, lost a hand in a strange
accident north of Eastern Samoa in
March. He was helping to haul in
a regular catch 500 miles north of
Pago with fellow crew members,
when a six-foot shark came on
board, was disembowelled and pre-



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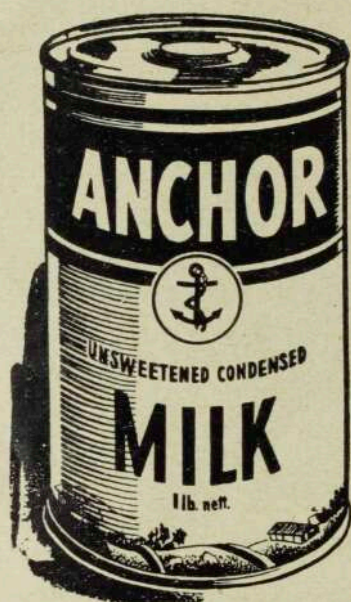
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med dead. Otiai placed his right hand between the shark's jaws and they closed on same. Luckily, his sp knife was in his hand and the blade lay flat along the inner side of his arm to give some protection; however, the razor-sharp teeth of the monster slashed into the unprotected upper arm.

First-aid of a crude sort was given and permission received by the Papeete authorities to enter Pago Pago. Three days later a nearly dead seaman arrived for transfusions and fast medical attention. Gangrenous infection, however, set in and the man's hand had to be amputated. Seaman Otiai knows that a shark is still a bad mark.

USING YACHTS GATHER IN PAPEETE

Papeete, mecca of all world-famous yachtsmen, has had a number of visitors recently.

The 41-ft yawl *Diana* arrived here on March 7 and sailed for New Zealand via Fiji early April. Her skipper is N. E. Young, with C. Palmer and F. C. Woodhouse as crew.

Diana was built in Falmouth in England and arrived at Papeete via the Panama Canal, W. Indies, Panama, Galapagos. She left Falmouth in June, 1955. (Arrived Suva late April).

The 25-ft sloop *Jellicle*, also on voyage from the UK to NZ, arrived in Papeete on April 3. R. M.

Bailes is owner-skipper. The vessel has no engine. Its home port is Plymouth and ports of call have been Vigo, Antigua, Panama and Nukuhiva.

Argentinian sloop *Zonda III* arrived Papeete, April 12 from Buenos Aires via Rio, Recife, Port of Spain, St. Vincent, Panama Canal, Galapagos, Marquesas and Tuamotus. Owner-skipper Hilary Chiswell has as crew Carlos M. Paiva. Length is 33 ft and it is auxiliary powered by a 4-hp Stuart engine. Destination is said to be "round the world to Buenos Aires."

Girl Isabel arrived April 5 on her way to New Zealand from Belfast via Madeira, Las Palmas, St. Lucia, Colon, Guayquil and Nukuhiva.

Girl Isabel has a length of 48 ft., a Kelvin engine, a crew of four. G. McDonald is owner; J. Evans skipper.

THE ARAKARIMOA INQUIRY

A Commission of Inquiry on the AK *Arakarimoa* met in Honiara, BSIP, on April 4. The Judicial Commissioner, BSIP, was chairman of the Commission, and the Marine Superintendent, Mr. J. W. Morris, and Mr. D. M. Thorsen, of the Marine Department, other Commissioners for the Inquiry.

The Commission had to inquire into the circumstances in which the AK *Arakarimoa* left her course while on passage from Tarawa to Maiana and finally went aground

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on Poole (or Sagalu) Reef, near Lauvi Point on the weather coast of Guadalcanal; and whether the loss of the *Arakarimoo* and the deaths of those who did not survive were due to neglect on the part of any person or persons.

The first few days disclosed nothing of any significance which had not already been recounted by the Master (Captain E. Hugill) and the other survivors on reaching Honiara. The real point of the Inquiry was to ascertain whether *Arakarimoo* was unseaworthy when she left Tarawa for the 20-mile voyage to Maiana and, if so, why and by whom she was permitted to sail, and it appears that these questions will have to be answered at the Tarawa end.

KON TIKI IN REVERSE

New entrants in the raft-drifting business are at present busy in Papeete constructing a platform of bamboo and native wood for a drift from there to Chile and back again.

This drift is supposed to be going to prove that Polynesians first migrated to South America about 500 AD.

In command of the drift will be Eric de Bischoff; Roland d'Assignies and Jean Bres will also be on board with the present first mate of *Oiseau des Iles*, M. Brun, and M. F. Francis Cowan as crew.

Our Papeete correspondent says that they expect to "make a lot of money" out of the venture and that radio and TV interests are already assisting.

Roland d'Assignies, who is a local radio operator, left Papeete in the *Tahitien* in mid-March for France where it is believed he will line up further publicity. The raft will be called *Tahiti Nui*.

De Bischoff has never done any raft-drifting before but he has had experience of other odd craft. In the mid-thirties he sailed a canoe from Hongkong to the French Riviera and later traded in the Pacific with the junk *Cheng Ho*.

ARTHUR ROGERS MAKES MONEY

The March issue of privately circulated log of the Seven Seas Cruising Assn. (PO Box 163, Coronado, California, USA) has been received. Amongst many interesting letters from cruising yachtsmen is one from Tom and Diana Hepworth, of *Arthur Rogers*, still in New Hebridean waters.

In the Hebrides, *AR* has, of course, temporarily left off being a cruising yacht, and has been doing a job of work. The owners state in their letter to other members of the Assn. that in their first three months of NH trading they took in nearly £2,000.

They also record that Tom has owned *AR* for 17 years and that he and Diana have now lived aboard for 9 of them. They had intended

elling the vessel but "are now (January) not so anxious to sell."

NZ CUTTER FOR TAHITI PLEASURE

The former New Zealand cutter *Paloma* was sold recently by Mr. Lambert to Mr. Marc Darrois, of Apete, for 100,000 Pacific fcs. Darrois will use it as a pleasure craft.

UK YACHT VISITS AMERICAN SAMOA

The 45-ft yacht *Tzu Hang*, of London, arrived in Pago Pago, American Samoa, April 20. On board are owner W. R. Smeeton, retired British Army officer, his wife Beryle and 15-year-old daughter Chlo. The *Tzu Hang's* last port of call was Fanning Island. Owner Smeeton stated that the ship would remain in Pago Pago a week and then proceed to Tonga.

The ship has a 11½-ft beam, seven-draft, displacement of 15 tons and gross tonnage of 20.

THE GEBOSO STORY

More details of the Australasian Petroleum Co.'s steel-landing craft *Geboso* (spelled *Koboso* in April M) have been received.

She overturned in the Gulf of Pua early in the morning of April 5, and has been lost. Her skipper, Captain Hammarstrand, and other members of her crew had a harrowing experience in a lifeboat for nine hours before they were rescued.

At 6.10 a.m., Captain Hammarstrand radioed that the *Geboso* had developed a 45 deg. list. He gave position as 32 miles south-east of Cape Blackwood.

Then the APC vessels *Gimada*, *Kibeni* and *Dobira* were detached to the rescue. The *Geboso* had been bound for the Company's station at Middletown on the northern side of the Gulf laden with heavy equipment, and it was feared that her situation was disastrous.

Beaver aircraft despatched from the Company's base at Middletown, had sighted the *Geboso* upside down about 36 miles south-east of Cape Blackwood at 11 a.m., and, in a lifeboat in the vicinity, Europeans and a number of natives were huddled together.

Within an hour, an APC Catalina from Port Moresby was flying cover the lone lifeboat, which tossed about in the heavy sea. It found the shipwrecked personnel of 16 safe, and took them aboard.

ANOTHER MISHAP OFF KAR KAR

The MV *Henrietta*, owned by Enterprise of New Guinea Ltd., was hoisted on April 26 after 3½ days on a reef on the south-west corner of Kar Kar Island, in the Madang area. The vessel went aground while trying to land an injured native to hospital from Bam Island.

Early attempts by the motor-vessels *Morna* and *Koro* failed to refloat her although at one stage she had only six feet of her hull on the reef.

She was pulled free at high tide (April 26) by the Lutheran Mission vessel *Simbang* and the MV *Josey*.

PIM CONTRIBUTOR WINS LAW AWARD

A FORMER Suva girl, Miss Dorothy Weaver, who is studying law at Melbourne University, has been awarded the Supreme

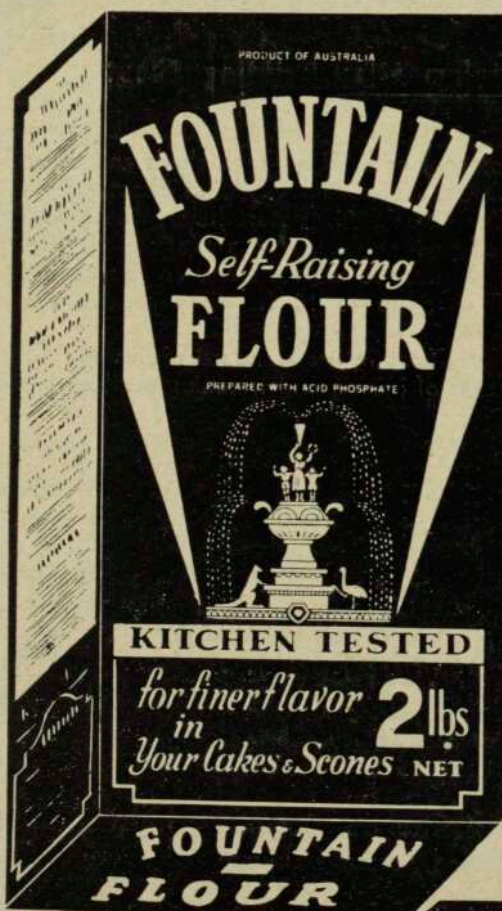
Court Exhibition for Constitutional Law—a prize awarded for the person who scores top marks in the class of any one year. Miss Weaver passed with honours.

A cheque of £15 goes with the award—and is treasured by Miss Weaver more for the fact that it is signed by Victoria's Chief Justice, Sir Edmund Herring, than for its value.

Miss Weaver has contributed several stories to PIM—the last a few months ago when she was "nostalgic for hurricanes." (PIM, Feb., page 79).

She is an ex-pupil of Suva Girls' Grammar School; her mother still lives in Suva.

FOUNTAIN



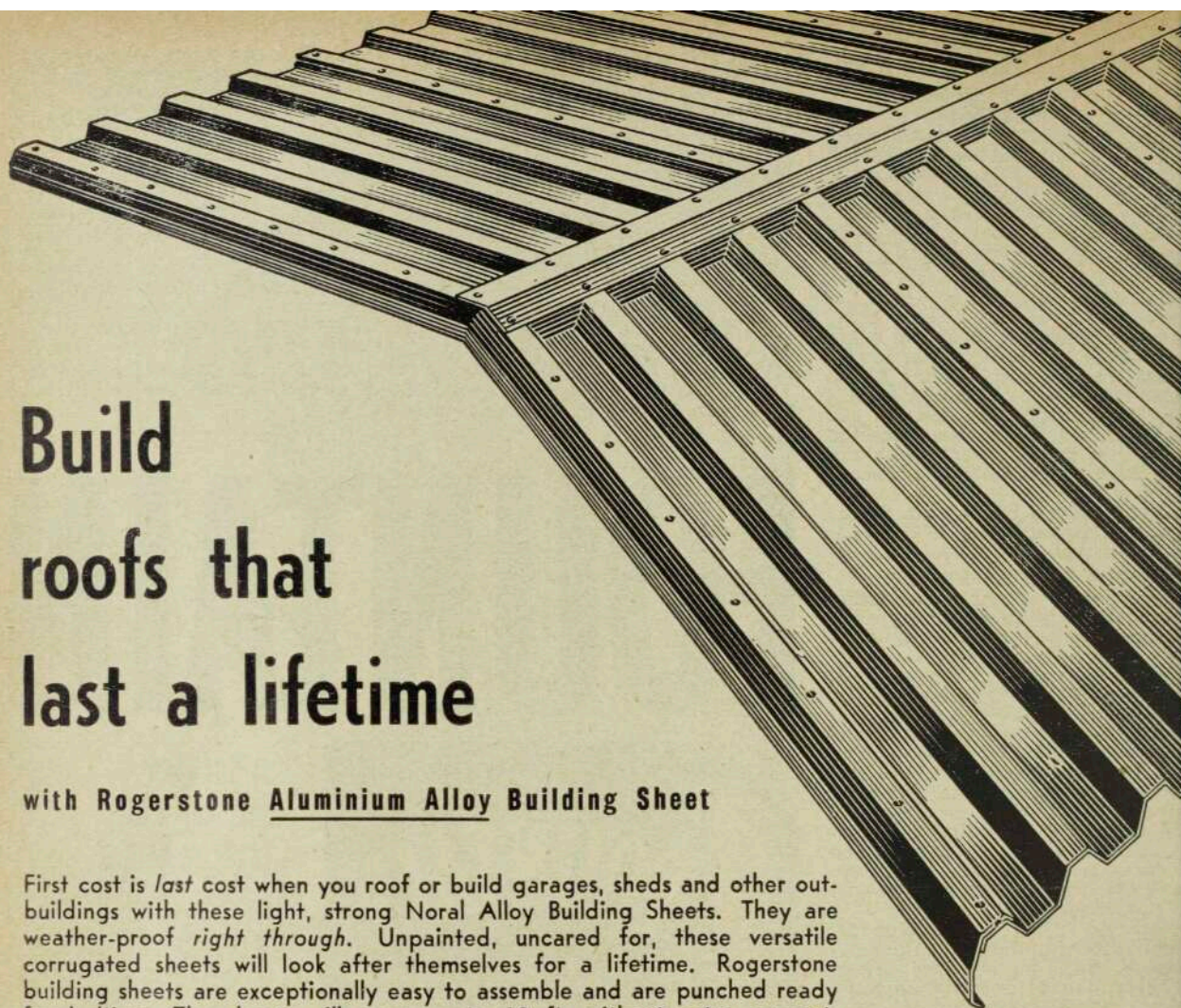
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132

M A Y , 1 9 5 6 — P A C I F I C I S L A N D S M O N T H L Y

ews Items from P-NG

(Continued from Page 115)

istrict has gone into the bakery business and is now selling bread to local native people.

The new industry was discovered by a recent patrol by Cadet Patrol Officer Green who, after sampling the bread a number of times rated it "excellent."

All the flour and other ingredients are going into the Boana area by

however, about the same time the District Officer at Lae was asked to investigate complaints by motorists that natives of one village on the Wau road area have been placing large rocks in the local creek—and making quite a profit out of it.

Motorists complained that their cars became bogged in the creek. Afterwards the natives appeared and helped pull the cars out of the creek, nearly always receiving payment for their labours. This unusual industry was not noticed until one or two of the victims had been caught several times and no longer considered the situation accidental, especially when the same natives came along and helped.

£12,000 PER BED

Brief details have been given in Moresby of the design of the proposed European Hospital at Port Moresby. The hospital will contain

52 beds and probably cost up to £600,000.

It is to be erected alongside the new native hospital on Taurama Road but is not likely to be ready for about two years.

The hospital will have two operating theatres, pathological and X-ray sections, an administration block, and an out-patients section.

Separate quarters will accommodate 26 nurses.

MENYAMYA NATIVES GET THREE YEARS FOR TRIBAL KILLINGS

Three Menyamya natives charged with murder were each sentenced to three years by Mr. Justice Gore (April 23) at sittings of the Supreme Court in Lae.

This is the result of three months active patrol in the Menyamya area. ADO Chester is still investigating and recently arrested another three natives believed to be implicated in the murders, which started with the death of a woman and snowballed into an inter-village vendetta.

ANZAC DAY OBSERVED

Large numbers of native ex-servicemen marched with European ex-servicemen at Anzac ceremonies throughout Papua-New Guinea this year.

Wearing their service ribbons, they were there at the dawn services, at the marches and at the various ceremonies which took place in the

main centres and the smaller outposts.

Again, the impressive Anzac Day services started at the first light of dawn coloured the sky. Big crowds saw the dawn in at the War cemeteries at Bomana, in Port Moresby, Bitapaka (Rabaul), and Lae.

Later in the morning, several hundred returned men and one woman took part in a commemora-

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tion service at the Memorial Gate in Port Moresby. The Chief Justice Sir Beaumont Phillips, took the salute in place of the Administrator. This Anzac Day picture was repeated throughout P-NG.

APPEAL DISMISSED

An appeal by Adolf Wilhelm Kammach, of Lae, against the severity of a sentence imposed on him in March this year was dismissed by Mr. Justice Gore at the sittings of the Supreme Court at Lae.

Kammach was sentenced to six months light labour for selling liquor to natives.

SHORTAGE OF FUNDS STOP WORK ON AIRPORT

Practically all work on the new runway at Jackson's Airstrip (Port Moresby) has come to a halt due to a "shortage of funds."

Only minor maintenance jobs, some drainage and a limited amount of work on the hangar are continuing and, according to Commonwealth Works Officials, it is unlikely that full-time operations on the project will start again before July.

THE CINDERELLA CODE

Home by Midnight Or Back to the Stick

SUVA is undergoing a more thorough spring-cleaning.

Whether due to economic reasons, or just a growing laxity of moral sense, there is undoubtedly a feeling that of late Suva city needs some attention. And this has already been the opinion of the Fijian chiefs.

Police on night patrol now stop all Fijian women—unless married and accompanied by their husbands—seen in the streets after midnight. They take their names, and warn them that if they are seen out again after midnight they will be sent back to their villages!

This is not being done under any general ordinance but under the native ordinances. Many native girls come to Suva and give the occupation as domestic servants, but of some of them it could be said that they toil not, neither do they spin. They are generally known around the town as "six-to-six girls." They roam the streets or frequent kava saloons from 6 pm to 6 am.

The Courts, police and Native Office are also co-operating to deal with Fijians who come before the Courts—young men generally—on various charges. The Magistrate cannot order them back to their villages, but they recommend them on the expiration of their sentence they be sent back; and the necessary action is then taken by the District Commissioner's office.

How to be Glamorous Even in the Wet



to need now for tropical ladies to have that upt-up-with-a-broom look just because they are in a wet climate. Plastic raincoats have become high fashion in Australia where Melbourne-Dutch firm (Plastalon Pty., Ltd.) invented a process of permanently pleating plastic. As a result, plastic raincoats do not need any more to look like sacks, and have added from the utility to the glamour field. (See above).

With their four-yard skirts and amusing designs from spots to love-birds—and contemporary colours, these coats have had a sensational reception in Australia. They will soon be available in Papua, New Guinea and in the Solomons. Agent for Plastalon is Mr. D. M. Werling, who leaves Sydney for P-NG and P on May 15. He will visit Moresby (Papua), Honiara, Rabaul, Madang, Wau, Bulolo, Lae between that date and June 22. He hopes to organise mannequin parades with local girls for models, in some of these places.

Bank of New Zealand Extension in Suva

THERE is no better barometer of a town's growth than expansion in its banking business.

In Suva in recent years the Bank of New South Wales has erected a large building; the Australia and New Zealand Bank Ltd. has bought land for a large building; and the Bank of New Zealand is already in process of enlarging its building to take care of increasing business and greatly enlarged staff.

The Bank has erected an addition on the south, and the old portion

of the building is now being completely remodelled.

The residential quarters for officers will be upstairs. The land will be utilised to its fullest extent.

NGG PRODUCTION

During March, New Guinea Goldfields, Ltd., production was as follows: Golden Ridges Mill, 1,089 oz of fine gold; 1,253 oz silver; Golden Ridges Alluvials, 41 oz of fine gold; Koranga Alluvials, 456 oz fine gold; Tributes, 103 oz fine gold; Timber, 240,545 super feet.

† The biography of the late Fr. J. Deihl, of Apia, W. Samoa, will shortly be published in USA under the title, *Tili, the Georgia Redhead In Samoa*.

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South Pacific Conference (Continued from Page 25)

the South Pacific Conference, held at the Teachers' Training College, near Suva, represented probably the most interesting and engaging feature of the Conference. When Prince Tughi of Tonga, Chairman of the Social and Health Committee, vacated the Chair for business, the Deputy-Chairman took over, and took charge very ably.

She was the Hon. Mrs. Lagrimas, of the Legislative Assembly, a member of the House of Representatives. She was a High School teacher, and had been successively a correspondence clerk in the Naval Supply Depot, Executive Secretary of American Red Cross, and at present she holds various positions in clubs and associations dealing with health, education and youth work.

She handled motions and amendments with the calm confidence of one who knew what she was doing. She disproved the old belief that a woman could not be both intelligent and attractive!

So attractive, as well as keenly intelligent, was Madame Jean, direct descendant of a line of chieftains, the Wahnyas, of Kedheny, a line of high nobility of the Loessi District of Lifou, Loyalty Islands.

She spoke on social and health problems, particularly infant welfare, in a way that showed a keen awareness of the position. She mentioned the old custom, common in many territories of the mother chewing taro and then placing it in the infant's mouth, and stressed the need for more nutritious food. She keenly supported a proposal that workers working outside their place of origin be given a family allowance.

Then there was Miss Hildegard Naime, from Papua. Miss Hildegard was very alert. She has a small, piquant face, full of brightness and intelligence. Her hair was limed, and it almost matched the canary-coloured jumper she wore. Apparently Miss Hildegard regarded Fiji as a temperate zone, in comparison with New Guinea.

She was a nurse and midwife and is at present in charge of a Health Department Clinic at Hanuabada, near Moresby, serving over 2,500 people, and lecturer on child care at the Training Hospital and in Hanuabada schools.

The keen interest shown by the women delegates emphasises once again that you cannot raise a race by raising the men alone. If more and more women are educated up to the standard shown by these

women they will make their influence felt among their own menfolk, and with the Administrations.

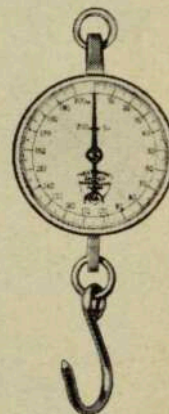
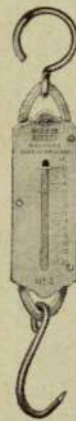
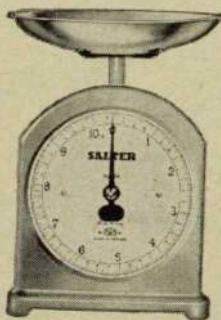
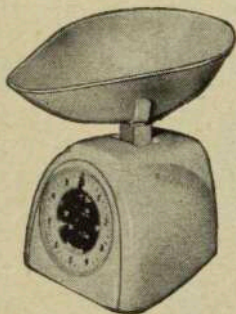
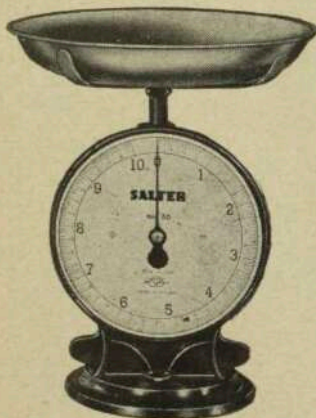
This could be one of the healthiest signs of progress the Commission has shown since its inception.

The primary weakness of the Commission in its inability to implement decisions was perhaps

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stressed by prince Tugi when said that as motions passed by Conference were not mandated upon Administrations, they should be made as generally acceptable possible.

Concluding Sessions

Reference of the Conference by the two standing committees—an innovation—proved success, according to observers. A freer atmosphere in the smaller meetings, away from the oversight by a European chairman, and the participation of the observers and experts of the Commission, was quite evident.

In previous conferences even a speech made was a set speech. At this conference, observers had the unique experience of the Island cross-questioning each other, setting and giving information by argument and example.

The Conference passed three resolutions on the three main subjects of economic development, social development and health.

This is considerably less than the number of resolutions at the previous two conferences; and the resolutions generally have much more substance to them.

Face to Face!

An interesting item on the agenda was a formal meeting between the Conference and the Commission (which later held its 15th session in Fiji).

At previous conferences, the Commission opened a session after the Conference closed, but received no report in the presence of delegates, little more than a courtesy.

This time the item "Discussion between the Conference and the Commission" was a part of the agenda.

Thus, the representatives of the six metropolitan governments that form the South Pacific Commission (Australia, France, New Zealand, Netherlands, the United Kingdom and the United States of America) came face to face in the Conference hall with the delegates from the South Pacific territories that the governments administer.

It was a piquant situation: a cynic could have been pardoned for asking who was the master, who the servant.

There were possibilities about it but all passed off quietly. Levelt, the Senior Commissioner of the Netherlands, presided at the opening session of the Commission. Then Sir Ronald Garvey, chairman, called the Conference into plenary meeting and said, "Let battle begin."

Battle was brief, and bloodless. A few questions were asked. They were answered by the technical experts of the Commission Secretariat.

at, but not by the Commissioners themselves. Then both bodies provided on their separate ways—a vote, but not very informative, or so having been had by

ne result that comes from this conference is that from now on the members themselves will ask for a larger share in the work of conducting the session.

They showed at the Conference that they are capable of doing that. The report of the Conference to the South Pacific Com-

mission said, on the question of working procedure: "We are convinced of the success of this working procedure" (that is, reference of the substantial items on the agenda to two committees and the consideration of their draft resolutions in plenary session), "and have strongly recommended its adoption by the fourth conference."

Suggestions have been made that the fourth conference be held at one of three places: Rabaul, in Western Samoa, or in Pago Pago, American Samoa.

They Want to Stand On Their Own Feet

By ROBERT C. MILLER, United Press Staff Correspondent.

ONE of the surprises at the Conference was how Pacific Islanders renounced Santa Claus.

The delegates representing more than 3,000,000 people in the South Pacific made it bluntly plain that they have outgrown the "spoon-feeding" era of paternal government by the six nations administering them.

The Dutch New Guinea delegation at Suva mirrored the practically unanimous feelings of the delegates by emphasising

that co-operatives should be established among the peoples of the Pacific Islands, but without financing by the administering governments. Radji Ibrahim Bauw, the Radja of Roembati, a 36-year-old Moslem father of seven children, agreed that co-operatives were needed to help bolster the economies of the Islands, but insisted they be developed and administered by the people and not the governments.

"The Governments," he charged, "have treated us too long as

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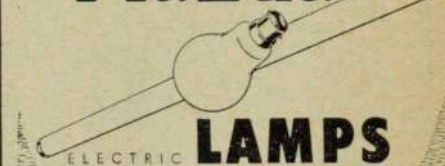
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children. We don't want any more of this Santa Claus treatment. We want to be stimulated to work for ourselves, calling on the government if help is really needed."

The wirely little delegate, however, there were vigorous nods of approval from the rest of the conference members.

Mr. Tamarua then spoke up on behalf of the Cook Islanders. "We will pay back with interest the money we borrow to organise our co-operatives," he stated, emphasising his remarks by pounding on the table.

His outbursts came as no surprise to the members of the South Pacific Commission, who said the discussions were typical of the "stand on our feet" attitude of delegates.

Certainly no group of individuals sat down together with a better awareness of the responsibilities they faced, and the manner in which they tackled their community problems was the most interesting thing of the conference.

Many of the delegates were only a few years removed from the most primitive of jungle life; they had many difficulties; they lacked

the polished oratory to express themselves and their ideas; there was none of the skilled phrasology at Nasinu that one hears at the United Nations and none of the plush surroundings that the UN claims are so necessary for its attempted diplomacy.

But there was statesmanship at Nasinu in abundance, along with that rarest of rare combinations, honesty and sincerity mixed up with good old commonsense. It was unfortunate that the Trust Territories Committee of the UN (now touring Pacific Trust Territories), couldn't have attended a few sessions of the South Pacific Conference. Even more unfortunate that the entire UN couldn't have gone to Nasinu and watched how the little people produce democracy with single syllable words that sometimes come out in Pidgin and mixed up a bit grammatically, but which originate in the heart, not the head.

† A village in Dutch New Guinea went a-feuding in April and murdered 29 people in a neighbouring village. Government patrols are investigating.

NEW DIRECTOR OF AGRICULTURE FOR TONGA

MR. E. LAWRENCE, OBE, has accepted an appointment as Director of Agriculture in Tonga.

He was born in England in 1900, retired from the post of Senior Agricultural Officer in Nyasaland in 1951, after having acted as Deputy Director of Agriculture for varying periods between 1945 and 1949 and as Director of Agriculture in 1949.

Mr. Lawrence is at present Lecturer in Tropical Agriculture at the School of Agriculture at Cambridge University. He and Mrs. Lawrence will leave the United Kingdom on the *Rangitoto*, which is due to sail on July 6. Present indications are that they should arrive in Tonga towards the end of August.

† M. Henri D'Arcimolles, who for three years has been Manager for the Messageries Maritimes in French Oceania, departed recently for France on furlough. His place has been filled by M. Robert Yvernat.



Continental R

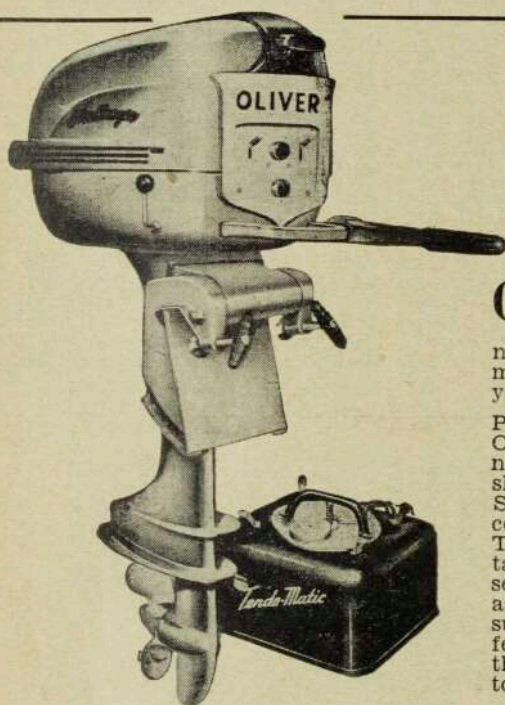
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NAME

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PIM 5/56.

DEATHS OF ISLAND PEOPLE

MR. VICTOR MUNE

Mr. Victor Mune, well-known Suva and in the Rewa district, died in Suva on April 11, at 75.

Born in Queensland he went with his parents at a very early age to Fiji, where his father was establishing a sugar mill at Koroni. After leaving school he joined the Colonial Sugar Refining Company, remaining with the Company many years as an overseer, later taking up a banana plantation on the Rewa River.

Later still he joined the Public Works Department and was engaged on the construction of the Queen's Road and other roads in Viti Levu.

Mr. Mune took a keen and active interest in the affairs of the Colony, and was an authority on the early days of Fiji, and Fijian and Indian life, having a very deep knowledge of the customs and languages of both races.

He is survived by his wife (formerly a Miss Coward), son David, and daughter, Marjorie.

VAN DER BROEK D'OBRENAN

The death occurred in Tahiti, March 13 of Mr. van der Broek Obrenan, 46. He was born in France but was of Belgian parentage; he had lived in Tahiti many years and was, at one time, president of the Syndicat Initiative (the local tourist agency).

He had a beautiful property near Papeete, at the top of Haapa Hill, in the grounds of which he was buried.

He is survived by his wife—English girl.

MR. JOHN GRANT

Mr. John Grant, MBE, JP, who died at Suva on April 18 was well-known Indian resident of Suva, and was for many years closely connected with theatres, boxing and wrestling promotion.

He was proprietor of Grand Theatres, which operate the Lido Theatre Suva, the Samabhi Theatre, a few miles from Suva, and other theatres on Viti Levu. As a boxing and wrestling promoter he had much to do with the development of professional boxing in Fiji.

He had been in bad health for several years, but his death was unexpected.

His wife died in 1953 and his son Edward in 1954.

Mr. Grant was awarded the M.B.E. 10 years ago in recognition of his work in raising money for patriotic purposes during the war.

MR. W. A. FREEMAN

A man who had a considerable influence on the economic life of the Colony.

Guinea before the war died of cancer in April, aged 82. He was William Addison Freeman, one of the most successful Australian mining speculators and organisers.

He was a solicitor, specialising in mining law, and it was he who, in 1905, C. A. Banks, was instrumental in founding 30 years ago in Canada a great mining company now known internationally as Placer Dome Ltd.

For many years he was president of the Bulolo Gold Dredging Company and chairman of its first board in many ways, most successful in the world, Bulolo Gold Dredging.

He was also interested in Malayan tin and, more recently, in Oil in New Guinea Ltd., which has a minority interest in Australasian Petroleum Company, which has spent about £1 million in oil prospecting in New Guinea.

MR. JOHN MERVIN

His death occurred in Papeete, Tahiti, on March 22, of Mr. John Mervin.

He was a master mariner and a member of the Tarona Section of the Church of Latter Day Saints. He was a member of a well-known family.

Mervin is survived by his three married daughters and a son.

BROTHER ALPHONSUS

Brother Alphonsus-Mary, one of the best known missionaries in Fiji, died at the end of April at the age of 91.

He was born near Maitland, NSW, Brother Alphonsus, then Archibald Pilon, spent his childhood on an outback station.

He was educated at St. John's College, Hunter's Hill. In 1883, while still at school, he decided to devote his life to religion, and became a Marist Brother.

When volunteers were asked for in 1888, Brother Alphonsus offered himself, was accepted, and spent the rest of his life in the Pacific.

Consecration in US New Samoa Bishop

The consecration of the new Catholic Bishop-elect of Samoa, the Rev. Father G. H. Pearce, is to be held in his home town, Boston, Massachusetts, USA, on May 29, 1956.

The consecration will be performed at Holy Cross Cathedral by Bishop Cushing of Boston, who named Father Pearce as a priest in 1947.

SANDY CREEK PRODUCTION

Advice has been received from Sandy Creek Gold Sluicing, Ltd., that during the months of February and March, 1956, approximately 129 oz 15 dwt of gold were recovered from approximately 9,050 cubic yards of material.

† Mr. and Mrs. Gordon Russell will return to Rarotonga early June after Australian leave.

Oil Exploration in Papua

AUSTRALASIAN PETROLEUM COMPANY PTY., LTD., and Island Exploration Company Pty., Ltd., report that at Kuru the relief hole intended to control the gas flow in No. 1 Well has reached a depth of 620 feet. Erection of the National 100 outfit at the site of the replacement deep test hole is proceeding.



All Around the Islands

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Some News Pictures from Papua



Left: A new Roman Catholic Mission was opened at Koki, just outside Port Moresby, on April 21. Our photograph shows Most Rev. A. Sorin, RC Bishop from Yule, Papua, speaking at the ceremony

which marked the school's opening.—Photo by Papuan Prints.

At Right: The marriage of Miss Rose Koolshovich, of Port Moresby, to Mr. Ric Guinan, of Muro Estate, Papua, was celebrated at the



Catholic Mission chapel at Oroko, on Easter Monday.

Many Port Moresby friends of the couple attended the ceremony and wedding reception. Photo: E. Klein.

Eight Canadians returned home to Ontario in mid-April after six months in Dutch New Guinea. They were Mr. and Mrs. Hans Veldhuis, Joanna, Suzanna, Douglas, Michael and Stephen—the last two having been born in

Hollandia. The four older children went with their parents to the Unevangelised Fields Mission station at Senge, 14 days walk from the coast, when they first went to DNG. Later an airstrip was built which brought civilisation a great

deal closer.

† More than 1,200 successful flights have been made by Sikorsky S-55 helicopters since they were introduced to DNG for oil exploration 5 months ago.

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NOT ISLANDS

MINDED

N. Cal. Tourism Needs a Boost

NEW CALEDONIA is disappointed at its tourist figures for 1955. In that year 590 overseas visitors spent more than 24 hours in the Colony and the majority of these were businessmen and could not come into the category of tourist.

(However these figures were better than in 1954, when only 450 foreign visitors entered the Colony—and somewhat less than in 1953 when 660 visitors called).

New Caledonia says that its tourist traffic is "extremely feeble," and several projects are being examined with a view to improving the situation.

New Caledonia has much to offer the tourist but unfortunately the logical tourist target for NC is Australia, which by and large is just not Islands minded.

The great annual Australian post-war tourist exodus is to the UK and the Continent and when most of these people have got this out of their systems they may be prepared to think about the Pacific. At the present time the average Australian thinks that if he has

spent a couple of weeks on an island on the Great Barrier Reef he has seen everything a Pacific Island can offer.

The relatively high cost of a few weeks holiday in any of the islands of the Pacific—New Caledonia, Fiji or anywhere else—is regarded by most Australian annual-holiday makers as too

expensive. On the other hand, the rush Pacific Islands cruise organised by the big overseas shipping companies.

¶ The engagement has been announced of Miss Suzanne Liddle to Mr. Julian Pickrel, patrol officer, Mendi, Southern Highlands, Papua

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Our Book of the Month Club Selections

Fiction Selection for March—

THESE LOVERS FLED AWAY, by Howard Spring. The latest novel from this favourite author is set at the beginning of this century. 18/9 (post 1/1).

Fiction Selection for April—

THE GREAT TEMPTATION, by Hans Kades—a brilliant medical novel which is a Daily Mail Book of the Month choice. 16/- (post 11d).

Non-Fiction Selection for March—

THE SCROLLS FROM THE DEAD SEA, by Edmund Wilson—the first detailed account of the ancient Hebrew manuscripts found in a cave near the Dead Sea in 1948. 15/9 (post 9d).

Non-Fiction Selection for April—

BUGLES AND A TIGER, by John Masters—an autobiography by the author of **Bhowani Junction**, covering his years in India from 1934 until the war. 20/- (post 1/1).

Our non-fiction selection for May is the important work by Field Marshall Sir Wm. Slim, **DEFEAT INTO VICTORY**. Seize this grand opportunity to be really up to date with your reading by sending for further particulars of our Book of the Month Club.

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Rubber Plantations Sell To R. C. Syme

Shareholders of the Solomon Islands Rubber Plantations, Ltd. (which has copra and not other interests in the BSIP), at the extraordinary general meeting held in Brisbane in December, decided to accept the Directors' recommendation to sell out their islands freehold

to R. C. Syme Pty., Ltd., of BSIP. R. C. Syme had offered £20,000 for the freehold property owned by the company in the Solomons.

It is proposed that with the money realised from this sale to repay preference capital in full (16/6 per share). A reorganisation of share structure will follow. It is not proposed to dispose of the company's assets in Australia—income-producing investments and bank credit balance.

The reasons why the directors urged shareholders to sell were set out in a circular:

- The estates deteriorated during enemy occupation and since the war this deterioration has continued due to the difficulty in obtaining labour and materials and regular sea transport. No scheme of War Damage insurance operated in the Protectorate.

- The plantations are at present leased

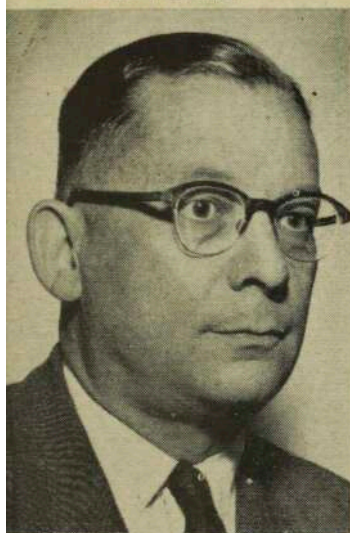
and if at the termination of the lease in three years time it was decided to rehabilitate the estates, and make necessary replacement of buildings and equipment with a view to the company operating again, it would be necessary to call on shareholders for further capital.

- In view of the almost lifeless market for the company's shares and the absence of any dividend on the ordinary shares over a number of years, it is felt that the required finance would not be forthcoming.

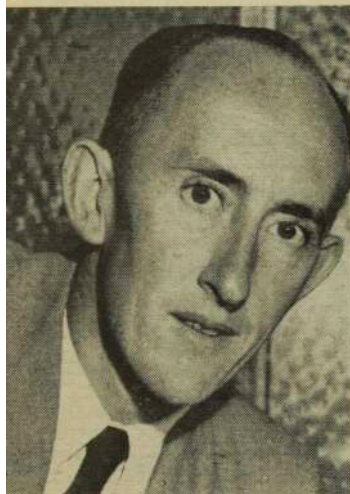
- The securing of suitable local management and the direction of operations from Australia presents a most difficult and costly problem.

- The planted areas are grossly overgrown with jungle, in places up to 40 feet high. Due to lack of labour for clearing, many of the trees need replacing because of age.

Businessmen Visit S-W Pacific



D. M. Kamerling, governing-director of Agencies Pty., Ltd., Sydney manufacturer-representatives, who will visit all main ports in Papua and New Guinea, and Honiara, P., between May 16 and June 22.



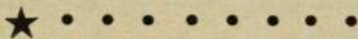
Peter McGillivray, a member of the Natural Department of the newly-formed Chemical (Australia) Pty., Ltd., who will visit Papua, New Guinea, New Caledonia and the next three months. The use of chemicals in agriculture, cattle raising, forestry plantation activities will be among the subjects examined by Mr. McGillivray during his visit. He left Brisbane for Port Moresby on May 23.

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Travellers to Papua-New Guinea in April



Among those who sailed on the "Malaita" on April 27 from Sydney were—LEFT: Mrs. J. [unclear], returning to Goroko, NG, after a world tour, with Mr. and Mrs. R. K. Johnco, who are going back to Lae in May. RIGHT: The Rev. Westley Luffon and his wife with their three children, Jan, Peter, and Linley. They are returning to Rabaul after leave, where he is chairman of the Methodist Mission.



Sailing on the MV "Malaita" and MV "Tulagi" on April 27 from Sydney were (LEFT): Mr. and Mrs. Q. Crawford and their daughter Elizabeth returning after leave to Rabaul where Mr. Crawford is engineer-surveyor with the Customs and Marine branch. RIGHT: Mr. and Mrs. Hicks, seen off by their daughter-in-law, Mrs. R. Hicks Jr. Mr. Hicks Sr. is Superintendent of Police at Lae.

Copra Experts Visit Western Samoa

WHEN Mr. W. G. Johnson, managing-director of W. R. Carpenter (Fiji) Ltd., passed through Apia, Western Samoa, on the April voyage of *Tofua*, he took the opportunity to discuss with the Samoan Government and the Copra Board certain matters affecting the future of the copra industry and shipping arrangements of interest to the Territory.

Mr. Johnson is a member of the Legislative Council of Fiji. He is also a Chairman of Directors of Island Industries Ltd., a Carpenter subsidiary, which operates a copra crushing mill in Suva.

Another visitor to Apia on the same *Tofua* was Mr. H. D. Howard, of Unilever Ltd., who is on a tour of investigation of the world's copra producing countries. He is of opinion that the quality of Western Samoan copra could be greatly improved. He advocates the grading of copra into three grades with different price levels to encourage the production of better copra; and a more rigid system of inspection by the local authorities.—*Apia Correspondent*.

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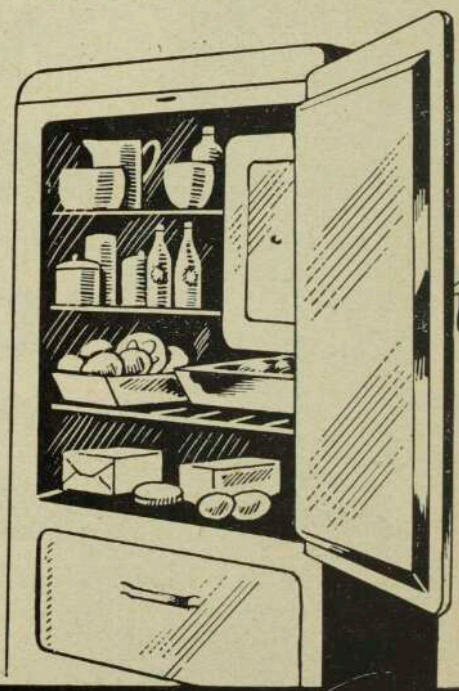
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Letter to the Editor

Visit of Mr. Howard of Unilever

MEETING was held at the Hot Springs Hotel, Nakama, Savu Savu, Fiji, on March 31, with the view of meeting Mr. H. D. Howard, who, we were told, was a representative of Unilever, and the International Assn. of Seed Crushers.

Planters came from all over the district; it was the biggest meeting I have ever seen here.

Mr. Howard arrived by plane from Suva, where he had been to meet Mr. Lamont, of the Department of Agriculture, Fiji.

Mr. G. H. Wilson, OBE, took the chair and asked Mr. Howard to address those present as to the why and wherefore of his visit. Mr. Howard then proceeded to tell us about the poor quality copra that had been producing over the last years. In fact, we were not producing any good quality copra at all and it was time we did something about it. Mr. Howard then went on to tell us what sort of copra crushers required—that is, only the white, properly-dried, copra could be bought, as they wanted it for the making of their Lux soaps and other products; smoke dried or sun-dried would not do. The present quality was no good and the crushers did not want it.

Several of the planters spoke in reply, mentioning such things as method of production, storage, shipping, etc. The discussion seemed to be going round in circles and getting us nowhere.

I had been listening carefully for some time and during a lull in the proceedings I asked Mr. Howard if he would oblige by answering a few questions; he said he would, so I asked the following, which he answered: Q: Do the people you represent buy any copra from Fiji?

A: Yes.

Q: Have they been buying it during the MOF Contract?

A: Yes.

Q: And have they been paying high prices the MOF asked?

A: Yes.

Well, I said, "they must have been satisfied with the copra or you're a lot of fools."

He then told Mr. Howard that I thought his trip out here was just a propaganda move and an excuse for bringing the price of copra down further.

Pointing out to Mr. Howard that during the last two years the price of copra has dropped 17½ per cent. I asked him if his firm or our local crushers have made any reductions in the prices of the products they make, during that period.

Mr. Howard could not or would not answer that, and the meeting just fizzled out. Present quality is and has been used for years for the making of soaps, margarine, fancy or otherwise, and will still be used.

A lot of really first-grade copra is at present being produced here, but nobody bothers to separate it, and when shipped, it is all dumped in the ship's hold with other lower grade stuff. The Government and Department of Agriculture of this Colony during the last 30 years have, to my knowledge, worked hard to get planters to make better quality copra and during that time there has been a big improvement.

I told Mr. Howard that his visit

was a waste of his time, and ours, too. What do you think?

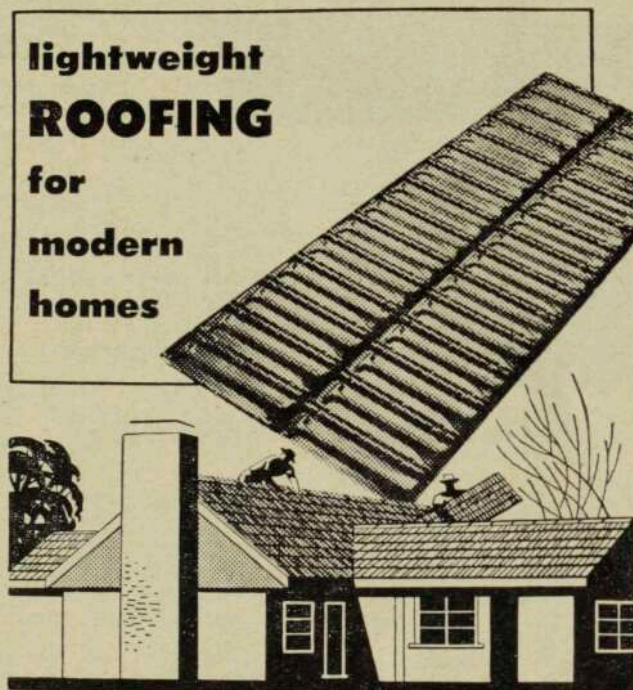
I am, etc.,

J. PRICE.

Savu Savu,
Fiji,
April 15, 1956.

EDITORIAL NOTE:

When Mr. Howard was in Sydney in March, after his visit to Papua and New Guinea, he was interviewed by PIM. Like Pacific planters, there were a number of questions about the future of copra which we should have liked Mr. Howard to answer. Mr. Howard, however, said that he was a technical officer and had no part in shaping the policy of the organisation which he represents nor could he state what part Unilever would play in the copra market after the MOF Contract expires at the end of 1957. We have no reason to disbelieve



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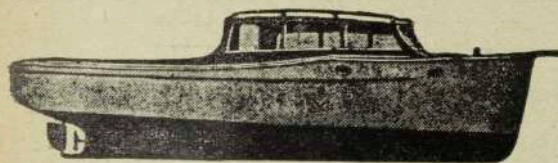
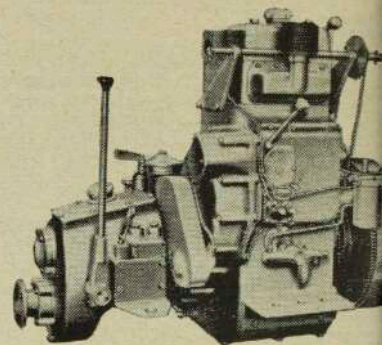
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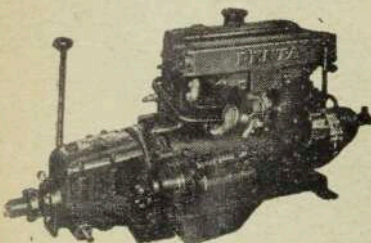
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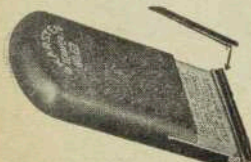


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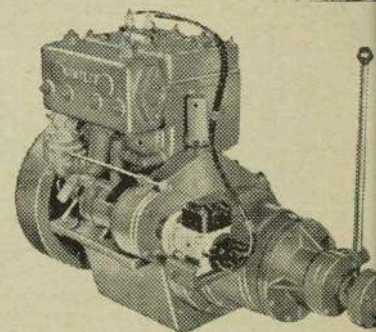
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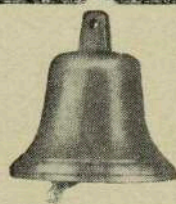


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although Mr. Howard naturally will be giving a survey of the industry for his com-

Price and other planters have every reason to be concerned about the future of the copra market after 1957 and they would completely unrealistic if they underestimated the part in it—neither war nor post-war impaired any of the thousand ramifications of the great combine.

However, copra quality—which was what concerned Mr. Howard—is another matter. First-class copra is produced in the South Pacific but there has also, in the past, been a deal of inferior copra. While there is a sellers' market (that is, in the immediate post-war years) inferior copra was sold but the copra market is now such that the buyers are already calling the tune, and the British producers in the South Pacific are expected to be protected for the next 18 months. This, so, it seems prudent for Pacific producers to listen to any advice anyone can give in raising the quality of the product.

A factor in the present and future market had not to be considered before the role played now by synthetics in the shape of detergents or wetting agents to take the place of soap. There is scarcely a household in the Western world where a bar of soap is not now used for some task formerly performed by soap. Consequently, the demand tends to become reserved for the finer soaps and for foods such as margarine, cooking fats, and for these it is desirable to have top quality copra.

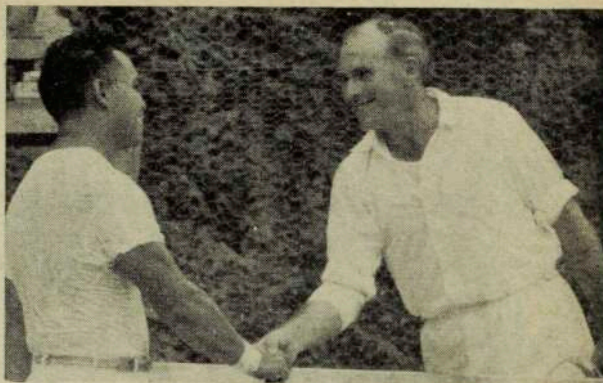
G. E. Miller, manager of A. Bunting Ltd., Samarai, left for Australia leave early

Singles Champions in Inter-Samoan Tennis



Western and American Samoa resumed annual tennis matches over Easter holidays with the ladies of Western Samoa taking three doubles matches to retain the Viopapa Cup. In the men's bracket, American Samoa won one singles and two doubles matches out of the series of five to retain the Ernest Reid Memorial Trophy for another year.

Picture shows Apia's champion singles player, Mr. Russ Banks, shaking hands with Mr. Smith Ho Ching, of American Samoa, after a hard-fought match



won by Banks with scores of 8-6 and 6-2.
—Photo by Pan American prints.

Appeal by Samoan Murderer

THE appeal of a Samoan carpenter, T. Moke Fuimaono Ta'ala, 29, against his conviction by the Apia High Court for the murder of the Samoan Police Constable, Failelei Lavasi'i, at Poutasi, Falealili on September 27, 1955, has been dismissed by the New Zealand Supreme Court. The Chief Justice

(Sir Harold Barrowclough) commented that in spite of the able arguments submitted, none of the grounds of appeal had been established.

It is now intended to lodge a petition for reprieve of the death sentence, which is subject to the decision of the Governor-General of New Zealand, acting on the advice of his Executive Council.

McILRATH'S of Sydney

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"Diced Beef & Veal flavoured with Tomato Concentrate, Capsicum & Paprika).	
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(Shredded Beef with a cream & Mushroom sauce).	
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"RINSO" 17 oz., 22/- doz.; 32 oz., 40/- doz.; 48 oz.	60/- doz.
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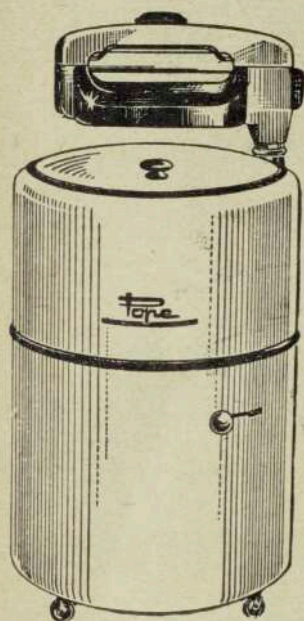
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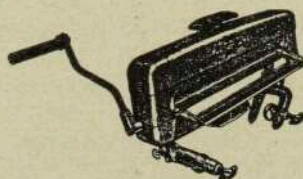


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Travellers to SW Pacific



Sailing on the motor vessels "Malaita" "Tulagi" on April 27 from Sydney were following, top to bottom: Mr. and Mrs. R. Gilling-Water, returning to Bulolo, NG, leave. Mr. and Mrs. A. Rimbert, returning Santo, New Hebrides, after leave. Mr. R. Murray with his mother, who is a nurse. They were travelling on the "Malaita" gain material for articles and a book on islands.

**P-NG Final Copra
Payments for 1955**

THE Australian Minister for Territories, Mr. Hasluck, announced on May 9 that final prices for copra delivered to the Copra Marketing Board in Papua and New Guinea during 1955 had been fixed at £2/10/- per ton higher than tentative prices which were paid producers throughout the period of delivery of the copra. The additional payments due will be made by the Board soon.

Satisfactory trading results for the year made possible the additional distribution to producers. Total payments for 1955 will now be based on: £72.5, £71.10, and £68.15 for the 3 grades.

TICISM OF CATTLE DUSTRY: FIJI AND NG

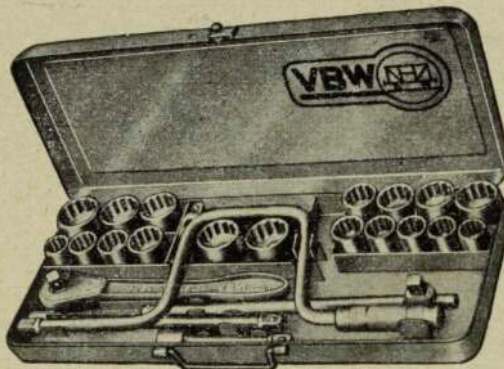
NE who takes a keen interest in the possibilities of establishing the cattle industry in the big islands of the South Pacific is a little critical of what Fiji is doing—or not doing—when a discussion was afoot in Suva lately. One period, the Department of Agriculture in Fiji showed a lively interest in the introduction of better cattle strains to the Colony, and succeeded in getting possession of one of the famous Santa Gertrudis.

The Santa Gertrudis is the breed, a cross between European and African strains, which was established many years ago on the King Ranch, Texas, and which is spreading rapidly across tropical regions.

The Suva commentator said that he had heard nothing lately of any attempt being made to establish the Santa Gertrudis breed in Fiji, where it could eventually displace a portion of the uneconomic Cebu and part-Cebu herds.

"I hear that the Carpenter and his assistants have been doing a lot to introduce a good cattle strain into the Colony—and I don't imagine they have neglected the Santa Gertrudis possibilities there," he said. "Someone here in Fiji should make a drive on behalf of the cattle industry."

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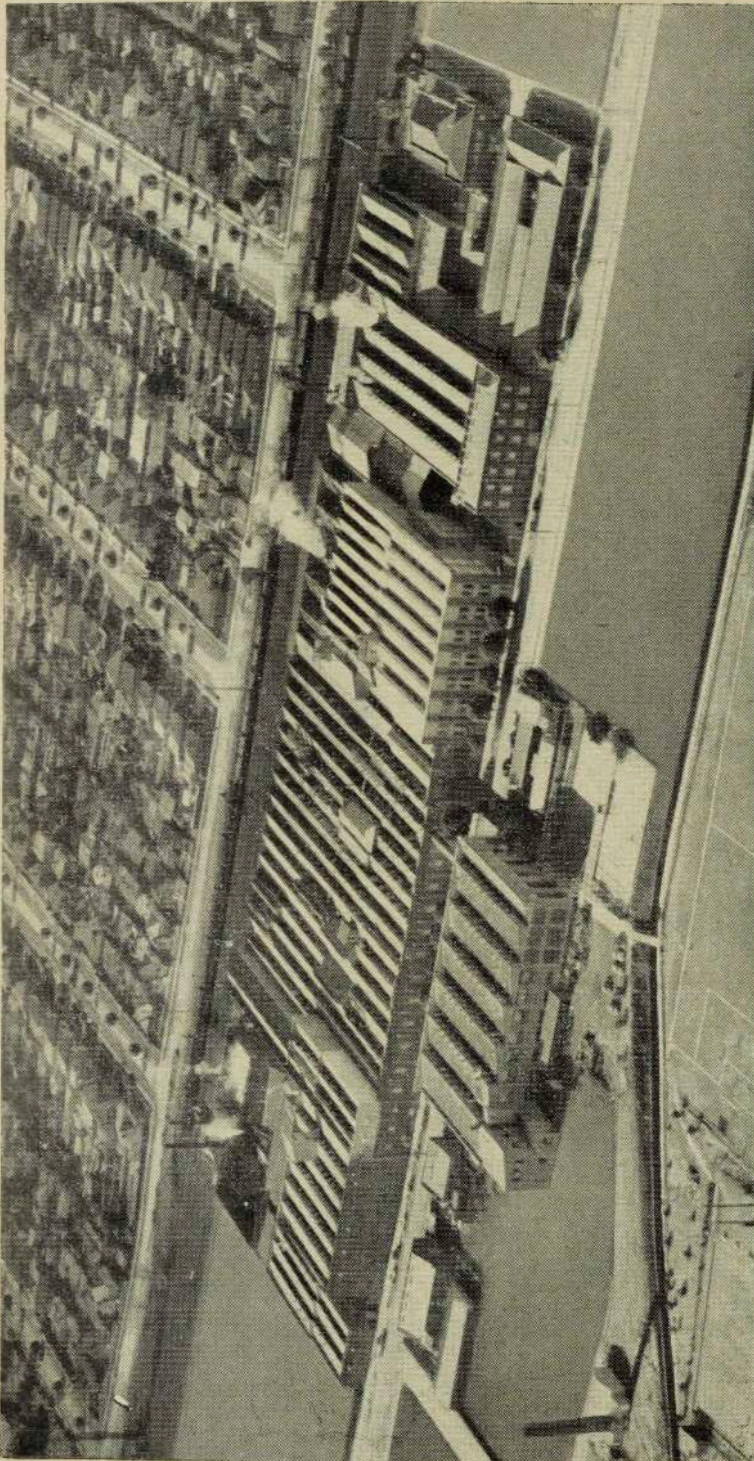
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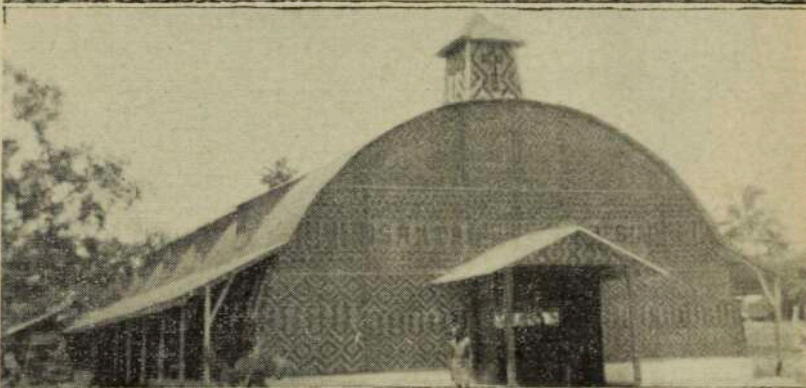
Arnott's *famous* **Biscuits**

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Beautiful Church is Work of Dutch Priest

These photos are of a new Catholic church at Kwakwaka, Malaita, BSIP, which was built by Rev. Fr. Jan v. d. Riet, SM, and was only blessed recently by Bishop J. M. SM, DD, CBE, Ch.d.H. This new church has been remarkably well constructed, and a praiseworthy feature is the extensive use throughout of black and white native-style ornamentation.

Kwakwaka is in a comparatively isolated area but seven Europeans (a District Officer and six missionaries). The materials for the church were brought into the Takwa lagoon by considerable difficulty. Then Father van Riet, a Dutchman, designed and built this church virtually single-handed. Skilled labour was not to hand, although one of the Father's helpers could be classified as semi-skilled. In all phases of construction the Father had to be envisaged and later carefully supervised by the young missionary. Tools and equipment were often scarce and that slowed up the work. Yet, in other missionary work and other responsibilities, the church was completed in a little over 18 months. The finished church gives some idea of the character, resource, industry, and the inherent ability of the architect and builder. Most of the native patterns were designed by him, as he was that, unaided, the local natives were erratic and that their repertoire of designs was very limited. Nearly 3,000 natives were there for the opening of the church.



Place Big Nickel Orders In N. Caledonia

CONTRACTS have been signed with Japanese firms covering delivery during the year ending 1957, of 800,000 tons of nickel

The Japanese have agreed to pay ore of 3 per cent., and even in some cases 2.80 per cent. It is expected that most of this ore will be supplied by the Pentecoste group of mines at Kouaou on the East coast, not far from the rich domain of the Nickel Company at Thio. The Pentecoste group is at present installing a conveyor belt installation which will permit the loading of ships direct from the shore. At present ships are loaded by barges. Under this system maximum load per day is 800 tons. When the conveyor belt starts working in 1957 it is expected that loading will be at rate of 400 tons per hour.

TAHITI WILL MAKE BETTER COPRA

In an effort to improve the quality of copra made in French Oceania, a copra inspector was recently appointed at Papeete.

He is M. Victor Sage, who will be under the guidance of the Government.

Copra coming into Papeete for shipment to the Continent will be checked and if not up to standard will be destroyed.



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MAY, 1956 — PACIFIC ISLANDS MONTHLY

turning to Santo, NH



Sailing on the "Tulagi" from Sydney for the S-W Pacific on April 27 were the following (top to bottom): Mrs. T. McManus, with her daughter Sandra, who were going to Santo, New Hebrides. Miss Nancye Blake, who is going to stay with her brother at Santo, at Tangoa teachers' training institute. Brother Joseph Fatiaki, who is returning to Port Vila after training with the Marist Mission in Sydney. Mrs. Max Redding and daughter Jenene, returning to Santo, New Hebrides, after leave.



Third Class Air Fares

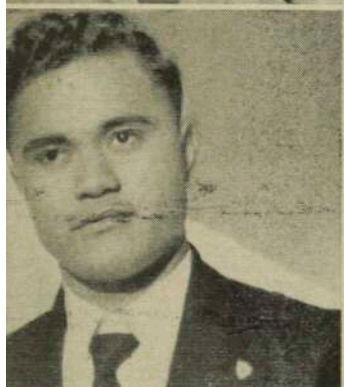
PAN American Airways is one of two US air companies which will bring before the International Air Transport Assn. shortly a proposal to have 3rd class air fares.

The proposal is likely to be resisted by many airlines.

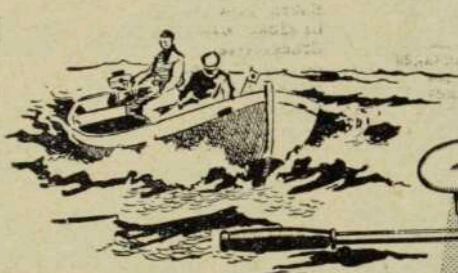
Third class would be about half cost of present first-class, with present "tourist" called "cabin" and midway between in cost.

Son of Papeete's Mayor Marries

MISS LAURETTA VAN BASTOLAER, daughter of Mr. and Mrs. Francois van Bastolaer of Papeete, Tahiti, was married on March 10, to Mr. Maurice Poroi, son of Mayor Alfred Poroi of Papeete.



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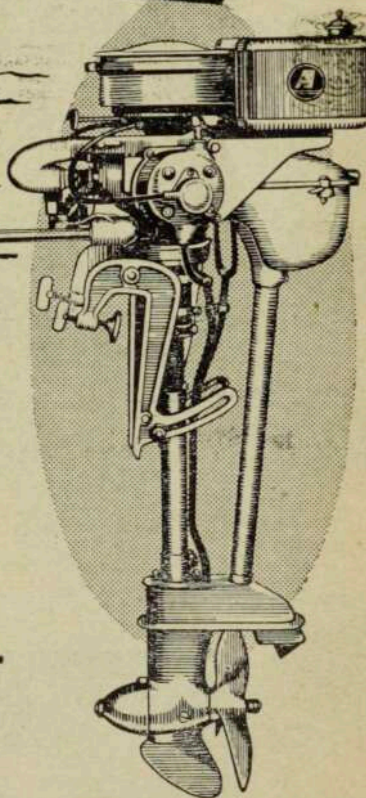
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16-oz. Beef Sausages.
16-oz. Oxford Sausages.
16-oz. Cambridge Sausages.
16-oz. Vienna Sausages.
8-oz. Vienna Sausages.
4-oz. Vienna Sausages.
12-oz. Taper Corned Beef.
6-lb. Taper Corned Beef.
12-oz. Camp Pie.
12-oz. Trim.
12-oz. Hampe.
12-oz. Luncheon Pork.
12-oz. Meatreat.
12-oz. Lamb Tongues.
12-oz. Calves Tongues.
12-oz. Lunch Tongues.
2-lb. Ox Tongues.
12-oz. "Ox and Palm" Round Corned Beef with Cereal.
12-oz. "Ox and Palm" Taper Corned Beef with Cereal.
6-lb. "Ox and Palm" Oblong Corned Beef with Cereal.

"BERRI": FRUIT JUICES

16-oz and 30-oz. Orange Juice.
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Vita Weat.
Wheat Crunch.
Digestive Ovals.
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8-oz and 16-oz. Vita Weat.
8-oz pkts. Wheat Crunch.
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4-oz. pkts. Ginger Buttons.

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

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16-oz. and 29-oz. "Moray Park" Apricots.
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16-oz. "A.J.C." Cherries.
16-oz. "Huoncry" Raspberries.
16-oz. "Huoncry" Loganberries.
16-oz. "Huoncry" Gooseberries.
16-oz. and 30-oz. "Huoncry" Solid Pack Apple.
6¼-lb. "Huoncry" Solid Pack Apple.
16-oz. and 30-oz. "Huoncry" Sliced Apple.
30-oz. "Huoncry" Crushed Apple.

"TONGALA": MILK PRODUCTS

14-oz. Sweetened Condensed Milk.
14½-oz. Unsweetened Evaporated Milk.
14-oz. Sterilised National Milk.
7-oz. Tubes Sweetened Condensed Milk.
12-oz. Chocream.
8-oz. Reduced Cream.

"FLAIR": CANNED FISH

8-oz. Fish Cutlets.
12-oz. Fish Cutlets.
4-oz. Whitebait.

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SIGNS OF SILLY REASON IN SUVA

THE USS Co. *Matua* was far down the channel, out of Suva Harbour, one morning in late April, when two frantic young New Zealand girls arrived at the dockside. They were tourist round-trippers, and they had mistaken the ship's name for the time.

Union SS Co. officials grabbed a girl, bounced the ladies into it, and chased the *Matua*. But the race was to the strong—the *Matua* had much start—and the very disgraced NZ girls, luggageless and homeless—were brought back to the pier.

Officialdom immediately raised an international problem of status and domicile. It was pointed out that the wretched girls had no right to be in the Colony of Fiji.

The fact that they were there through a happy accident did not placate the haughty Czars of the Immigration section. They were outraged and offended. They called the police. Union SS Co. officials protested. By this was a matter for sensible settlement with the head of the department.

Immigration were not to be deceived of their prey. The two girls, easily guided by policemen and immigration officials, were haled before the Magistrate's Court—to the place where thieves and thugs and prostitutes are dealt with. They were charged with the heinous crime of being in Fiji without permission, or something like that. The magistrate, Mr. Sanders (who only just arrived in Fiji from Africa) seemed a little surprised. He heard the official's exaltation—and promptly dismissed the charge as "frivolous."

The *Fiji Times* remarked, "obvious" was scarcely the word.

The thing did not end there. Suitable people took charge of the girls, and they were accommodated in a private house, to await the chance of rejoining the *Matua*. The following morning a police car called a "Black Maria"—manned by a crew of three uniformed policemen, pulled up in front of the house, and insisted that the girls should proceed forthwith to court.

Significant protests and explanation followed.

Then appeared that Immigration and Police somehow had got their wires crossed. Police did not know that the case had already been decided by the court, and thrown out.

Comment on the case in Suva suggests that there are some signs of the British Colonial attitude in Fiji which are due and due for overhaul.

Promising Tongan Boxer in Suva

BY knocking out Atunaisa Camaibau in the fifth round of a heavyweight championship bout recently fought in Suva, Tom Hini, the powerful-hitting Tongan boxer, must attract the attention of overseas boxing associations.

Particularly so as Atunaisa, who fought in Australia and New Zealand as Henry Bray, had very good wins against such well-known fighters as Ritchie Sands and Len Harvey of Australia, and the heavyweight champion of Tahiti.

Mr. Ned Henneberry of the well-known Australian boxing family, trained Hini for the fight

and proposes later in the year to take him to New Zealand.

While Hini is inclined to leave himself open he is a hard-slogging fighter with a very heavy punch and has the capacity for taking punishment and in good hands may easily do very well overseas.

† Ratu Sir Lala Sukuna, who is studying parliamentary procedure in the UK will return to Fiji in August. He is to be the first Speaker of the Fiji Legislative Council.

‡ The Colonial Sugar Refining Company's senior bachelor quarters at Lautoka, Fiji, were destroyed by fire on April 30. The quarters had only recently been completed.

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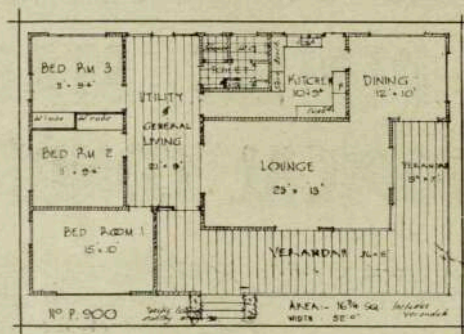
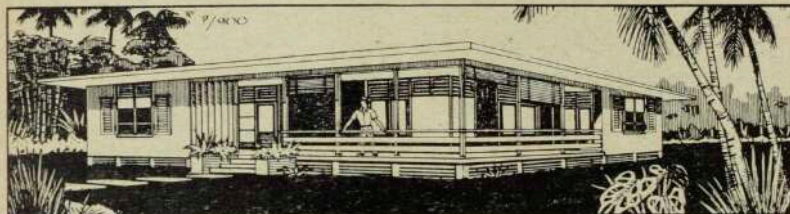
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Letter to Editor

Role of Indians in World War II

I SHOULD like to correct some mistakes in an otherwise well-balanced article by Mr. R. W. Robson in February PIM.

It is not right to say that there are several races of Indians in Fiji, but it is a fact that they are divided into more than one religion, and whilst one must admit the usual differences of opinion amongst them, there is nothing in this to get stirred-up about.

The "stubborn adherence" to the Hindi language is not only natural and inherent in the Indian, also it was inevitable since the State did not provide, until a short time ago, any facility for the education of a vast number of Indian children. Indian vernacular is now second to English language, and it would surprise many to know that a considerable section of the Fiji-Indian community now speaks English better than Hindi.

The contention that the Indian "refused to assist the British in World War II" and that they "did practically nothing" to help are statements that have no basis at all.

If anything, the Indians' offer to join the fighting forces was refused. One of the war-time Governors asked me why the Indians were not in World War I. In spite of the Government's refusal to take them into the fighting forces and despite the fact that the authorities disbanded the Indian platoon in the local Defence Force, hundreds of Indians joined and remained, until the close of the war, in the Transport Labour Corps and other sections of the army. My own sons, highly recommended by persons in authority, were turned down by the army authorities.

Only 3 years ago His Excellency the Governor put a full stop to controversy on the same subject by admitting the Government's failure to enlist the Indians in the fighting forces.

I am, etc.,

C. CHATTUR SINGH

Ba, Fiji
April 3.

(It seems probable that in the fifth paragraph above, Mr. Singh means World War II—not World War I).

† There was a short but sharp earth tremor in Suva in the early hours of May 2. Occasional tremors have been felt in the city since the severe earthquake in September, 1953.

LABOUR FORCE NEEDED

Protection of P-NG Against Asia

WELL-KNOWN pioneer, planter and public man in Papua, Mr. Tom Nevitt (now residing in Perth, South Queensland) has written for us his comments on what he thinks may be the future of Papua and New Guinea. He sees the menace against this empty land of the growing population of Asia; he insists that the only protection P-NG has lies in the rapid development of the country and the establishment of our own selected peoples; and he points out that that can be done only if we face up to the necessity of bringing in a labour force, from somewhere—presumably from the overcrowded Asian countries.

In the view of the United Nations Assembly, the World's population will increase by from 35 per cent. to 60 per cent., by 1980. This poses a serious problem for Papua and New Guinea.

Millions north of New Guinea, for the present, solving their problems of over-population by developing to the utmost all their resources at home, and expanding their overseas trade.

In marked contrast, Australia's under-populated Papua-New Guinea Territory is far from being developed and therefore in a precarious situation.

For both economic and strategic reasons, immediate consideration should be given to promoting later development of Territories' potentialities.

Recently-compiled statistics show that only 70,000 to 75,000 people are engaged in primary production in P-NG to-day: an absurdly low ratio of the population.

The late Sir Hubert Murray, in 1919, said: "Papua has no labour spare, and is in this respect almost in the same position as New Guinea. In fact, if payable oil were discovered in Papua, a very serious labour difficulty will arise."

A large proportion of the native labour now employed in Papua and New Guinea is being drawn from the deep hinterlands and highlands of New Guinea. Transport from these areas has been made practicable by means of air travel, and so has provided a new avenue of labour supply. Were it not for this newly opened field for plantation recruits, the very successful rubber industry of Papua would not have been able to produce to capacity of output, as now.

The much larger increase in Government grants, supplemented by the high values of rubber and copra, accounts for circulated funds reaching boom heights, and



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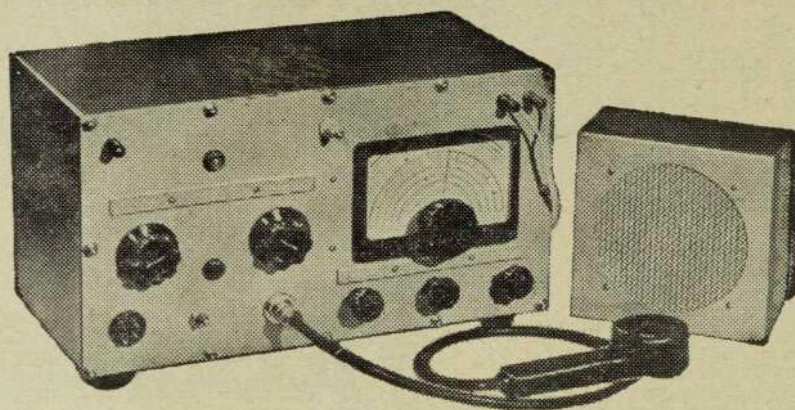
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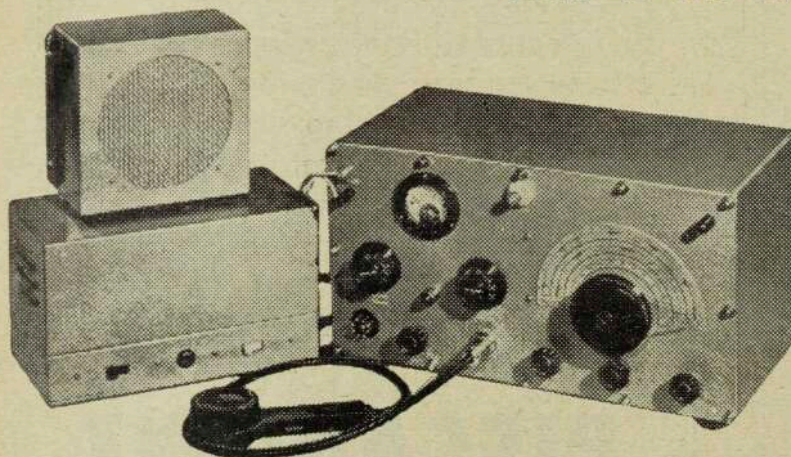


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Vessels now equipped with this transceiver have communicated with other fishing boats over 600 miles. The broadcast band is provided and the two working frequencies used by fishing boats are crystal controlled and therefore do not require tuning. Press to talk switch in microphone automatically changes from receive to transmit when pressed. Operation is from 12 Volt D.C. All steel cadmium plated enamelled cabinet to prevent harm from salt spray. Loud speaker in cadmium plated enamel box for bulk head mounting.

Here is the New Model CTR 8



This is a more variable transceiver than the CTR 12 and is designed for ocean going small ships requiring daylight transmitting, also for bushfire control and other services where a set is necessary that can stand up to the worst conditions. Ranges up to 750 miles. A six valve triple wave receiver, using one stage of radio frequency amplification, is incorporated in the CTR 8. "Press to Talk" switch in microphone. 12 volt DC operation. Price complete with microphone and loudspeaker, £179/10/- (ex fac. Brisbane).

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fitting trade and commerce. At this, the economic position of the Territory has not in any way been improved. It remains in the position of "stalemate" it had reached pre-war.

British investors with extensive interests in Malaya and Indonesia visited Papua-New Guinea in recent years. Their mission was not successful, but they left discouraged when they discovered the absence of labour non-sufficiency, the disinterest shown by the New Guinea people themselves towards making any active contribution to their own welfare.

A solution of the problem could be found upon a policy of migrant labour. The immediate result would be increased rural development. There would be no new departure of what other nations in the Pacific have adopted, and continue to opt, for their self-preservation. There already is a population of 100,000 in New Guinea; a large number, compared with the meagre number of Europeans there. They were introduced during the German period.

These Chinese have grown in numbers, despite enemy occupation of Rabaul, and will continue to increase. As owners of large and small interests in commerce and industry and of large plantation properties, they have become important contributors to New Guinea's economy. These Chinese are now being recognised as a valued New Guinea community. Some of the younger generation are being educated in Australia.

Australia postponed immigration from Australia because the politicians of the day opposed it. But to-day immigration is feverishly endeavouring to make up the leeway lost.

Federated Malay States have not developed its well-earned and profit-earning industries without the introduction of Chinese and Indian Tamil workers.

Colon's advance did not depend on the efforts of the Chinese population. Ceylon was given useful assistance by its workers in the north.

A visitor to Suva readily sees how Fiji has progressed through the outcome of migrants arriving to settle, from India.

Caledonia's large nickel mines are still operated by Chinese labour transported there illegally. Many of these people are not being repatriated during World War II, and so have remained there, to the economic advantage of the French Territory. Borneo fulfils a share of its obligations by getting labour from the Philippines, under arrangements made by the five Governments.

In the Dutch Government has started its first plans for development of Dutch New Guinea, and ended employing there a

proportion of its excess Javanese population.

Australia might follow the same policy as Holland undertook (and completed so meritoriously) in its colonisation of Java.

This—which might be described as a Help-Ourselves and Help-Others line of policy—conforms with the primary motives behind the Colombo Plan and SEATO, to both of which the Australian Government is party.

The outcome of any sound policy of introducing dependable labour to P-N-G would be a feeling of much greater security than one feels at present. Another result would be that the Administration would carry out its responsibility to protect the people's rights and property, at a much less capital cost to the parent Government.

YOUTH CLUB FOR RABAU

A RABAU reader writes to say that the young people of Rabaul have decided to do something about their boredom and have formed a club of their own, the "Garamut Club". They held their opening dance April 28; it proved a tremendous success and they are now planning numerous barbecues and expeditions for the future. Many citizens of Rabaul have made generous donations to their cause so that they have now £100 towards a Building Fund. (Their temporary quarters are, however, at the New

MINIMUM MAY BE RAISED

New Cal. Trochus Season Opens

THE 1956 New Caledonian trochus fishing season opens on May 1, and discussions were proceeding in the Colony in April as to the advisability of increasing the minimum size at which the shell may be taken.

Present minimum is 8 centimetres and trochus experts from the Institut Francais de l'Océanie, which has its laboratories at Noumea, think that it should be increased to 9 centimetres.

According to the experts, the 8 centimetres coincides with the period when the trochus is at its best as a reproducer.

With the high price of trochus, the number of people engaged in fishing has increased from 1,500 to 2,000 but at the same time the tonnage fished in 1955 was only 723 —which is 172 tons less than for 1954. This, say the experts, is a sign that trochus in NC waters is being over-fished.

Britain Women's Club.)

These enterprising young people have startled Rabaul by organising a baby-sitting agency, and three of their members acted as Hostesses to the flying tourists brought in recently by Ansett Airways.

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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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DRIVE YOURSELF CARS.—At your service in Brisbane. **Lloyd-De Laurier Pty. Ltd.**, Rows Cafe Lane, Edward St., Brisbane, Queensland. Phone: FA 1091. Enquiries invited.

FOR SALE

YACHT "BLUEBIRD" for sale, moored at Port Moresby. 27 ft. 6 in. x 9 ft. 6 in. and 5 ft. 4 in. draft. Ketch rigged, built-in cabin, 2 bunks, with 5 H.P. mooring engine (Simplex) with sail and spares, very seagoing craft. Can easily be converted for pearling boat. £A750. Apply: **Eric Berg**, Golden Ridges, Wau, N.G.

FLEETS 38 ft. B.D. diesel sharpie, suit trochus, copra, £3,350. 66 ft. Army trawler 100 h.p. diesel. Price (including spares) worth £2,000. £10,500 **Aust. FLEETS**, Water St. East, Sth. Brisbane, Queensland, Australia.

MEADOWS DIESEL GENERATING SET complete with switchboard and voltage regulator. The capacity of this well-known unit is 100 H.P. 75 KVA, 415 volts. 104 Amps, 3 phase alternator, 50 cycles. Has had very little use and cost £2,825. Will sacrifice sale of this unit for £1,000 plus delivery costs. Photo can be submitted upon application. **Brico (Australia) Pty. Ltd.**, 41-57 Mallett Street, Camperdown, N.S.W., Australia.

FOR SALE BY TENDER

TOVANAKUS AND VUNABERE PLANTATIONS. Sealed Tenders endorsed "Tovanakus and Vunabere Plantations" are invited and will be received by the undersigned up to noon on May 31, 1956. **Situation:** Approx. 45 miles from Rabaul in the highly fertile Nth. Baining's Area of New Britain. **Area:** Approx. 550 acres of freehold land fully planted with approx. 30,000 fully bearing Coconut palms, interplanted, except for small area, with approx. 20,000 cacao trees from seedlings to fully bearing, and approx. 1,000 acres Administration 99 yr. Leasehold virgin land. **Anchorage:** Good Sth. East with wharf capable of taking vessels up to 85 feet. **Soil:** Volcanic loam typical of rich Baining's Area. **Buildings** on planted area: Modern plantation bungalow all conveniences. New Hot Air Drier. All Plantation buildings good. **Plant:** Motor transport, tools, lighting plant, etc., sufficient for efficient running of properties. **Native labour:** Approx. 65 natives under Native Labour Agreement. Vendors will endeavour to do their utmost for N.L.Agmts. to be transferred to purchaser of freehold property. The foregoing particulars are believed to be correct but no representation is made to that effect. The Personal property of the Manager is reserved from Sale. The property will be sold subject to signing Contract of Sale with terms mutually agreed upon and to the consent of the Administrator of the Territory of Papua and New Guinea. The vendors shall accept tenders for: (a) Freehold and leasehold properties as a going concern; or (b) Freehold properties as a going concern; or (c) Leasehold property alone. The highest or any other tender will not necessarily be accepted. For further particulars and arrangements for inspection please contact the undersigned. Dated the 20th day of March, 1956.

F. N. WARNER SHAND,
Barrister and Solicitor,
Rabaul, T.N.G.

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HANDBOOK OF PAPUA & NG, 1954, 320pp and maps; containing all details about the administrative and commercial organisation in the two territories; includes directory of all European residents and business firms and of the lead Chinese residents. Price: 15/- (plus postage). **HANDS OFF PIDGIN ENGLISH** by Professor R. A. Hall, Jr., of Cornell University, U.S.A. — A defence of "lingua franca" of Melanesia and a plea for its official use and control. Price: 1/- (plus 1/- postage) or \$2.00 US postage. Copies from Islands Stores and Booksellers or direct from **Pacific Publications Pty. Ltd.**, 29 Alberta St., Sydney.

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GLORIA MARIS, 110 ft. schooner, doing marine research throughout Pacific; now in New Guinea waters, needs amateur crew members keen on sailing and the knowledge of Bosuns' work and of nautical skills valuable. Air mail personal details to: **Capt. E. Chamberlain**, Biak, Netherlands New Guinea.

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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.

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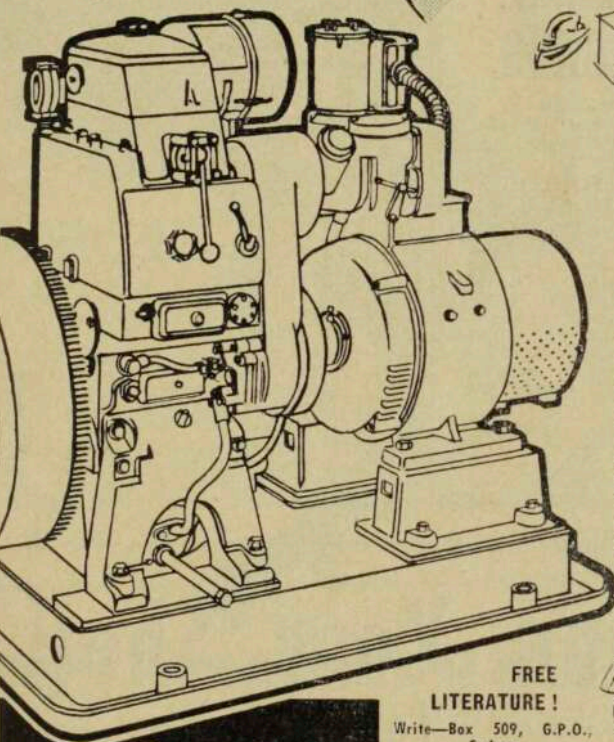
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ing price.

SOLOMONS:—Honiara/Gizo: Hot Air
£A61/10/-; Mixed HA/FM £A57; FM
£A52/10/-; Yandina: 5/- higher.

HEW HEBRIDES:—Buying price May 9,
6,300 Pac. francs (£A44/2/-) delivered
Vila/Santo.

FRENCH OCEANIA:—Apr. 1, top grade
8.36 Pac. francs per kilo (£A60/12/- per
long ton) in store, Papeete. Minimum
price for lowest grade 5.35 Pac. francs
(£A39 per long ton).

TONGA:—A Grade, £T52/5/-; B Grade,
£T46/5/-.

COOK IS.:—1956 prices not yet avail-
able.

COCOA:—Islands prices are based on
the rate for Accra cocoa which, on May
9, was £Stg.207/10/-, c.i.f.

P.-N.G.: £A235, ex wharf Sydney.

W. SAMOA: May 9, £Stg.200, f.o.b.
Apia.

COFFEE:—P.-N.G.: Top grades 5/5 lb.
in store, Sydney; Fr. Oceania: 75 francs
per kilo, unhusked.

PEANUTS:—P.-N.G.: Market only for
Virginia Bunch, in shell, large, well
cleaned, 1/5½ per lb. delivered Sydney.

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Green, 44/6 per lb.

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112 lb. bags, 5 tons and over, £68/1
per ton f.o.b.; under 5 tons, £69 per t
Other Pac. Islands: Dry, brown, etc.,
per ton, f.o.b. Sydney or Melbourne.

PEARL SHELL.—Prices between Tor
Strait producers and Otto Gerdau
(USA) not yet fixed for 1956. Manih
Lagoon closed. Penrhyn: £900 c
Sydney. Tuamotus: approx £A1,300, l
ton, for raw shell on beach, Hikueru.

TROCHUS:—May 9, in store Sydn
subject to rejects: New Hebrides, £
per ton; N.G. and B.S.I. fluctuating
tween £480 and £520 per ton, accord
to grade.

GREEN SNAIL:—SW Pacific, in st
Sydney, £450, subject to rejects.

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Coconut Oil:—London, Apr. 21: Ceyl
in bulk, 1% FFA, £Stg.102, c.i.f., per t
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per ton.

Cocoa:—London, Apr. 21: Gold C
May del. c.i.f., £Stg.187 long ton.

Coffee:—London, Apr. 21: Uganda
busta f.a.q., prompt shipment, £Stg.
f.o.b. Mombasa; Tanganyika, £Stg.553
bond London.

Shell:—London, Apr. 21, Singap
trochus, £Stg.585 c.i.f. Greens
£Stg.565 c.i.f.

Rubber:—London, May 8, Spot buy
Stg.25¼d.; May c.i.f. Stg.25¼d.; Oct.-D
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FIJI

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Oriomo Oil .	b5/-	b3/9	b6/9
Papuan Apin.	b4/11	s3/6½	b3/9
Placer Dev. .	b68/6	s300/-	b112/6
Sandy Creek .	b1/5	s9d	s6d

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Fiji, basis £100 Fiji: Buying, £A111/2
Selling, £A113. Fiji-London, basis £
London: B. £110/12/6; S. £112. NZ-F
basis £100 NZ: B. £111/11/9; S. £110/4

SAMOA.—Through BANK OF NZ. A
tralia on Samoa, basis £100 Sam
B. £A123/12/6; S. £A124/10/9. Sam
London, basis £100 London: B. 100/7
S. £101/10/-. Samoa-NZ, basis £100
B. £100; S. £100/10/-. Samoa-Fiji, ba
£100 Samoa: B. £111; S. £110.

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quote exchange rate Australia-Papua-N
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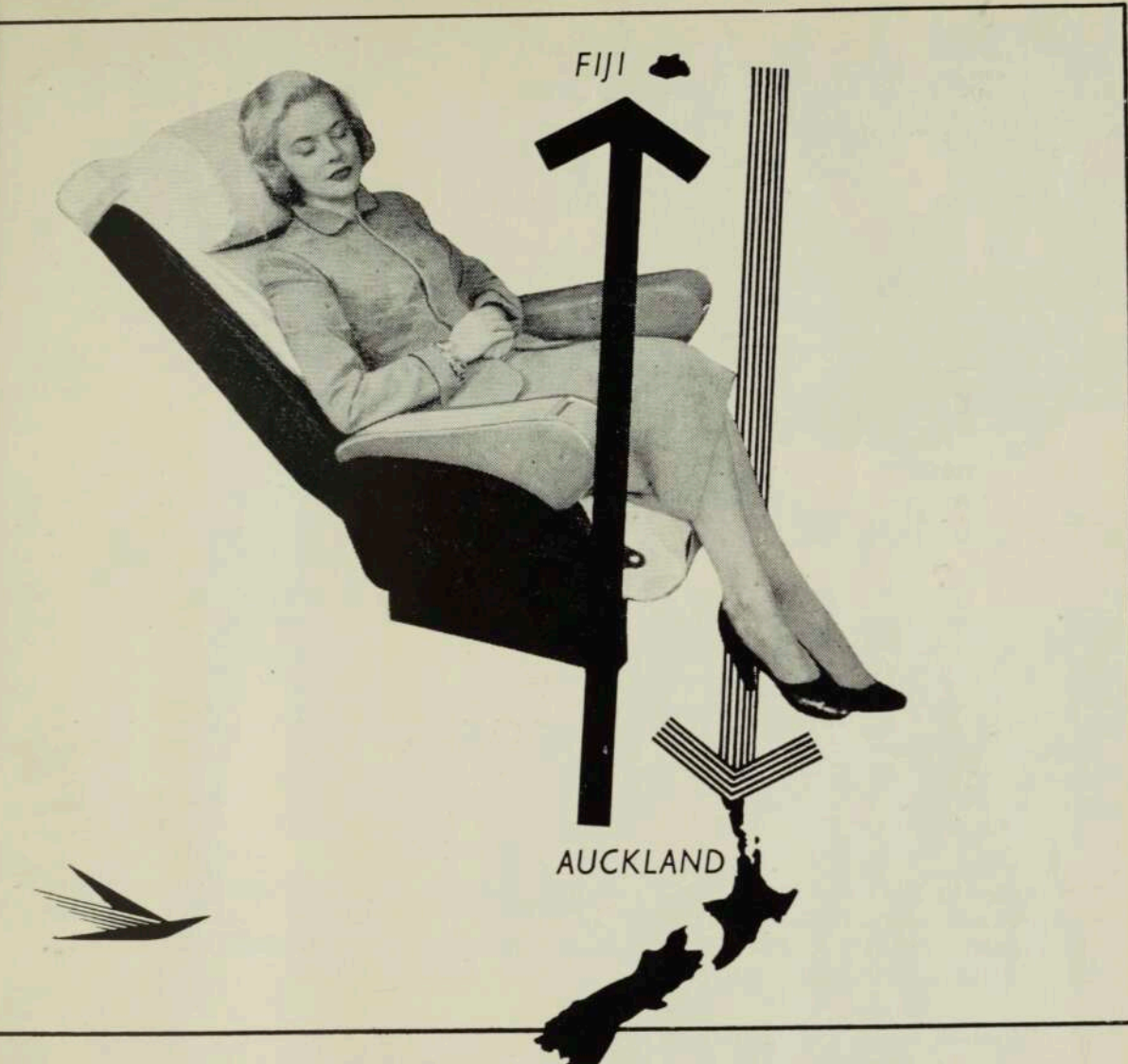
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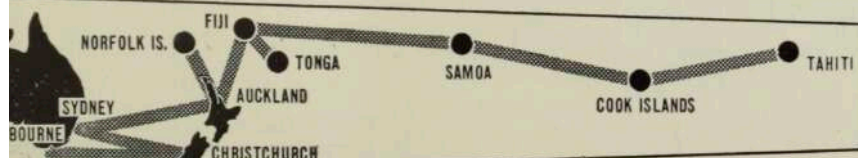


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W. R. Carpenter & Co. (London) Ltd., 13 Rood Lane, London, E.C.3.

~~~~~ ASSOCIATED COMPANIES THROUGHOUT THE PACIFIC: ~~~~~

|                                                                                       |                                                            |                                                                                            |
|---------------------------------------------------------------------------------------|------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| <b>IN NEW GUINEA:</b><br>New Guinea Company Limited,<br>Rabaul, Lae, Madang, Kavieng. | <b>IN PAPUA:</b><br>Island Products Ltd.,<br>Port Moresby. | <b>IN FIJI:</b><br>Morris Hedstrom Ltd., Suva.<br>W. R. Carpenter & Co. (Fiji) Ltd., Suva. |
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