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FEBRUARY, 1957 Vol. XXVII. No. 7

PACIFIC ISLANDS Monthly



NOW, WHO WAS SPEAKING ABOUT KING HAL? This gentleman in the bonnet trimmed with Job's-tears, the pigs' tusks and the knowledgeable expression, is from the Southern Highlands District, Papua.

Photo: J. Delabarre.

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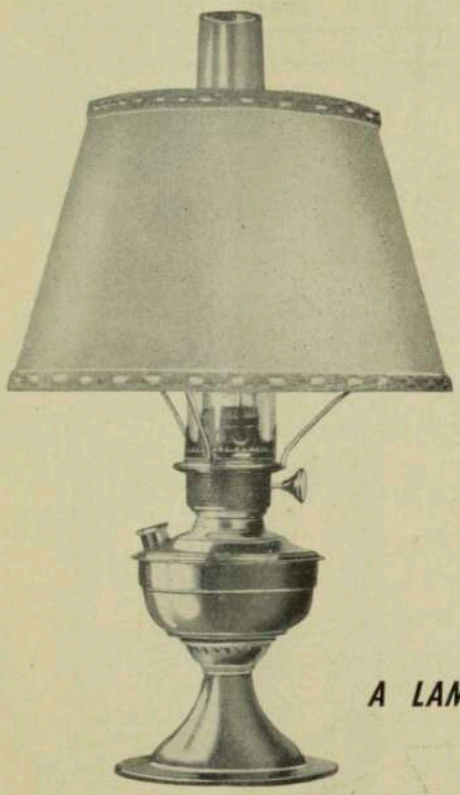
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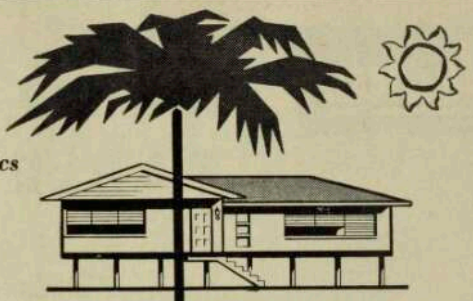
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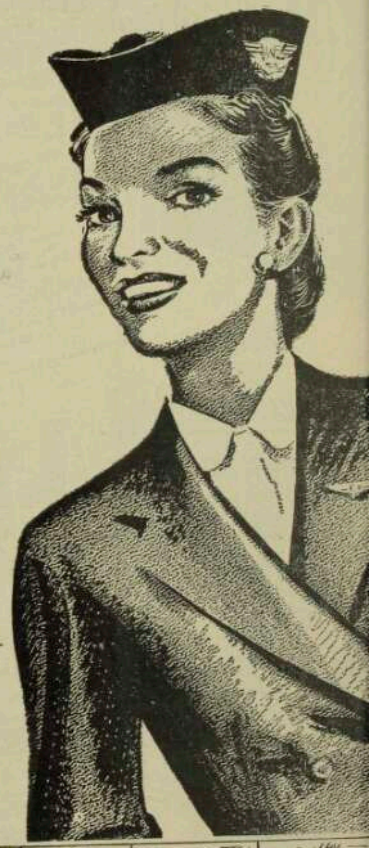
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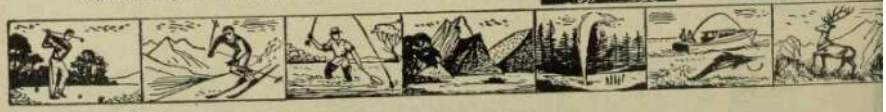
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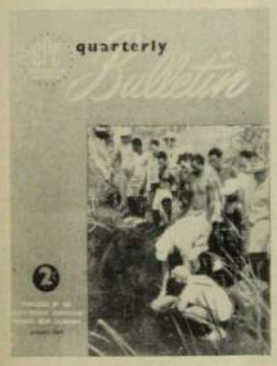
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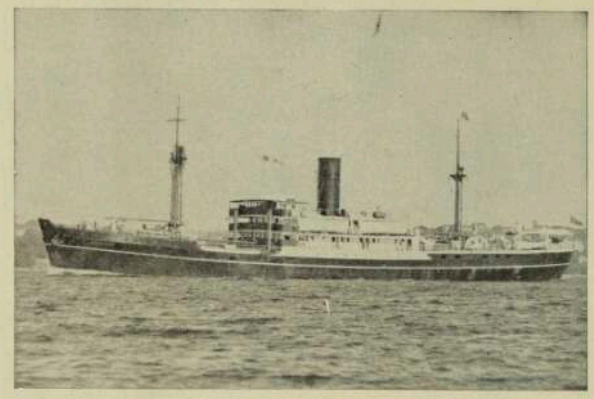
NO.	TITLE
31	**Cocoa Plantation Management in Western Samoa.**
36	**Cocoa Growing in Fiji Islands.**
37	**Cocoa Growing in Netherlands New Guinea.**
38	**Coffee Growing in New Caledonia.**
39	**Cocoa Growing in Western Samoa.**
40	**Cocoa Growing in New Hebrides.**
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AGENTS

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

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hipping Time-Tables

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

Sydney-Papua-N. Guinea

IV Malaita sails from Sydney for baul, Kavieng, Lombrum, Lorengau, wak, Alexishafen, Madang, Lae, Sydney. t Sydney sailing approx. Mar. 27.

IV Malekula sails from Melbourne for ney, Pt. Moresby, Samarai, Rabaul, dang, Lae, Pt. Moresby, Sydney, Mel- rne. Next Sydney sailing Apr. 5.

IV Bulolo, modern liner, sails about ry six weeks: Sydney, Brisbane, resby, Samarai, Lae, Madang, Manus, baul, Samarai, Moresby, Brisbane, ney. Next Sydney sailings approx. 22, Apr. 15.

S Mangola, cargo only, sails from ney for Brisbane, Pt. Moresby, Samarai, baul, Madang, Lae, Bougainville, Bris- e, Sydney. Next sailing: Mar. 19. etails from Burns, Philp & Co. Ltd., ridge Street, Sydney.

IV Sinkiang: In dock at Hongkong t sailing from Melbourne Mar. 30 for ney, Port Moresby, Samarai, Lae, dang, Rabaul.

IV Shansi: Departs Sydney Mar. 19 Brisbane, Port Moresby, Samarai.

IV Soochow: Departed Sydney Feb. 12 Brisbane, Port Moresby, Samarai, baul, Kavieng, Madang, Lae. etails from Swire and Yuill Pty. Ltd., ridge St., Sydney.

Sydney-Dutch N.G.

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

Far East-S.W. Pacific-Australia

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

SS Fengning: Sails from Japan Mar. 9, Kavieng (opt.) Apr. 2, Rabaul Apr. 4, Lae Apr. 9, Port Moresby Apr. 13, Sydney Apr. 21.

SS Funing: Madang Mar. 5, Rabaul Mar. 8, Lae Mar. 13, Samarai (opt.) Mar. 16, Port Moresby Mar. 17, Sydney Mar. 27.

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

The Australia-West Pacific Line motor vessels Aros, Citos, Delos and Milos maintain regular services between Australian ports and Japan. Northbound vessels call at Manila, Hongkong and Japan; southbound vessels call at Hongkong, Manila, Sandakan, Rabaul, Lae, Brisbane, Sydney, and Melbourne, with bi-monthly calls at Cebu (opt.), Honiara and Vanikoro.

Milos: Lae Apr. 18, Rabaul Apr. 21, Honiara Apr. 24, Brisbane May 4, Sydney May 9.

Aros, southbound, due Rabaul Mar. 16, Lae Mar. 18, Brisbane Mar. 23, Sydney Mar. 27.

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).

N. Zealand-Fiji-Tonga-Samoa

MV Tofua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next sailing from Auckland: Mar. 19.

MV Matua maintains a service from

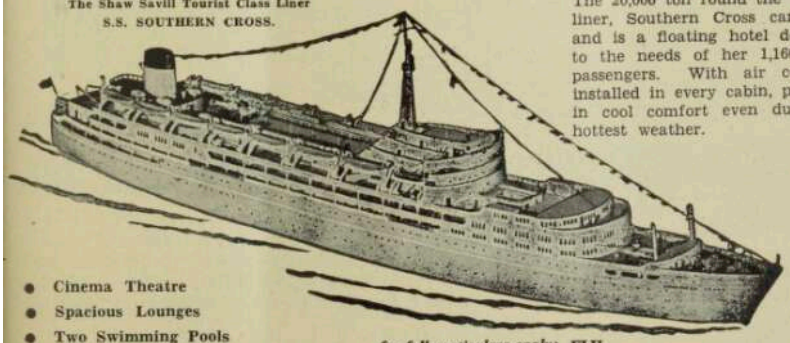
Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1957.

		ORSOVA	ORION	ORCADES	ORONSAY
SYDNEY	depart		Mar. 12	Apr. 30	July 13
AUCKLAND	arr/dep		Mar. 16	May 3	July 16
SUVA	arr/dep		Mar. 20	May 6	July 19
HONOLULU	arr/dep		Mar. 26	May 11	July 24
VANCOUVER	arrive		Apr. 2	May 17	July 30
	depart		Apr. 2	May 18	July 31
SAN FRANCISCO	arr		Apr. 5	May 20	Aug. 2
	depart		Apr. 6	May 21	Aug. 3
HONOLULU	arr/dep		Apr. 11	May 25	Aug. 7
SUVA	arr/dep	Feb. 26	Apr. 19	June 1	Aug. 14
AUCKLAND	arr/dep	Mar. 1	Apr. 22	June 4	Aug. 17
SYDNEY	arrive	Mar. 4	Apr. 26	June 7	Aug. 20

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

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

Sydney-New Hebrides-BSI-Rabaul, Etc.

MV Tulagi, 10 passengers, usually on the Norfolk, Vila, Santo, Honiara, Lunga, Tenaru, Yandina, Loavie, Pepesala, Gizo, Bougainville ports, Rabaul. Sydney run,

left Sydney on a special recruiting t to Gilbert and Ellice Is. and Line Islan on Jan. 17. She will resume her norm run from Sydney on April 5.

MV Muliama, 8 passengers, leav Sydney for Norfolk Island and Briti Solomon Islands ports approximat monthly, ports varying with cargo Next sailing from Sydney: Mar. 1.

Details from Burns, Philip & Co., Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Li coming from Marseilles, via West Ind and Panama, call about every six we at Papeete, Vila (New Hebrides), Noum and Sydney, and return by same rou At present on this run are the mot ships, Tahitien, Caledonien and Rest gent. Next sailings from Sydney: Tahiti Mar. 27, Resurgent May 10.

MV Polynesie (Messageries Maritime maintains about monthly passenger sa ings between Sydney and Noumea a the New Hebrides. Next Sydney sailin Mar. 8 and 29.

Details from Sydney agents: Messager Maritimes, 36 Grosvenor Street, Sydney

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

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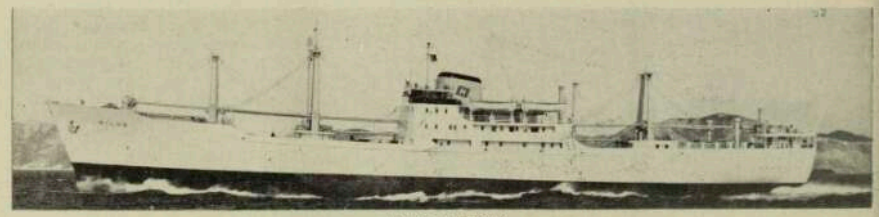
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ISLAND AGENTS: Madang: Mr. A. Strachan; Lae, Mr. R. Tebb; Rabaul, Town Transport Ltd.; Honiara, British Solomon Islands Trading Corporation.
FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

ays. Some ports depend on cargoes offering. Thorshall: Now in Pacific due Suva Feb. -26, Noumea Mar. 3-6, Vila Mar. 10-16, an Francisco (inbound) Apr. 5. Thorsisle, due reach San Francisco on b. 24 (inbound from Pacific), leaves risco again Mar. 13 for Los Angeles ar. 15-16, Papeete Mar. 27-29, Nukualofa pt.), Pago Pago Apr. 3, Apia Apr. 4-5, va Apr. 8-9, Lautoka (opt.), Noumea r. 12-14, Honiara Apr. 18-19, Lae Apr. -25, San Francisco May 14. Details from General Steamships Cor- ration Ltd., 432 California St., San ancisco, USA, and Island Agents.

Sydney-(or NZ)-North America

The four cargo vessels, Waihemo, airuna, Waikawa, and Waitomo, owned d operated by the Union Steam Ship , of NZ Ltd., maintain a monthly rvice across the Pacific, from Sydney Vancouver and USA ports, via Suva, utoka, Nukualofa, and Apia, as cargoes fer. Occasional calls are made at Fan- ng Island. They have limited passenger commodation. Next sailings Waihemo, d-March Waitomo, late April. The aitemata, from NZ ports, makes 3-4 ips yearly to Vancouver, via Rarotonga d Papeete.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco erates a regular five-weeks passenger- rgo service from Los Angeles with the ntura, Alameda, Sierra and Sonoma. uthern terminal ports vary with cargoes fering. Vessels call at Papeete, Pago go and Suva, depending on cargoes. xt sailings from Sydney: Sierra Jan. (approx.), Ventura Mar. 14 (approx.).

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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 required. Details from Darr Lines, c/o Theo. H. Davies & Co., Honolulu, or Etablissements Donald, Papeete.

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Matson Line's Mariposa and Monterey make round passenger trips from Pacific North Coast American ports to Australia, via Pacific Islands ports and New Zealand. Mariposa: In the Pacific, due Melbourne Feb. 25, Sydney Feb. 27-Mar. 1, Auckland Mar. 4, Suva Mar. 7, Pago Pago

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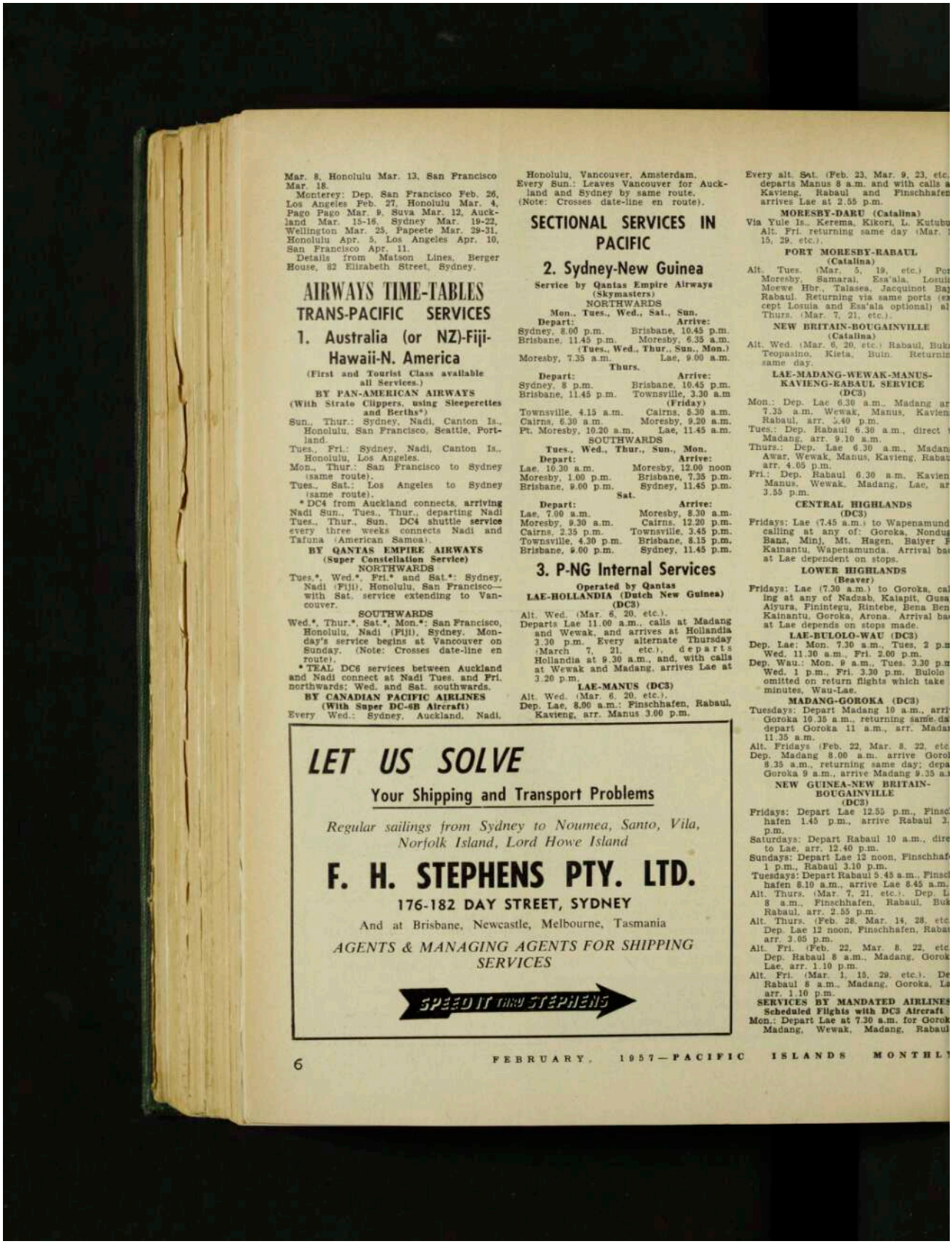
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Mar. 8, Honolulu Mar. 13, San Francisco Mar. 18.

Monterey: Dep. San Francisco Feb. 26, Los Angeles Feb. 27, Honolulu Mar. 4, Pago Pago Mar. 9, Suva Mar. 12, Auckland Mar. 15-16, Sydney Mar. 19-22, Wellington Mar. 25, Papeete Mar. 29-31, Honolulu Apr. 5, Los Angeles Apr. 10, San Francisco Apr. 11.

Details from Matson Lines, Berger House, 82 Elizabeth Street, Sydney.

AIRWAYS TIME-TABLES

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BY PAN-AMERICAN AIRWAYS
(With Strato Clippers, using Sleeperettes and Berths*)

Sun., Thur.: Sydney, Nadi, Canton Is., Honolulu, San Francisco, Seattle, Portland.

Tues., Fri.: Sydney, Nadi, Canton Is., Honolulu, Los Angeles.

Mon., Thur.: San Francisco to Sydney (same route).

Tues., Sat.: Los Angeles to Sydney (same route).

* DC4 from Auckland connects, arriving Nadi Sun., Tues., Thur., departing Nadi Tues., Thur., Sun. DC4 shuttle service every three weeks connects Nadi and Tafuna (American Samoa).

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)
NORTHWARDS

Tues.*, Wed.*, Fri.* and Sat.*: Sydney, Nadi (Fiji), Honolulu, San Francisco—with Sat. service extending to Vancouver.

SOUTHWARDS

Wed.*, Thur.*, Sat.*, Mon.*: San Francisco, Honolulu, Nadi (Fiji), Sydney. Monday's service begins at Vancouver on Sunday. (Note: Crosses date-line en route).

* TEAL DC6 services between Auckland and Nadi connect at Nadi Tues. and Fri. northwards; Wed. and Sat. southwards.

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

Every Wed.: Sydney, Auckland, Nadi, Honolulu, Vancouver, Amsterdam.

Every Sun.: Leaves Vancouver for Auckland and Sydney 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., Wed., Sat., Sun.

Depart:	Arrive:
Sydney, 8.00 p.m.	Brisbane, 10.45 p.m.
Brisbane, 11.45 p.m.	Moresby, 6.35 a.m.
(Tues., Wed., Thur., Sun., Mon.)	
Moresby, 7.35 a.m.	Lae, 9.00 a.m.

Thurs.

Depart:	Arrive:
Sydney, 8 p.m.	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.	Moresby, 9.20 a.m.
Pt. Moresby, 10.20 a.m.	Lae, 11.45 a.m.

SOUTHWARDS
Tues., Wed., Thur., Sun., Mon.

Depart:	Arrive:
Lae, 10.30 a.m.	Moresby, 12.00 noon
Moresby, 1.00 p.m.	Brisbane, 7.35 p.m.
Brisbane, 9.00 p.m.	Sydney, 11.45 p.m.
Sat.	
Depart:	**Arrive:**
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.

3. P-NG Internal Services

Operated by Qantas
LAE-HOLLANDIA (Dutch New Guinea)
(DC3)

Alt. Wed. (Mar. 6, 20, etc.).

Departs Lae 11.00 a.m., calls at Madang and Wewak, and arrives at Hollandia 3.30 p.m. Every alternate Thursday (March 7, 21, etc.), departs Hollandia at 9.30 a.m., and, with calls at Wewak and Madang, arrives Lae at 3.20 p.m.

LAE-MANUS (DC3)

Alt. Wed. (Mar. 6, 20, etc.).

Dep. Lae, 8.00 a.m.: Finschhafen, Rabaul, Kavieng, arr. Manus 3.00 p.m.

Every alt. Sat. (Feb. 23, Mar. 9, 23, etc.), departs Manus 8 a.m. and with calls at Kavieng, Rabaul and Finschhafen, arrives Lae at 2.55 p.m.

MORESBY-DARU (Catalina)

Via Yule Is., Kerema, Kikori, L. Kutubu. Alt. Fri. returning same day (Mar. 1, 15, 29, etc.).

PORT MORESBY-RABAUL (Catalina)

Alt. Tues. (Mar. 5, 19, etc.) Port Moresby, Samarai, Esa'ala, Losuia, Moewe Hbr., Talasea, Jacquinot Bay, Rabaul. Returning via same ports (except Losuia and Esa'ala optional) alt. Thurs. (Mar. 7, 21, etc.).

NEW BRITAIN-BOUGAINVILLE (Catalina)

Alt. Wed. (Mar. 6, 20, etc.) Rabaul, Buka, Teopasino, Kieta, Buin. Returning same day.

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

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 5.40 p.m.

Tues.: Dep. Rabaul 6.30 a.m., direct to Madang, arr. 9.10 a.m.

Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Fri.: Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DC3)

Fridays: Lae (7.45 a.m.) to Wapenamunda, calling at any of: Goroka, Nondugl, Banz, Minj, Mt. Hagen, Baiyer R., Kainantu, Wapenamunda. Arrival back at Lae dependent on stops.

LOWER HIGHLANDS (Beaver)

Fridays: Lae (7.30 a.m.) to Goroka, calling at any of Nadzab, Kaiapit, Gusap, Aiyura, Finintegu, Rintebe, Bena Bena, Kainantu, Goroka, Arona. Arrival back at Lae depends on stops made.

LAE-BULOLO-WAU (DC3)

Dep. Lae: Mon. 7.30 a.m., Tues. 2 p.m., Wed. 11.30 a.m., Fri. 2.00 p.m.

Dep. Wau.: Mon. 9 a.m., Tues. 3.30 p.m., Wed. 1 p.m., Fri. 3.30 p.m. Bulolo omitted on return flights which take 5 minutes, Wau-Lae.

MADANG-GOROKA (DC3)

Tuesdays: Depart Madang 10 a.m., arrive Goroka 10.35 a.m., returning same day depart Goroka 11 a.m., arr. Madang 11.35 a.m.

Alt. Fridays (Feb. 22, Mar. 8, 22, etc.).

Dep. Madang 8.00 a.m. arrive Goroka 8.35 a.m., returning same day; depart Goroka 9 a.m., arrive Madang 9.35 a.m.

NEW GUINEA-NEW BRITAIN-BOUGAINVILLE (DC3)

Fridays: Depart Lae 12.55 p.m., Finschhafen 1.45 p.m., arrive Rabaul 3.10 p.m.

Saturdays: Depart Rabaul 10 a.m., direct to Lae, arr. 12.40 p.m.

Sundays: Depart Lae 12 noon, Finschhafen 1 p.m., Rabaul 3.10 p.m.

Tuesdays: Depart Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.

Alt. Thurs. (Mar. 7, 21, etc.). Dep. Lae 8 a.m., Finschhafen, Rabaul, Buka, Rabaul, arr. 2.55 p.m.

Alt. Thurs. (Feb. 28, Mar. 14, 28, etc.). Dep. Lae 12 noon, Finschhafen, Rabaul arr. 3.05 p.m.

Alt. Fri. (Feb. 22, Mar. 8, 22, etc.). Dep. Rabaul 8 a.m., Madang, Goroka, Lae, arr. 1.10 p.m.

Alt. Fri. (Mar. 1, 15, 29, etc.). Dep. Rabaul 8 a.m., Madang, Goroka, Lae, arr. 1.10 p.m.

SERVICES BY MANDATED AIRLINES
Scheduled Flights with DC3 Aircraft

Mon.: Depart Lae at 7.30 a.m. for Goroka, Madang, Wewak, Madang, Rabaul

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remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
ues.: Depart Rabaul at 6.30 a.m. for Madang, Wewak, Madang, Goroka, Lae.
ed.: Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
ri.: Depart Lae at 7 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul — remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
at.: Depart Rabaul at 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines.
(Super Constellation Service)

A weekly service between Sydney and msterdam with a call at Biak (DNG) d Manila (Philippines).
DC3 aircraft link Biak with Hollandia, rong, Merauke, Tenah Merah, Manok-ari, Noemfoer, Ransiki, Genjem, and okonao.

5. N. Guinea-Solomons

By Qantas with DC3 Aircraft.
(Three flights every four weeks)

on. (Feb. 23, Mar. 4, 11, 25, etc.) Lae dep. 6 a.m.: Finschhafen, Rabaul, Buka, Vella Lavella, Yandina, Honiara (BSI), arriving 5.25 p.m.
uesday (Feb. 26, Mar. 5, 12, 26, etc.) Honiara dep. 7 a.m.: Yandina, Vella Lavella, Buka, Rabaul, Lae, arriving 3.35 p.m.

6. Paris-Saigon-Noumea-Auckland

y Transports Aeriens Intercontinentaux-
C6B aircraft depart Paris every week (Feb. 25, Mar. 4, 11, etc.) for Athens Karachi, Saigon, Darwin, Noumea, Auckland. Leaves Auckland on return Feb. 28, Mar. 7, 15, etc.

7. Sydney-Lord Howe Is.

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

8. Sydney-Norfolk Is.

By Qantas, with Skymasters
t. Sat.: Dep. Sydney 11.30 p.m., arr. NI 6.15 a.m. Sunday; dep. NI 5.30 p.m. same day for Sydney, arr. 9.30 p.m. Alt. weeks makes NI-Auckland-NI flight. (See table 11 below).

9. Sydney-Noumea

By Qantas, with Skymasters
(Three flights every four weeks)

hur. (Feb. 28, Mar. 7, 21, 28, etc.). Sydney dep. 11.30 p.m., arriving Tontouta, 7 a.m. Fri. (Feb. 22, Mar. 1, 8, 22, 29, etc.).
ri. (Feb. 22, Mar. 1, 8, etc.) Tontouta dep. 8.30 a.m., arriving Sydney, 2.20 p.m.

10. New Caledonia-New Hebrides

TAI with DC3 Aircraft.
Wednesdays: Depart Tontouta 8 a.m., arrive Santo 11.10 a.m., arrive Vila 1.45 p.m., depart Vila 2.15 p.m., arrive Tontouta 4.30 p.m.
Saturdays: Depart Tontouta 8 a.m., arrive Vila 10.30 a.m., arrive Santo 12.5 p.m., depart Santo 1.30 p.m., arrive Tontouta 4.40 p.m.

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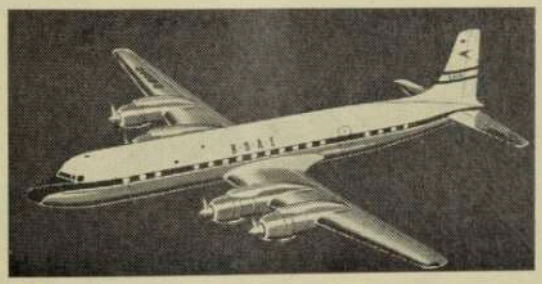
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11. Norfolk Is.-Auckland

TEAL, by Qantas (charter)

Alt. Sun.: Return flight Norfolk (dep. 7.45 a.m.) Auckland (arr. 11.30 a.m., dep. 1.15 p.m.) Norfolk (arr. 4.15 p.m.). (See Table 8 above).

12. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft.

Daily, except Sat.: Dep. Auckland 9.30 a.m., arr. Sydney 1.00 p.m.
Wed.: Dept. Auckland 6.15 p.m. arr. Sydney 9.45 p.m.
Sat. only: Dep. Auckland 11.30 a.m., arr. Sydney 3.00 p.m.
Sat.: Dep. Sydney 10.00 a.m., arr. Auckland 5.00 p.m.
Daily, except Sat.: Dep. Sydney 3.00 p.m., arr. Auckland 10.00 p.m.
Tues.: Dep. Sydney 12.30 a.m., arr Auckland 7.30 a.m.

13. Auckland-Melbourne

Tasman Empire Airways, with DC6 aircraft.

Tue.: Dep. Auckland 11.30 a.m., arr. Melbourne 4.15 p.m.
Wed.: Dep. Melbourne 8 a.m., arr. Auckland 4.15 p.m.

14. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft.

Sun./Fri.: Dep. Christchurch 5.00 p.m., arr. Sydney 8.40 p.m.
Mon.: Dep. Christchurch 7 p.m., arr. Sydney 10.40 p.m.
Sun., Thurs.: Dep. Sydney 8.00 a.m., arr. Christchurch 3.10 p.m.
Mon.: Dep. Sydney 10.00 a.m., arr. Christchurch 5.10 p.m.

15. Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft.

Thurs.: Dep. Christchurch 5.00 p.m., arr. Melbourne 9.30 p.m.
Fri.: Dep. Melbourne 7.30 a.m., arr. Christchurch 3.00 p.m.

16. New Zealand-Fiji

Tasman Empire Airways, with DC6 aircraft.

Tues., Fri.: Dep. Auckland 1.15 a.m., arr. Nadi 6.15 p.m.
Wed., Sat.: Dep. Nadi 10.30 a.m., arr. Auckland 3.30 p.m.

17. Fiji-Tahiti

Tasman Empire Airways, with Solent aircraft.

Service normally fortnightly, with extra flights as required.
Departs Suva Friday 9 a.m., crosses dateline, arrives Satapuala (W. Samoa) Thur. 2 p.m., departs Fri. 2 a.m., arrives Aitutaki (Cook Is.) 7.30 a.m., departs 9.30 a.m., arrives Papeete (Tahiti) 2 p.m. Departs Papeete Sun. 7.30 a.m., arrives Aitutaki 11 a.m., departs 1 p.m., arrives Satapuala 5.30 p.m., departs Mon. 8 a.m., crosses dateline, arrives Suva Tues., 10.55 a.m.
Leaves Suva Mar. 15, 22, Apr. 4, 18.
Leaves Papeete Mar. 17, 24, Apr. 7, 21.

18. Fiji-Tonga

Tasman Empire Airways, with Solent aircraft.

Irregular Service.
Dep. Suva 6.30 a.m., arr Nukualofa 9.50 a.m., dep Nukualofa 9.50 a.m., arr. Suva 4.55 p.m.
Last flight: Feb. 20.

19. Fiji Internal Airways

Fiji Airways, Ltd., Drover Aircraft.

Suva-Nadi-Suva: Mon., Tues., two fli daily; Wed., three flights; Thurs., flight; Fri., two flights; Sat., th flights; Sun., one flight.
Suva-Nadi: Tues., Thurs., Fri. (additio to the above return flights).
Nadi-Suva: Wed., Fri., Sat.
Suva-Labasa-Suva: Daily except Sun.
Suva-Taveuni-Suva: Fri., Sun.
Suva-Taveuni-Savusavu-Suva: Wed.
Suva-Savusavu-Taveuni-Suva: Thurs.
Suva - Labasa - Savusavu - Labasa - Su Tues., Thurs.
Suva-Labasa-Taveuni-Labasa-Suva: Fri
Suva-Savusavu-Suva: Mon., Tues.
Suva - Savusavu - Labasa - Savusav Suva: Sat., Sun.

20. French Oceania Inter-Island Service

Regie Aerienne Interinsulair (RAI) with Amphibious Catalina

Twice weekly service to the Leew Group.
Wednesday: Papeete, Raiatea, Bora Bo Raiatea, Papeete.
Friday: Papeete, Huahine, Raia Papeete.
Booking agents in Papeete: Message Maritimes.

21. N. Caledonia-Loyalty Internal Service

Societe Caledonienne de Transpor Aeriens (TRANSPAC), with Rapide aircraft.

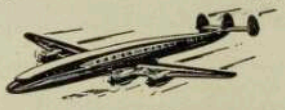
Noumea (Magenta), Lifou (Chepens Noumea: Tues. a.m.

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umea, Mare (Tadine), Noumea: Tues. p.m.
umea, Mare, Lifou, Noumea, or Noumea, Lifou, Mare, Noumea, alternatively, Thurs. a.m.
umea, Koumac, Noumea (with conditional call at Plaine des Gaiacs): Fri. a.m.
umea, Lifou, Ouvea Is.: Wed. mornings.
umea, Poindimie, Noumea (with conditional call at Houailou): Fri. p.m.
umea, Ile des Pins, Noumea: Saturday and Sunday afternoons.

22. Micronesia

Trans Ocean Airlines.

Using Grumman Albatross twin-motored amphibious flying-boats, TOA operates a service throughout the Trust Territory of Micronesia on behalf of the US Government. Details from Trans Ocean Airlines, Guam, Guam.

pproximate Airways Fares

Fares quoted are First Class. Tourist ass at 20 per cent. lower is available trans-Tasman, Auckland-Nadi, Sydney-di, and trans-Pacific services. Fares to nts east of Nadi include air connection Suva by Fiji Airways.

ROM SYDNEY (Aust. currency) TO—

	Single £ s. d.	Return £ s. d.	Table No.
resby	46 11 0	83 16 0	2
	55 7 0	99 13 0	2
baul	64 19 0	116 19 0	2, 3
umea	48 15 0	85 15 0	9, 10
iara	80 7 0	144 13 0	2, 8
rfolk Is.	27 10 0	49 10 0	8
d Howe	12 15 0	23 10 0	7
di	76 0 0	136 16 0	1
va	81 3 0	141 19 0	1, 19
ckland	52 10 0	94 10 0	12
ristchurch	52 10 0	94 10 0	14
nolulu	252 5 0	454 1 0	1

Letter to the Editor

A Nostalgic Tribute to a Priest and a Period

I WAS sorry to read of the death of the Rev. Father Boudard (Pim, Dec., P. 111). I knew him well, and had met him when I first went to the Solomons after coming back from England and being discharged from the AIF (Dec., 1918).

I went to work for Captain Hamilton, of Faisai, as supercargo on his boat, the *Awa*. What a boat! She was 21 tons, a fore-and-aft schooner, and there was nothing in the Islands that could touch her, even steamers. The skipper was one of the finest; his only fault was bending the elbow—but only when we got to Tulagi, never at sea.

Once we struck a very bad storm that blew out the fore-mast, and we had to cut the rigging away, but next morning we retrieved same. We were at the time near Lunga Lunga harbour, and so good a sailor was our skipper that he went into the bush, cut down a tree and stepped as good a mast as any ship might have. Even in heavy blows he never reefed sail.

Part of my job was to work the engine, such as it was, but only for going in and out of port.

On one occasion the engine backfired and flames came out of the carburettor. My native assistant came running up on deck and said to me before jumping overboard, "Master, engine's bacgarap finis."

After 12 very pleasant months on *Awa*, I left and went to work on *Kere*, Guadacanal, for Gibson Trading Co.

I returned to the Solomons in 1953, just to renew old acquaintances and was offered a very good job, but I am now in my sixties and could not again stand faver, although to my mind there is no place in the whole world like the Islands.

I am, etc.,
A. MINSHULL.

Trinity Beach,
North Cairns.

S. Francisco	312	10	0	562	10	0	1
Vancouver	312	10	0	562	10	0	1
Nukualofa	92	9	0	165	19	0	1, 18
Apia	97	7	0	175	3	0	1, 17
Papeete	139	2	0	250	8	0	1, 17
Aitutaki	119	8	0	214	19	0	1, 17
Biak	90	0	0	162	0	0	4

FROM AUCKLAND (NZ currency) TO—

Apia	53	0	0	95	8	0	16, 17
Aitutaki	77	14	0	139	18	0	16, 17
Nadi	39	7	0	70	17	0	16
Norfolk Is.	19	15	0	35	11	0	11
Papeete	97	0	0	174	12	0	16, 17

FROM SUVA (Fiji currency) TO—

Apia	25	0	0	45	0	0	17
Aitutaki	48	17	0	87	19	0	17
Nukualofa	17	1	0	30	14	0	18
Papeete	71	12	0	128	18	0	17

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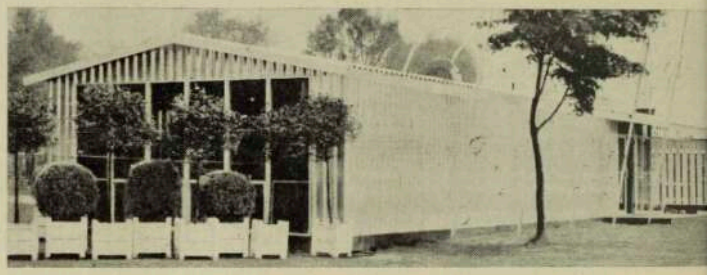
Reservations may be effected through any office of the Union Steam Ship Company of N.Z., Ltd., or by direct application to the hotel.—Cable Address: "Granpacif," Suva.

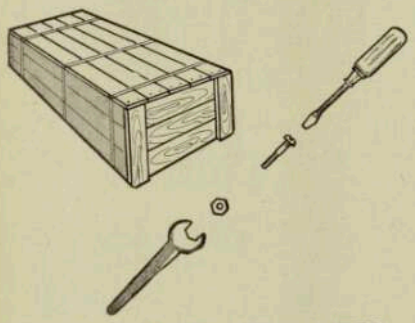
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Fiji Times Building, Gordon St., Suva.

AGENTS: All main trading firms and stores in the Pacific Islands.

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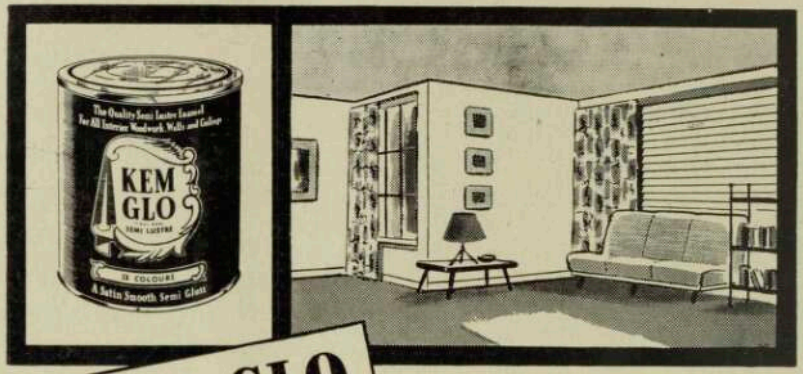
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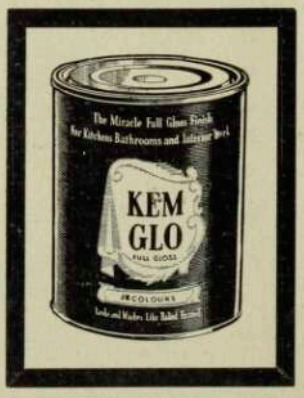


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Editorial . . .

DOES UNILEVER COME AS FRIEND OR FOE TO THE SOUTH PACIFIC?

WITH the end of the British Ministry of Food (MOF) Copra Contract in sight—it expires December 31—the planters, aders and administrators of the outh Pacific should give increasing tention to the problem of future arketing.

The first question to be dealt ith is the method of marketing—it to be through private enterprise, in the past, or through organations partly or wholly controlled Governments?

The urgency of this question is dicated in another column. Mr. C. A. Faure, chief buyer of oils d fats for Unilever Ltd. will be Sydney early in March, and in ort Moresby and in Suva later in larch, to discuss matters connected ith the marketing of South Pacific opra, when the MOF Contract xpires.

It will be remembered that Mr. D. Howard, another chief xecutive of Unilever, visited the outh Pacific centres in 1956, and iscussed with planters and traders any matters connected with copra roduction and quality.

In view of this, it is as well that e remind ourselves of two very nportant factors in the world opra situation, namely:

Unilever is the biggest single buyer in the world of vegetable oil seeds, which includes coconut products.

The South Pacific countries now produce approximately 280,000 tons per annum of fair average quality copra.

FIRST, about Unilever Limited. In the years before the war, this international combine, hrough great internal efficiency nd the prompt and early applicaon of scientific discoveries in the reatment of oils and fats, got a tranglehold on the world copra larket, and virtually arranged its wn prices.

In the eyes of the South Pacific oconut planters, it was quite roperly represented as a monster ith two horns and a tail.

During World War II, copra enerally—especially copra of ritish origin—passed largely under overnment control, as a vital oodstuff; and that control has conued (through the MOF 9-years ontract) until now. It was a little isconcerting to find that Unilever as closely associated with the ritish Government, during the war nd post-war years, in the gatherng and marketing of copra. Howver, as everyone knows, the MOF Contract for a decade has stabilised British copra-selling and enriched British coconut-planters.

Now, the British Government retires from the picture; and the top copra men of Unilever are becoming prominent. What now are we to expect from Unilever, the combine which shaped our South Pacific lives in 1920-40?

The creature may still have horns, but its ugly forked tail has more or less disappeared. In other words, it probably is not as great a menace as it was—although every independent copra-seller should be on his guard. A monopoly is still a monopoly, no matter how prettily it dresses itself; and the primary purpose of a monopoly, no matter how lustily it yells about its desire for efficiency and the elimination of waste, still is to make bigger and better profits.

BUT the world has changed a great deal since 1939. Unilever has an influential voice in the world's copra markets, but it no longer dominates them.

Pre-war, Unilever was in control because it controlled most of the world's crushers. To-day, emphatically, it does not. One hears of independent crushers now in widely separated countries—in Switzerland, for instance, and Finland, and Canada—and in Fiji and New Guinea.

When Unilever buyers go into the market to get copra for their very numerous crushers, in so many countries, they now are in competition with buyers for a large and growing number of mill-operators who are not in the Unilever combine.

The world is demanding more and more copra, now, in a way that should be heartening to coconut planters generally. Morocco came into the market lately, and so did Israel. South America now is a buyer. A greater and greater proportion of the copra and oil produced in Ceylon and Malaya and Philippines is going to India and China, and other Asiatic countries which are so rapidly swinging over to Western standards of living.

This is a comforting picture. The more we examine it, the more we are inclined to say: Don't hesitate to plant coconuts, so long as you are satisfied about the future ownership of your land.

In other words, the economic outlook is quite good and you may proceed with confidence, so long as

Man of Two Worlds . . .



"Hey Mom. . . Junior's back from Australia for the school-holidays!"

(Although the above tilt at the Papua-New Guinea system of sending selected native children to European colleges in Australia may be regarded as cruel, it has point. These youngsters of European type are expected to live for 10 months of the year as Europeans, and then for two months many return to their villages. Few children of any race could take this kind of treatment without becoming social-misfits. The alternative is to provide schools for them in P-NG; or divorce them entirely from their environment and give them facilities for living as Europeans when they return to the Territory. You can read more about this subject on page 41, this issue; or page 122 of January issue.)

your political outlook is right. (The political outlook matters a good deal in places like New Guinea, under Trusteeship, and Fiji, where a growing Indian population is an increasing problem).

THIS growing international demand for copra therefore has altered the position of Unilever. It now is quite possible that Unilever will come to us as a seeker of favours rather than as a ruthless dispenser of same. We of the South

News items page 9, this issue.

Pacific now have 280,000 tons of copra to sell each year; and the world wants it—and the better quality it is, the more the world wants it, and the higher the price will be.

It is quite likely that Unilever, in order to ensure a supply over a long period, will offer long-term contracts, and on what appear to be favourable terms—something that neither buyers nor sellers ever even dreamed of in the Between-War years.

This brings us straight up to a consideration of Unilever, as a factor of our economic world.

Unilever is not likely to offer contracts to individual producers. But if the present copra-marketing machinery in Papua-New Guinea and in Fiji, for example, is going to be held together after 1957, by Government instruction or through Government blessing (and it seems that it could only continue to function if maintained under Governmental authority), then Unilever almost certainly will be interested, and eager to contract for the supply of copra that will come through such organisations. There is evidence of that already, in the way in which Mr. Faure proposes to spend all his time, in Papua next month, with the Copra Marketing Board.

One may presume that Unilever, at bottom, has human qualities, like the devil:

"The devil was sick, the devil a saint would be;

"The devil was well, the devil a saint was he!"

Unilever, supreme, was not exactly a benefactor of the coconut industry. Unilever, under strong competition, may become a benefactor.

This is a very great and rich organisation. Control of it has passed in the last two decades from the hands of the rather ruthless old gentlemen who created it, into those of another generation, who may think differently. They may see that in a competitive world, if they are to ensure supplies of raw materials for industries producing vast international quantities of goods based on oils and fats, they must protect and take care of the primary producers. One gets the impression that that is the present policy of Unilever.

BUT the copra producers of the South Pacific should not allow themselves to be lulled into any false sense of security. They are safe enough, while the world clamours for copra, and the South Pacific planters have for sale at least a quarter-million tons per annum. And the better the average quality, *and the more they can function as a single selling unit*, the safer they will be. But just let the world go into economic doldrums, and the buyer—and especially the monopolistic buyer—get on top of the market, and cruel things will happen.

The South Pacific welcomes the emissaries of Unilever, and probably will be happy to bargain with them. Unilever, with its knowledge and resources, can do a great deal to help the South Pacific planters.

There is no reason why the South Pacific should not accept the benefits which Unilever is in a position to confer. Unilever wants our copra, and is in a position to pay for it. Fine! Let's forget the past. But let no planter, or Board, or the bureaucratic planners in Canberra and Suva and Wellington (who have served the planters well in recent years) forget that little couplet about the sick and the healthy devil. Let a knowledge of history, and caution, be the handmaidens of planning.

PACIFIC PUBLICATIONS OFFICE IN LAE

"PIM" Now Has Permanent Rep. In P-NG

OVER the years, the Papua and New Guinea business of Pacific Publications Pty. Ltd. has grown steadily, and it now has been decided to open a permanent branch office in the Territory, and maintain there a full-time representative.

Lae has been chosen for this purpose, and the office of Pacific Publications (New Guinea) Ltd. (now being formed and registered) will be established, as on March 1, in Theatre Block, Fourth Street, Lae, in the premises formerly occupied by Mr. George Whittaker.

Any business connected with the distribution of *Pacific Islands Monthly, Pacific Islands Year Book, Handbook of Papua and New Guinea, Power Farming and Digest*, and associated publications, and the advertisements therein, may be transacted there.

The Company's representative in Papua and New Guinea will be Mi Patricia Robertson, who leaves Sy ney on the February *Bulolo* f Lae.

Miss Robertson is well known Port Moresby, where she was for time in the Administration service, and on the staff of Steamships Trading Co. Ltd. She also acted as a correspondent of the Sydney *Sun*, and in this capacity figured in a remarkable incident a few months ago.



Miss Pat Robertson

She unwittingly committed a technical offence by including in a pr message to the *Sun* certa information that had come to h knowledge through her work handling teletype communicatio She was prosecuted by the Admi istration; and pleaded guil Although she is a woman of u blemished character and record, t legal machinery that was broug into operation sentenced her to term of imprisonment; and s duly served a six weeks' sentence the first white woman to be p into gaol in that black ma country. The great majority of P-N residents expressed their sympat with Miss Robertson, and their r sentment of this official action, very clear terms.

Miss Robertson, stationed at La will act as *PIM* correspondent Papua and New Guinea. Lae is t geographical and transportati centre of P-NG: most of the Ter tory developments are said to known there before they are ev discussed in Moresby; and ever one of importance visiting t Southwest Pacific passes throu Lae sooner or later.

A new edition of the *Handbo of Papua and New Guinea* is n being prepared, and this revisi will be one of Miss Robertson's fi tasks in the Territory.

Fifteen Cook Islanders, includi eight children, escaped from burning house in Parnell, Auckla by the narrowest of margins la last month. They were unable force open a jammed door and h to go out through a window. O of the occupants, Mr. J. I. Willia suffered burns about the back a arms while carrying the childr to safety, and was treated at Auc land Hospital. The other occupa were Mr. and Mrs. P. Okirua a their four children, Mrs. R. Tapu and her four children, Mr. and M T. Teo, and Miss M. Williams.

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uture of South
acific Copra

HIGH UNILEVER EXECUTIVE WILL BE HERE NEXT MONTH

The chief buyer of oils and fats for Unilever Limited, Mr. J. C. A. Faure, leaves London on February 18 on a world tour, in the course of which he will visit Fiji, Australia and Papua.

THIS is an indication of the moves which are likely to follow the expiry of the British IOF Copra Contract at the end of ne year, and of the interest which ne world's biggest copra buyers are kely to show in the South Pacific opra production.

Mr. Faure is expected in Sydney n March 6, from America, and lans to leave Sydney on April 8 r Southeast Asia. Between these ates he will visit—

PORT MORESBY . March 14-19
SUVA .. .. March 24-27

Mr. H. D. Howard, another pro- inent executive of Unilever imited, visited the South Pacific opra-producing countries in 1956. Ie went to many islands, and ddressed many meetings of coco- ut planters. The emphasis of his alks was on production and the uality of the copra produced. He as asked many times about future arketing; but he always pointed ut that that was not his depart- ent.

Future marketing appears to be he chief interest of Mr. Faure— ho, incidentally, bears a name nown for a very long time in the ondon copra market.

It is assumed that Mr. Faure is oming here to examine the pos- ibilities of buying large quantities f South Pacific copra after 1957.

Mr. Faure has informed us that e will be happy to meet copra- roducers, or groups of planters, nywhere en route, and discuss narket conditions with them.

It is expected that Mr. Faure ill spend most of his time in ort Moresby with members of the opra Marketing Board, and it is kely that the Chairman of the oard (Mr. Ian M[illegible]onald) will eet Mr. Faure in Sydney and ccompany him to Pa[illegible]ia. It appears hat time does no[illegible] permit Mr. aure to visit the real centres of P-NG copra production.

• *The significance of Unilever's interest in South Pacific copra is discussed in our main article on page 17.*

Need for Better Grading

THE International Association of Seed Crushers, of which Unilever is a member, issued the following press release at the end of January:

Following the Annual Congress of the International Association of Seed Crushers, held last year at Lucerne, a committee was formed to study problems relating to copra quality. This committee, consisting of representatives from Belgium, Denmark, France, Germany, Great Britain and the Netherlands, held its first meeting in Paris, under the chairmanship of Mr. J. C. Glover (Great Britain).

The committee felt that, irrespective of any efforts made towards improvement in quality, some form of grading was essential in all areas, to ensure that both the producer and the buyer recognised the type of copra for which they were contracting.

The present designations were considered to be inadequate in providing a true picture of quality and defining, as originally intended, the method of drying. It was felt that the terms HAD (Hot Air Dried), FMS (Fair Merchantable Sundried), and SD (Smoke Dried) could well be replaced or supplemented, possibly by Grades 1-5.

Although drying is probably the most important factor in copra quality, the actual method employed is not in itself decisive, providing the resulting quality is adequate. If smoke kilns are used, it is almost certain that the copra will fall into the lower grades; when produced in hot air kilns it could be expected to reach a higher category.

It was agreed that, although grades could be defined solely by visual examination, this was open to misinterpretation and the possibility of abuse. A scheme was outlined whereby the categories could be defined by analysis of the resulting oil, with each factor suitably weighted to take into account the actual value to the processor.

It was realised that the problems associated with any grading scheme were considerable and all members of the committee agreed to study the implications of the proposals, and to discuss them with their respective national organisations before the next meeting, which will be held in March, 1957.

1957 Copra Price

STILL BATTLING ON

AS *PIM* goes to press, February 15, representatives of British copra producing territories in the Pacific continue negotiations with the UK Ministry of Food for the 1957 price of copra sold under the Copra Agreement.

The MOF, it is understood, wants to take advantage of the full 10 per cent. fall provided for under the Agreement.

Producers' representatives are trying for better than that.

Free market price on February 3 was £Stg.67 c.i.f. Continental ports. The 1956 MOF price of £Stg.58.10 f.o.b. Islands ports therefore gives producers an advantage, as at least £Stg.12 must be added to the f.o.b. price for freight, insurance, etc.

Samoa Anticipates Price

WORKING on an expectation that the 1957 MOF price of copra will be £Stg.55 per ton, the Western Samoan Government has fixed the export price at £S.41

Honiara Has a Bus

Honiara, BSIP, now has public transport in the form of a bus operated by a local firm ("Honiara Enterprises Pty., Ltd.", appears to be the partly obscured name on the vehicle). Hitler may not have got very far in his dream of world conquest, but his "people's car" seems to be carrying on admirably where he left off.

Photo: D. M. Thorsen.



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and £S47 per ton f.o.b. Apia for the two grades. (Samoan currency is at par with Stg.)

Negotiations have not yet been concluded between the MOF and Pacific copra producers' representatives, but £Stg.55 may be regarded as an optimistic estimate. If copra falls the whole 10 per cent. permissible under the Agreement, the 1957 price would be around £Stg.52.13.

The Western Samoan Government has stated that should the new MOF price vary greatly from the estimated £Stg.55, it may be necessary to reconsider the recently declared price.

At the same time, the Government announced new rates for the purchase of copra (as distinct from export prices). The price to be paid to producers in Apia and the four outside districts ranges from 22/6 to 23/6 per 100 lbs for ordinary quality (or second grade); a bonus of 5/- per 100 lbs will be paid to the producer of Samoan (or first grade) quality copra on the above rates.

In view of the extra responsibility devolving on traders under the new grading procedure, traders' commissions have been fixed at 15/- per ton for ordinary quality and £1 per ton for Samoan quality copra.

Merchants, traders and producers await with considerable interest the effects of the new copra grading scheme, which is to start on February 1. There is a good deal of scepticism and doubt whether the grading scheme will work efficiently and it is pointed out that in neighbouring Fiji the plan to introduce copra grading has found strong opposition and had apparently to be dropped.

BSIP Paying at Old Price Until March

IT was announced in Honiara, BSIP, in December, that for the first three months of 1957, the BSIP Copra Board would pay for copra at the 1956 level. If the Ministry of Food copra price changes for 1957, the price to producers would be adjusted at the end of March.

Present prices are £A61/10/- per ton, first grade; £A57, second grade; and £A52.10, third grade.

¶ A daughter was born to Mr. and Mrs. Roderick Miller, at Wagga, NSW, on December 25. Mrs. Miller was formerly Miss Mara Hennings, of Naitauba, Lau Is., Fiji. The Millers already have a small son, Donald.

† Mr. F. H. Reeves, lately Accountant, Island Territories Department, Wellington, has been appointed Treasurer, Cook Islands Administration.

THE EDITORS' MAILBAG

Publication of Rabaul Newspaper

A stiff communication from the General Manager of the *South Pacific Post*, Port Moresby, states that our report, that the *South Pacific Post* would begin publishing the *Rabaul Times* in January, is incorrect.

This was remarkable, because our information came from a *SP Post* executive. But the explanation is simple. The *Rabaul Times* is being *published* by Rabaul Times Limited, a company newly registered; and is being *printed* by *South Pacific Post*, in Port Moresby, and transported by air to Rabaul, for distribution there.

The Trust Territory of New Guinea generally, and the Rabaul area in particular, does not appear to be happy in having its newspaper service provided by the Australian Territory of Papua, no matter how excellent that service may be. A locally-formed printing and publishing company has announced its intention of producing a weekly newspaper in Rabaul; and, in December, had commenced the erection of a building, in one of the main streets (see photo. on page 33 of January *PIM*).

More Guesses About "Didimans"

Old New Guinea residents are unlikely to accept such a simple explanation, but Mr. F. H. King, NZ, has written as follows:

Now that the "didimans" controversy has reared its head again (p. 18 of the December *PIM*), may I contribute my two cents' worth? My conjecture (not that I know anything about it) is simply that the word is an approximation for "diggyman"—and that's what a gardener is!

£1,000 Would Have Bought New Caledonia

An interesting bunch of ancient clippings from the London *Times* of as far back as 1883 has been sent to us by Mr. R. J. Keegan, now retired to a Sydney suburb. He says in a covering note that he once had many such documents but lost them with other household goods to the Japs at Tarawa in 1942.

The Pacific Islands were exciting the interest of the British public in the early 80's—probably more so then, when "annexation" of this land or that was a matter of discussion, than in the next 60 years, when, with the Pacific war, the era became again newsworthy.

Of particular interest among these old cuttings is a Letter to th Editor from one W. J. Hunt, wh had previously been Chief Secretar and Minister of Lands of the Gov ernment of Samoa—a native gov ernment as Samoa was not official parcelled out (to Germany and th United States) until 1899.

Mr. Hunt was an advocate self-government for Samoa, ph Samoa's annexation of a lot other Pacific groups, including th Gilbert and Ellice. (An independe government was set up, but faile because the Samoan chiefs cou not agree among themselves).

Hunt also had interesting thin to say about "annexation" in ge eral, and French annexation particular. For example:

"I fear that France will preve the annexation of the New Hebrid unless she obtains some substanti compensation or concession in oth parts of the Pacific to the eastwar If England would consent France annexing the Austral, Coo Harvey and other groups to Tahi and the Australian colonies boug out France in New Caledonia, *whic would probably cost £1,000 Sterlin* the colonies might have the a nexation desired."

The italics are ours. It seems incredible assessment of relati values 74 years later.

Mr. Hunt ended his letter by sa ing that the natives of the islan might not want to be annexed, an way. He said that Sir Arthur Gord had finally succeeded in obtaini the cession of the island of Rotum but that "the natives of that isla are now crying for their indepen ence from England."

In the light of subsequent even we can say that that Rotuman for independence was still-bo There does not seem to have be a peep from this small island now administered from Fiji—for long, long time.

A Push from Old Cathay

A reader in the New Hebrid writes to say that the fla which was flown between th of the French and British on decorative arch in Vila during jubilee celebrations in October "w definitely Chinese, not Tonkines as we have surmised. (*PIM*, D p. 20).

Reader continues: "Although Chinese are in the minority th have the reputation of being ve pushing. They were given p mission to build the archway, wit out flags. The flags were noted officials only after the celebratio began."

(Continued on Page 145)

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Assistant Administrator

STILL P-NG'S 64 DOLLAR QUESTION

MINISTER for Territories Hasluck announced in Canberra on February 11 the name of the new Papua-N. Guinea Public Service Commissioner. But he made no announcement about the appointment of an Assistant Administrator. This post has been vacant since August, 1956.

It was confidently expected in Fort Moresby in mid-December that the appointment of Mr. S. A. Lonergan as P-NG's Assistant Administrator would be announced almost immediately.

In mid-December, the Administrator of P-NG, Brigadier D. M. Cleland, said that the new Assistant Administrator would be appointed "within two weeks."

The post of Assistant Administrator fell vacant when Mr. R. W. Wilson resigned in August. Applications were called and closed August 18. Mr. R. Marsh was appointed from the Department of Territories, Canberra, to go to Port Moresby to "act" as Assistant Administrator.

It was believed that he had already been chosen for the post and an announcement would be made in due course.

In November, before the name of the new appointee was announced, Mr. Marsh became ill and had to leave Port Moresby.

Under the Public Service Ordinance, applications must be called for the position. Maybe the delay in making an announcement has been caused by the fact that Mr. Lonergan did not apply for the position in August and that some special dispensation would now be necessary before he could be appointed. On the other hand, the Department of Territories may be grooming some other Australian public servant for the position, applications for which probably will have to be called again.

If Mr. Lonergan is to get the job eventually, the long delay in announcing the fact is completely absurd.

NEW PS COMMISSIONER

Mr. Neilson Thomson, a senior inspector with the NSW Public Service Board, has been appointed Public Service Commissioner for Papua-New Guinea.

The appointment was announced on February 11.

Mr. Thomson, who is 48, will leave for Port Moresby on the February *Bulolo* and is expected to take up his duties at the end of the month.

Although this position has perhaps not the social significance of the Assistant Administratorship, it carries a similar salary and is regarded as one of the most important P-NG appointments.

Mr. Thomson succeeds Mr. Eric Dwyer, who has been "acting" for a year, following the departure from the Territory of Mr. T. A. Huxley.

Native Dogs of N. Guinea Highlands

THESE two native dogs, discovered recently in Lavani Valley, in the New Guinea Southern Highlands, represent an important find from the scientific and Zoological points of view, according to Sir Edward Hallstrom, chairman of the Taronga Park Trust, Sydney.

Sir Edward, who flew to New Guinea last month to examine the dogs and take films of them, said that the dogs would be taken to Taronga Park shortly.

"They will go into the wild animal section of the zoo, although they are really quite tame," he said to *PIM*.

He described the dogs as like an Australian dingo in many ways, and also having features closely allied with those of the fox.

They have muzzles similar to a fox, and their brush is also like that of a fox, and nearly as grand.

"Their toenails project nearly as much as an inch from the pad, which is unusual for a dog," said Sir Edward. "They use their toenails to climb. The two dogs I saw were only puppies, and made no attempt to climb out of their enclosure."

A feature of the dogs which intrigued him was that they did not bark, or howl like a dingo, but made a yodelling sound.

It is hard to tell the difference between the dogs' and the natives' yodelling," he said. "They yodel early in the morning and again at night. The natives call it talking. Whether they hear sounds similar to their own coming from the dogs' throats I do not know."

He understood that the dogs were rarely seen as they hid in daytime, and apparently looked for food at night.



In this photograph Sir Edward is holding the fox-like brush of one of the dogs.

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SIR RONALD GARVEY

A Further Term For Popular Governor?

BECAUSE of his unusual knowledge and skill in handling the complex political situation in Fiji, it is likely that petitions shortly will go forward from community leaders there to the British Colonial Office, asking that Sir Ronald Garvey, KCMG, KCVO, be appointed to the Governorship of the Crown Colony for a further term.

Sir Ronald was appointed to Fiji, from the Governorship of British Honduras, in 1952, and his term expires in October next. He has had remarkable success in Fiji in bringing the different communities there to a better appreciation of each other's problems, and of the common problem.

It is thought that if Sir Ronald were allowed to remain in Fiji for another three years, he might be able to bring his work of the past four years to a logical conclusion, and accomplish a task that hitherto has defeated all Fiji's Governors—namely, the introduction of a Constitution that will provide for the growing stresses in racial relationships there, and give some economic progress.

The community leaders fear that if Sir Ronald leaves Fiji now, Fiji may be saddled with a Governor who is without knowledge of the Colony's very peculiar political set-up. In such circumstances, an attempt almost certainly would be made to rule Fiji by the usual rule-of-thumb methods (Fiji is actually a benevolent autocracy—the Governor has complete power over the Administration); and this, in turn, could lead to racial clashes and much political trouble.

The appointment of Sir Ronald Garvey, in 1952, was a very happy one. Sir Ronald, now 53, spent the first 16 years of his Colonial Office service in Fiji and the British Territories of the South Pacific; gained a thorough knowledge of Fiji's peculiar problems; and, in Suva, he married Miss Pat McGusty, daughter of a prominent officer of the Colonial Service. After 10 years' further service in Africa and West Indies, where he rose rapidly to the rank of Governor, he returned to Fiji as head of the Colony.

As both he and Lady Garvey knew Fiji intimately, they started where most Governors usually leave off. Very soon he was exercising a marked influence on political and social conditions, which now are tranquil and happy, while she may be described, without equivocation, as the most popular Governor's lady in Fiji within the memory of the present generation.

However, more is involved than a mere request to London.

After one more term of service, Sir Ronald will be in line for retirement. He has earned substantial promotion. If he retires from a Governorship of higher status than Fiji, his Colonial Office pension will be substantially greater; and that is a consideration, for the Garveys have a small family, now at the expensive education stage.

Sir Ronald Garvey probably would be happy to remain in Fiji, where all races are his friends, and where his specialised knowledge may be of great value in relation to the future Constitution. But he cannot be expected to remain, if that involves a severe financial sacrifice. This, of course, is a matter for the Colonial Office.

If the peace and future good government of Fiji can be secured at the cost of some higher emolument for the Governor, the gain will be very cheap at the price.

E. Samoa Governor at Eisenhower Inauguration

A US Coastguard plane which left American Samoa on January 11 carried Governor and Mrs. Peter Coleman to Washington for the inauguration of President Eisenhower.

The Colemans expect to leave Washington to return to Pago Pago about February 20.

On the same plane from Pago Pago was Mr. Edward W. Johnson Budget Officer who assisted Governor Coleman during Washington discussions with Congress over Eastern Samoan financial affairs.

QUENCHING THE P-NG THIRST

A BREWERY FOR LAE

IT is understood that a brewery is being planned for Lae, New Guinea.

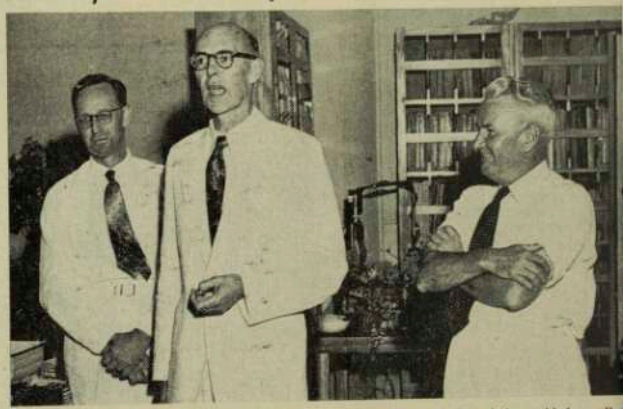
Mr. R. Meier, the brewer at the South Pacific Brewery, Port Moresby, since its establishment, was in Lae with a colleague examining a site in Milford Haven Road in January. Both have resigned from the Port Moresby Brewery.

Mr. R. Bunting, MLC, will probably be managing director of the new Lae enterprise. Mrs. F. S. Stewart, of the Hotel Cecil, is also interested.

Mr. Meier achieved the apparently impossible when he made beer out of the Laloki River, which gives Moersby its water supply, so there appears to be no reason why he should not perform the same miracle with the waters of the Markham.

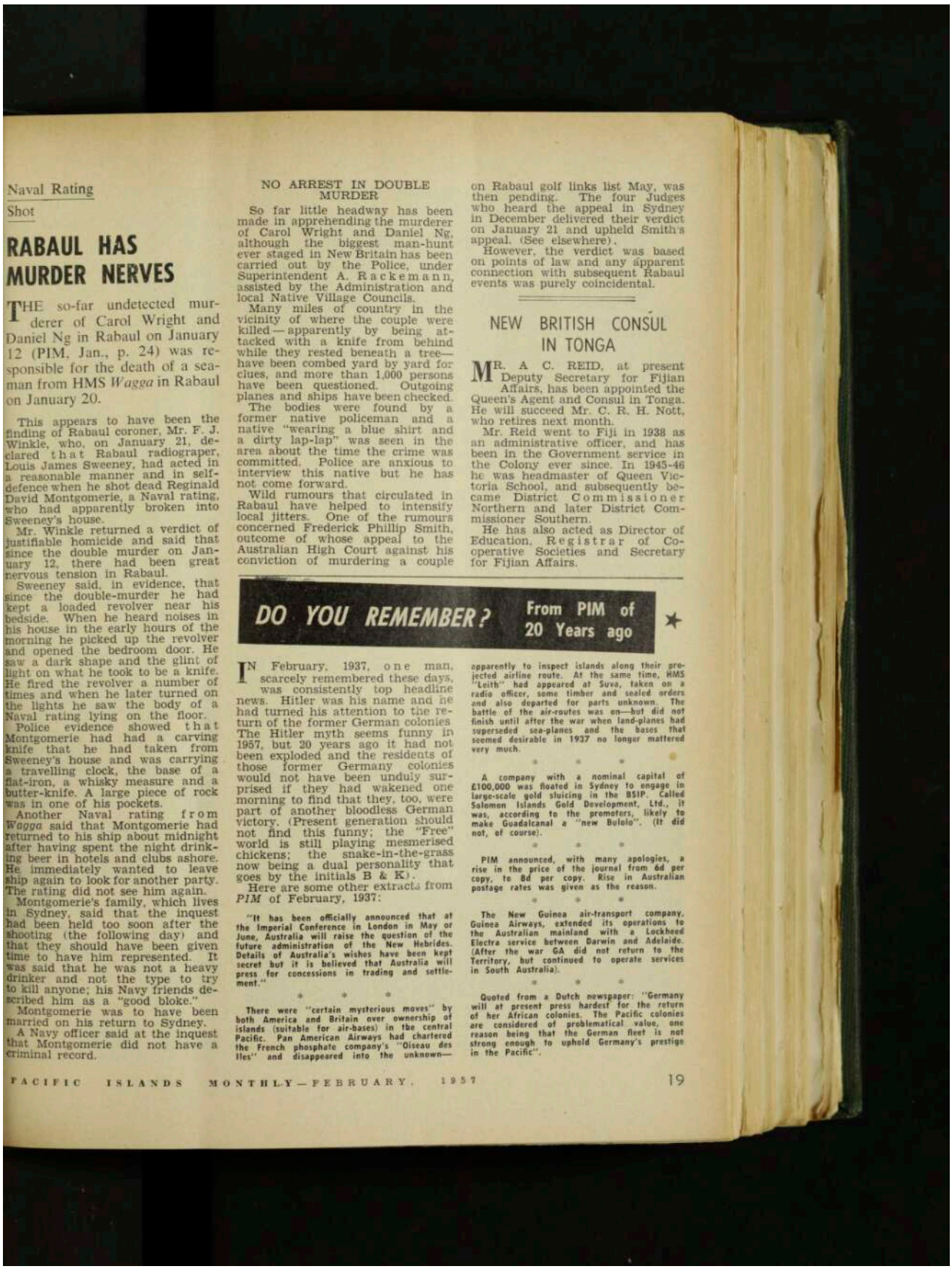
† We must beware of trying to build a society in which nobody counts for anything except a politician or an official—a society where enterprise gains no reward and thrift no privileges.—*Winston Churchill.*

Smithy's Radio-Operator Takes Over FB



At a public reception in Suva in January, the Fiji Broadcasting Commission said farewell its retiring manager (Mr. K. G. Collins), and welcomed its new manager (Mr. John Stannage Photo shows the Chairman of the Commission (Mr. R. L. Munro) addressing the gathering; the left of the picture, Mr. Collins; and, on the right, Mr. Stannage, who was at one tim radio operator with the late Sir Charles Kingsford-Smith on many of his famous pioneer flight (PIM, November, page 135).

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Naval Rating Shot

RABAUL HAS MURDER NERVES

THE so-far undetected murderer of Carol Wright and Daniel Ng in Rabaul on January 12 (PIM, Jan., p. 24) was responsible for the death of a seaman from HMS *Wagga* in Rabaul on January 20.

This appears to have been the finding of Rabaul coroner, Mr. F. J. Winkle, who, on January 21, declared that Rabaul radiograper, Louis James Sweeney, had acted in a reasonable manner and in self-defence when he shot dead Reginald David Montgomerie, a Naval rating, who had apparently broken into Sweeney's house.

Mr. Winkle returned a verdict of justifiable homicide and said that since the double murder on January 12, there had been great nervous tension in Rabaul.

Sweeney said, in evidence, that since the double-murder he had kept a loaded revolver near his bedside. When he heard noises in his house in the early hours of the morning he picked up the revolver and opened the bedroom door. He saw a dark shape and the glint of light on what he took to be a knife. He fired the revolver a number of times and when he later turned on the lights he saw the body of a Naval rating lying on the floor.

Police evidence showed that Montgomerie had had a carving knife that he had taken from Sweeney's house and was carrying a travelling clock, the base of a flat-iron, a whisky measure and a butter-knife. A large piece of rock was in one of his pockets.

Another Naval rating from *Wagga* said that Montgomerie had returned to his ship about midnight after having spent the night drinking beer in hotels and clubs ashore. He immediately wanted to leave ship again to look for another party. The rating did not see him again.

Montgomerie's family, which lives in Sydney, said that the inquest had been held too soon after the shooting (the following day) and that they should have been given time to have him represented. It was said that he was not a heavy drinker and not the type to try to kill anyone; his Navy friends described him as a "good bloke."

Montgomerie was to have been married on his return to Sydney.

A Navy officer said at the inquest that Montgomerie did not have a criminal record.

NO ARREST IN DOUBLE MURDER

So far little headway has been made in apprehending the murderer of Carol Wright and Daniel Ng, although the biggest man-hunt ever staged in New Britain has been carried out by the Police, under Superintendent A. Rackemann, assisted by the Administration and local Native Village Councils.

Many miles of country in the vicinity of where the couple were killed—apparently by being attacked with a knife from behind while they rested beneath a tree—have been combed yard by yard for clues, and more than 1,000 persons have been questioned. Outgoing planes and ships have been checked.

The bodies were found by a former native policeman and a native "wearing a blue shirt and a dirty lap-lap" was seen in the area about the time the crime was committed. Police are anxious to interview this native but he has not come forward.

Wild rumours that circulated in Rabaul have helped to intensify local jitters. One of the rumours concerned Frederick Phillip Smith, outcome of whose appeal to the Australian High Court against his conviction of murdering a couple on Rabaul golf links list May, was then pending. The four Judges who heard the appeal in Sydney in December delivered their verdict on January 21 and upheld Smith's appeal. (See elsewhere).

However, the verdict was based on points of law and any apparent connection with subsequent Rabaul events was purely coincidental.

NEW BRITISH CONSUL IN TONGA

MR. A. C. REID, at present Deputy Secretary for Fijian Affairs, has been appointed the Queen's Agent and Consul in Tonga. He will succeed Mr. C. R. H. Nott, who retires next month.

Mr. Reid went to Fiji in 1938 as an administrative officer, and has been in the Government service in the Colony ever since. In 1945-46 he was headmaster of Queen Victoria School, and subsequently became District Commissioner Northern and later District Commissioner Southern.

He has also acted as Director of Education, Registrar of Co-operative Societies and Secretary for Fijian Affairs.

DO YOU REMEMBER? From PIM of 20 Years ago ★

IN February, 1937, one man, scarcely remembered these days, was consistently top headline news. Hitler was his name and he had turned his attention to the return of the former German colonies. The Hitler myth seems funny in 1957, but 20 years ago it had not been exploded and the residents of those former Germany colonies would not have been unduly surprised if they had wakened one morning to find that they, too, were part of another bloodless German victory. (Present generation should not find this funny; the "Free" world is still playing mesmerised chickens; the snake-in-the-grass now being a dual personality that goes by the initials B & K).

Here are some other extracts from *PIM* of February, 1937:

"It has been officially announced that at the Imperial Conference in London in May or June, Australia will raise the question of the future administration of the New Hebrides. Details of Australia's wishes have been kept secret but it is believed that Australia will press for concessions in trading and settlement."

* * *

There were "certain mysterious moves" by both America and Britain over ownership of islands (suitable for air-bases) in the central Pacific. Pan American Airways had chartered the French phosphate company's "Oiseau des Iles" and disappeared into the unknown—apparently to inspect islands along their projected airline route. At the same time, HMS "Leith" had appeared at Suva, taken on a radio officer, some timber and sealed orders and also departed for parts unknown. The battle of the air-routes was on—but did not finish until after the war when land-planes had superseded sea-planes and the bases that seemed desirable in 1937 no longer mattered very much.

* * *

A company with a nominal capital of £100,000 was floated in Sydney to engage in large-scale gold sluicing in the BSIP. Called Solomon Islands Gold Development, Ltd., it was, according to the promoters, likely to make Guadalcanal a "new Bulolo". (It did not, of course).

* * *

PIM announced, with many apologies, a rise in the price of the journal from 6d per copy, to 8d per copy. Rise in Australian postage rates was given as the reason.

* * *

The New Guinea air-transport company, Guinea Airways, extended its operations to the Australian mainland with a Lockheed Electra service between Darwin and Adelaide. (After the war GA did not return to the Territory, but continued to operate services in South Australia).

* * *

Quoted from a Dutch newspaper: "Germany will at present press hardest for the return of her African colonies. The Pacific colonies are considered of problematical value, one reason being that the German fleet is not strong enough to uphold Germany's prestige in the Pacific".

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UNCERTAINTY OVER FR. OCEANIA AIRPORT

SHAPING THE AIRLINK BETWEEN SANTIAGO AND SYDNEY

The Chilean Government is pushing ahead with its plans for a direct air link between South America and Australia, undeterred by any indecision on the part of the Tahitian and French Governments about the best site for an airport in Tahiti.

COLONEL Robert Parrague, Chilean Air Attache in Australia, told *PIM* that materials for the proposed 10,000-ft runway at Easter Island had already arrived there, and work was to have started last month.

It is expected that it will take about 18 months to lay the runways and erect necessary buildings. The Chilean Air Force will make route surveys between Easter Island and Tahiti, and meteorological observations with amphibian planes.

LAN (Line Air National), owned by the Chilean Government, which will operate the Australia-South American service, plans to use DC4's in the initial stages over the route Santiago-Easter Island-Bora Bora (French Oceania)-Nadi-Sydney.

Eventually it will swing over to jet DC8's.

But the plan to use DC4's on a through-route may have to go by the board because of the reluctance of the Tahitian and French Governments to allow Bora Bora to be used as a major airport.

They have refused to allow Bora Bora to be used for scheduled services.

They fear that if they give permission airlines will make demands for terminal buildings, runway and other improvements. This, they claim, would use up the money they have to construct an aerodrome at Papeete.

In any case it is doubtful if Bora Bora would take more than a DC4.

Mr. Walter Grand, President of the Territorial Assembly of French Oceania, has gone to France in an attempt to produce some action on an international airport for Papeete.

Colonel Parrague said he understood that the Public Works Department in Tahiti had plans prepared and were all ready to go ahead with the construction of an airport at Papeete. All that was needed was money.

If it is not possible to use Bora Bora, LAN has an alternative plan ready. It will fly passengers to Easter Island in DC'4s, then transfer them to amphibian planes and fly them to Tahiti, via Mangareva.

Passengers would then be able to transfer to TEAL flying-boat, and change in Fiji for New Zealand or Australia.

In fact, even when the Papeete airport is built, and when LAN has jets on the run, it may fly only as far as Papeete.

Colonel Parrague said that LAN believed that co-operation with other airlines was better than competition when there might not be a great number of passengers offering.

Another advantage was that the jets would to able to fly from Santiago to Papeete and back in a day. This would represent a big saving in maintenance costs. All maintenance would be done at the aircraft's base.

Colonel Parrague said that LAN if it operates the Santiago-Sydney route with jets, would not like to omit Tahiti. If it was not possible to land there, Tahiti passengers could transfer to Tahiti-bound amphibian planes at Easter Island.

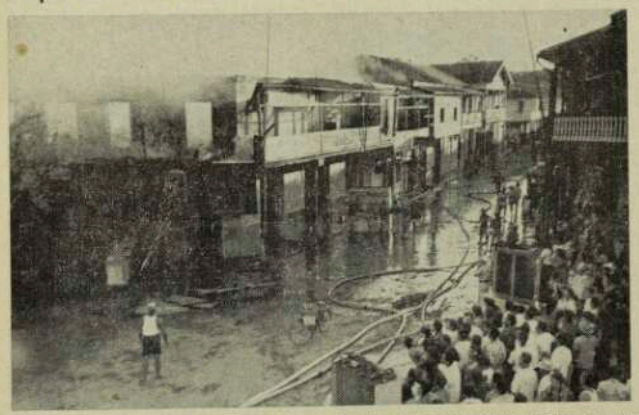
He said that passengers who were purely tourists would probably demand that Tahiti be included in the itinerary.

LAN's original plan for jets was to operate from Santiago to Easter Island, then Eastern Samoa (Tafuna) and Sydney.

Whatever the outcome, it seems certain that within two or three years South America will be linked directly with Australia by air. Air travellers and air mails between the two continents at present have to travel via North America.

Colonel Parrague is confident that there will be plenty of air traffic offering to make the route a payable proposition. He considers that troubles in the Middle East will increase air traffic on Pacific routes.

Papeete's Disastrous Pre-Christmas Fire



A photograph taken in Papeete, Tahiti, on December 22, at the height of the fire that began in a copra store and swept through part of the business section destroying, amongst other buildings, a department store, drug store, and two bars. (PIM, January, page 24).
Photo: Oscar Nordman.

W. R. Carpenter & Co. Changes Sydney Addres

HEADQUARTERS of W. R. Carpenter and Co. Ltd., island traders, have been transferred from 16 O'Connell Street, Sydney to the third floor of Wales House formerly the *Sydney Morning Herald* Building, at the corner of Pitt Hunter and O'Connell Streets.

The address still is O'Connell St however—27 O'Connell Street.

All subsidiaries, including Morris Hedstrom (Australia) Ltd but excluding American Trading Pty. Ltd., are now located on the third floor of Wales House.

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PATA MEETS

They Talked About Hotels (Of Course)

GOOD hotel accommodation, or the lack of it, was the main theme of the Pacific Travel Association's sixth annual conference held in Canberra from February 4 to February 8.

The Australian press devoted columns to this aspect, with the main emphasis on the situation in Melbourne and Sydney. The press was not sparing of local hoteliers, most of whom would rather sell beer than provide accommodation and meals of the standard required by free-spending American tourists.

Australian hoteliers, except those from Melbourne, showed very little interest in the conference.

This was in sharp contrast to Fiji, which has only 19 hotels, but sent three representatives of hotel interests to the conference in addition to two other representatives, one of whom proposes to build a hotel on Taveuni.

The Fiji representatives were Mr. Barry Philp, of the Mocambo Hotel, Nadi Airport; Mr. Hope Gibson, of the Beachcomber, Deuba; Mr. David Ragg, representing Northern Hotels; Mr. Harvey Hunt, of Hunt's Travel Agency, who holds a conditional certificate for the Taveuni Hotel; and Mr. R. A. Howlett, secretary of the Fiji Visitors' Bureau.

PATA speakers were strongly critical of the accommodation position in the South Pacific, not of the standard of the few good hotels and rest houses, but of the overall lack of accommodation in sufficient quantity.

The South Pacific, by common consent has a tremendous tourist potential, but travel promotors always come up against the same bottleneck.

They plan to draw the attention of various governments to the prime importance and urgency of obtaining capital, both foreign and domestic, for the construction of hotel and accommodation houses.

Among suggestions to achieve this object are the designation of the hotel industry as nationally essential; the provision of long-term loans to build hotels; and customs exemptions and certain tax remissions and other measures that may be necessary to facilitate the import of materials and equipment.

Delegates and observers were impressed with the sympathetic and helpful criticism given by the Hawaiian hoteliers and the Hawaii Visitors' Bureau. Mr. Kinsey Kimball, manager of the Halekulani Hotel, Honolulu, told the conference what American tourists looked for in hotels.

Speakers said that they believed there was an urgent requirement for well-trained hotel managers and assistants, and to help in part to achieve this PATA executive will try to arrange exchanges of hotel operators for limited periods. The executive was also instructed to take appropriate steps towards the establishment of a Pacific Countries Hotel Management School.

Mr. Howlett told the conference what the Fiji Visitors' Bureau was doing to promote the travel industry in Fiji. He quoted figures which showed that the industry had made rapid strides in Fiji since 1952.

He emphasised that Fiji needed more luxury and medium standard hotels and better roads to promote the industry. When these ends were achieved, Mr. Howlett thinks that the travel industry will be well on the way to becoming Fiji's greatest revenue earner, even ahead of sugar, gold and copra

FIJI'S HOTEL SITUATION

Old Club License To Northern Ltd.

ALTHOUGH January is hurricane season, and the volume of tourist traffic is reduced accordingly, there were quite enough travellers through Suva to feel acutely the absence of the Grand Pacific Hotel—closed for renovations from January 6 to February 7. (It reopened with "the most modern

It Could Have Been Never, Of Course—

P-NG ADMINISTRATION RELEASES SOME WARANGOI LAND

Five blocks of land, in all, approximately 1,930 acres, have been made available for leasing in the Warangoi Valley of New Britain.

THIS follows many years of agitation by private individuals and such organisations as the Returned Soldiers' League for this fertile area about 30 miles from Rabaul, to be thrown open to agriculture.

The first person to see the possibilities of the Warangoi was probably Mr. J. L. Chipper, of Rabaul, whose sawmilling company has, for a number of years, been cutting timber in the valley.

Mr. Chipper visited the valley before the war when it was regarded as part of the local bad-lands by neighbouring natives. It had no native population and at the time he first explored it, no local native would accompany him as it was alleged to be the haunt of "Mokokols"—a nomadic New Britain tribe which is feared by other natives.

Since the war, Chipper interests have been working the river valley for timber and have urged many times that they be permtted to replant the areas so cleared with cocoa. They have been refused.

The local Branch of the RSSAILA has also tried to have some part of the area allocated for soldier-settlement.

The Administration has conducted a long series of delaying tactics apparently designed to kill off all contenders through frustration.

There have been land-surveys, population-surveys; and much research into ancient native history, real and invented, through which it was established, to the satisfaction of authority, if no one else, that the Warangoi was "owned" by a small village situated at a good safe distance from the old Bad Lands.

But now—after about 10 years shilly-shally—five blocks are to be made available, applications closing March 4. However, setting up in agriculture in P-NG is not the simple thing that it is in most countries and a man applying for a block of land is vetted as thoroughly as if he were seeking the hand in marriage of a Personage of the Blood Royal.

To quote from the P-NG Government Gazette of January 3:

• *All applications, which must be made on the prescribed form, will subsequently come before the Land Board of the Territory of New Guinea at a time and date of which all applicants will be notified. Applicants may appear before the Board either in person or by agent. Applicants will be required to produce acceptable evidence, documentary or otherwise, as to the possession of suitable experience and financial resources, supported by bank or other references, for development of this land.*

And, as a final warning to intending suitors, this piece of gratuitous advice is given:

• *Applicants are warned in their own interests that considerable capital will be required to establish and develop these blocks.*

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electric kitchens in the South Pacific".)

The three remaining hotels were "packed out" and boardinghouses and private homes had heavy demands made upon them.

Suva was slightly comforted, therefore, to learn that a licence to operate the Club Hotel bar in the partly-built "South Seas Hotel" had been granted to Northern Hotels Limited, and that the building of the hotel (halted over two years ago) will be resumed by Morris Hedstrom Limited.

It may not be called South Seas Hotel, however. Sir Hugh Ragg, head of Northern Hotels Ltd., says that when his Company takes over the lease, they probably will call it the Club Hotel, in order to keep alive a name that was well and happily known in old Suva.

Sir Hugh said that the new hotel would not have more than 20 or 30 bedrooms; but it would be fitted out as a first-class hotel, with modern amenities, including air-conditioned bedrooms.

Apart from this Club-South Seas Hotel, there is no sign of any further building to relieve the hotel shortage in Fiji.

Nothing more has been heard of the plan to build a new hotel in Lautoka, since a licence for a 16-bedrooms building was granted by the Court many months ago to a Sydney man.

FALEOLO FACELIFT

W. Samoa Prepares For Land Planes

FOLOWING conversations of the High Commissioner for Western Samoa (Mr. G. R. Powles) with the New Zealand Government at Wellington, it has been officially announced that a party of New Zealand engineers is to arrive in Samoa shortly to undertake a survey of the airport at Faleolo and estimate the cost of a proposed extension of the airstrip.

In view of a change-over from seaplanes to land planes, which must come in the next few years, the extension of Faleolo is urgently necessary.

The survey means that the New Zealand Government has agreed to the continuation of the present flying-boat service by TEAL connecting Western Samoa with New Zealand via Fiji on the one hand, and with the Cook Islands and Tahiti on the other hand.

There had been some uncertainty regarding this "Coral Route" service; the service is of vital importance to the Territory.

The last session of the Legislative Assembly of Western Samoa agreed to bear a share of the extension of Faleolo airport and of the annual maintenance cost.

Faleolo has been little used since the RNZAF handed over the islands service to TEAL several years ago. At present the so-called Calibration aircraft (DC3), which makes periodical visits from NZ to service air installations in the Islands, is about the only one which uses it regularly.

In April last year it provided an emergency landing-field for a Pan American Airways Stratoclipper which had got off course due to a defect in the automatic-pilot. (*PIM*, April, 1956, p. 19).

† Western Samoa will in future be divided into eight administrative destricts following a recommendation by the Local Government Committee. There will be 3 districts on the island of Savai'i and 5 districts on Upolu. The purpose of this is to co-ordinate the various services such as Health, Education, Agriculture, Police, Post Office, etc., and to abolish present district boundaries set by the various departments which do not coincide. It is hoped that the new arrangement will facilitate co-operation between departments and speed up administrative work.

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LIQUOR LAWS

Deciding How and When On Norfolk Is.

AFTER deliberations extending over a long period—during which it was bogged down by draft legislation sent along by Canberra—the Norfolk Island Advisory Council finally got down in January to dealing with the proposed new liquor ordinance.

The Council has asked for something simple that will satisfy the Island's specialised conditions and which will follow the lines advised by residents who filled in the questionnaire circulated some months ago.

The Council has recommended that:

- The Administrator be the sole importer of liquor;
- The Bond Store be the sole distributor;
- But that approved clubs be allowed to sell liquor to financial members and that approved guesthouses be allowed to sell liquor of all types to guests and friends of guests invited to partake of a meal, the liquor to be sold by the glass and served anywhere in the building at the discretion of the licencee.

The draft ordinance from Canberra provided for liquor being sold by the bottle at meal times and to be totally consumed at the meal. This piece of bureaucratic interference seems, to Norfolk Islanders, to be completely in conflict with local drinking habits.

If the Minister for Territories approves of these suggestions, a Licensing Board of three will be appointed.



The new Bank of New Zealand building.

CHURCH AND COMMERCE MEET

Opening Of New Bank In Apia

IN the presence of the General Manager of the Bank of New Zealand, Mr. R. D. Moore, the Manager of the Bank of American Samoa, Mr. Alan Bigelow, the Auditor of the Government of American Samoa, Mr. Lew Allen, the Acting High Commissioner of Western Samoa, Mr. T. R. Smith, and a representative gathering of residents, the impressive new build ing of the Bank of New Zealan at the corner of Beach and Po Office Roads, Apia, W. Samoa, w officially opened on February 1.

The Bank of New Zealand w established in Western Samoa 1915, and has operated since rented premises which have prove totally inadequate in view of t vastly increased volume of busines

The construction of the buildi took three years and the Ba premises are part of a block of ne buildings erected by the sa builder, Mr. L. A. Pearson; they i clude the Methodist Church, t Wesleyan Book Shop and the bus ness premises of Messrs. H. and Retzlaff.

The opening ceremony began wi speeches by the Apia Manager the BNZ, Mr. N. O. Maitland, a others, after which the actual ope ing was performed by the Re R. Hobson, of the Anglica Chaplaincy, who had just arriv by the *Tofua*.

A cocktail party ended the su cessful occasion.

Residential quarters for the Ba staff are situated in the upper sto of the building.

† At a special sitting of the Co Islands High Court at Raroton on December 3, Benjamin Maura was charged with the murder Metuakore Po Putaura. This w the third alleged murder to ta place at Rarotonga in the pa year. In the first involving t death of a woman, the murder has not been arrested. In t second a man was found guil The present alleged murder is sa to have occurred during a liqu party.

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No Freight Rise for Sydney-P-NG Cargo

RUMOURS that shipping freights between Australia and Papua-New Guinea would rise by about £3 a ton following the 14 per cent. increase (to operate from March 1), on United Kingdom-Australia freights, have been described by a spokesman for a Sydney shipping company as "absolute rubbish."

The spokesman said that somebody had mistakenly assumed that an increase in Australia-New Guinea freights would automatically follow the UK rise.

"As far as Australia-New Guinea freights are concerned the last increase was in November, and no further increase is contemplated," he said.

"That incease was 15/- a ton, or about 12 per cent."

The spokesman said he assumed that goods for New Guinea from the United Kingdom, transhipped in Australia, would be subject to the 14 per cent. rise on the UK-Australia part of the journey.

SOCIETY FORMED

Recording History Of New Britain

THE Historical Society of New Britain was formed at a public meeting at Kokopo in November, and an organising committee, with Mr. S. S. Smith as Chairman, was given the task of drafting a constitution.

Another public meeting set down for February 2, was to consider this and to elect office-bearers.

Few areas in the Pacific have had such a varied history as New Britain and the new Society is going to have plenty of scope for its work. Although European history there is still far from a century old, such have been the political (as well as physical) upheavals that much of it is already in danger of being lost.

The Society will have to work fast. There are few, if any, remaining human links with New Britain's romantic past—the German era, Queen Emma, the early missionaries, etc.—and two World Wars have buried most of the records.

The Society will have many well-wishers, both within and without the Territory.



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TERRITORIES TALK-TALK

By Tolala

The Old Name

SO the old *Rabaul Times* is to be revived (*PIM*, Jan., p. 33). The idea is better than nothing, but there is always something lacking in a newspaper which is not printed locally. There is just that little feeling of alienation created amongst the locals which is difficult to overcome. A town likes to have its own "rag," if it is only turned out on a platen press and set up from a couple of cases of type.

The original *Rabaul Times* made its first appearance on Anzac Day, 1925. A true patriot was its founder, Harry Hamilton, who was formerly Government Printer with the Military Occupation Force. He arranged the purchase of the plant from the Administration about 1924. I joined him in July, 1925.

In 1926, the plant and offices were moved from Namanula to the Old Ambassadors' Building on the original site of Queen Emma's store at the corner of Namanula Street and Mango Avenue. On the death of the popular Harry, in 1927, a local company acquired the paper and a few years later I. B. O. Mouton, the Belgian, ex-cabin-boy with the Marquis de Rays' expedition, and, later, of Kiniguan plantation, at Kokopo, bought out the concern, putting in Jan Hogerwerff (an old Islands identity) as manager.

The last complete issue to come off the old Wharfedale press was No. 867 on January 16, 1942; the Japs came in on Press Day (most inconsiderate of them), the following week, thus interrupting the birth of No. 868, which could be the starting number of the new baby.

Somewhere amongst the overgrown grass near the old building, I was told, the old *Rabaul Times* heading block had been buried by the veteran employee, Julius Eluel, when the Japs came in. It may still be there with its AIF badge surrounded by palm leaves. It was the only remnant of the old plant which was not bombed. In 1945, I glimpsed only the skeleton of a linotype rearing its head amongst the rubble.

Although the *Rabaul Times* was the first regularly published newspaper in TNG, it was by no means the first publication. During the Military Occupation (1914-1920), there appeared *The Rabaul Record*—a magazine-style publication filled with the doings, principally, of the Rabaul garrison.

Fifteen Years Ago

It is January 23 as I write, and my mind goes back a decade and a half ago to that Friday morning in Rabaul when the Jap forces landed and Australia lost her first territory to a foreign invader and there commenced 3½ years of Nippon reign in the Garden City. How many of the present-day Rabaul residents, I wonder, experienced that grim day; or how many stopped to realise on this day, in 1957, the tragic position in which the civil population of all colours found themselves as, encircled by Jap guards on the baseball ground, they awaited the deliberations of their captors?

This Black Friday in the Territory's history is not a day which Australia cares to remember. Little has been written of the fumblings responsible for Rabaul's fall. David Selby's book, *Hell and High Fever*, stands out alone as an indictment of official apathy. Forgetfulness or disregard of past events is not reassuring for future safeguards.

By 1944, there was not one build-



The Rev. D. E. Ure of the London Missionary Society, Port Moresby, and Mrs. Ure, who left Papua on January 13 for extended leave in the United Kingdom.

—Photo by Papuan Prints.



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ing standing in the town; to-day Rabaul grows apace and lives again. I am reminded of some lines I wrote as a war internee in June, 1945:

The Garden City lies a blasted mass
Of desolated homes and ruined stores;
Of broken roadways covered o'er with grass.
While twisted ships lie out along the shores. . .
Lie gently, leaves, as you come tumbling down!
Who knows? . . . Rabaul may live again some day.

And sure enough the Frangipanni blooms again.

Near The Full Of The Moon

Another double murder from Rabaul. Undoubtedly most distressful; but what really amazes me is that there are not more of these tragedies befalling these mixed-race romances. The first tragedy was the murder of a Malay and his Chinese girl friend; now comes a Chinese and his Australian fiancee.

We all know that passions ride high in the South Seas. . . But moralising gets one nowhere.

Old-timers who have a knowledge of native ways—call it "psychology," if you wish—realise the influence of the full moon in regard to sex acts, legal or otherwise, and have no doubt noted that the first murder was committed five days before the full moon in May; while the last crime took place four days before the January full moon.

It was a few decades ago now when I was sitting on a sand beach with a crowd of native men down Buka way; a full moon riding overhead; from various points along the beach rose the eerie "W-o-W-o" cry from male moonlight strollers.

"The time now for young men to chase the girls," said an elder, speaking in the vernacular. I asked him why now more than any other time. "Full moon time," he replied, pointing to the sky. Further enquiries from the *haus-meri* brought the reply: "Fashion all-the-same. All cranky man he like pull 'im Mary s'pose moon he big fella. Who's that he savvy belong all?"

I don't know whether police records bear out the fact that there are more sex crimes at or near full moon time. It would be interesting to know.

Skeletons In Rabaul

Three skeletons of Jap soldiers have been found in Rabaul. It is surprising that more have not come to light. During '42 and '43, the bodies of Japanese were cremated, the ashes placed in small wooden boxes and shipped back to Nippon. But in early '44, when sea communication was practically cut off, the bodies were buried, usually in the vicinity of their dug-outs.

(Continued on Page 31)



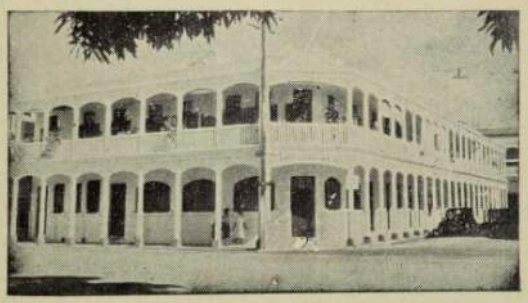
THEY HEAR THE TALK BY GRAMOPHONE: Pastor K. J. Gray, of the Seventh Day Adventist mission, and the four boys he took from Belepa school in Papua to the SDA Youth Congress in Melbourne in December. Other students at the college took a week off to cut and haul £500-worth of timber for their expenses. In the photograph Pastor K. J. Gray is demonstrating the little gramophone which is now used extensively in New Guinea and other countries for preaching the gospel in "talk-place". Native teachers take these machines into primitive areas and the people are delighted to be able to understand the messages from the records.

The existence of this machine has its amusing side in view of the imaginative story (by a former missionary) which PIM published in December, page 53.

Photo: John Sherriff.

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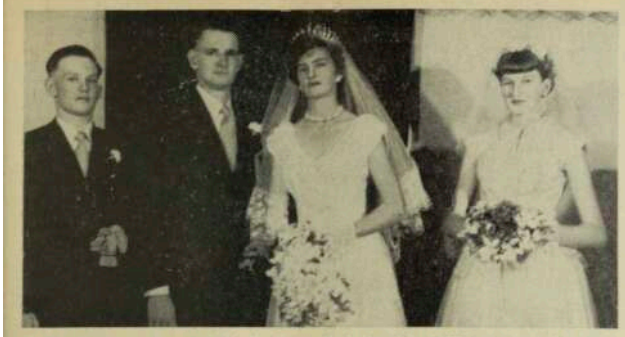
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Mr. and Mrs. J. Brown, of Rabaul, photographed after their wedding at Astonville, Northern NSW, on February 1. Mrs. Brown was formerly Miss Edith Faulkner, of the Transport Dept., Lae, NG. Mr. D. Brown (extreme left), brother of the groom, was bestman; Miss Clare Faulkner (right), sister of the bride, was bridesmaid.

Clothes And The Man

The Planters' Association of New Britain has been complaining because some Administration officials on patrol have not been upholding the dignity of the Service owing to a laxity in dress.

No matter how appropriate this criticism may be (and I believe it hits many nails on the head) one scarcely expects the Administration to accept such a complaint with good grace. Officialdom takes a dim view of any adverse criticism.

There was a time when NG had a dress-consciousness of its own, reaching a far higher standard than the Australian idea. (We used to shudder at the rig worn by some members of visiting Parliamentary parties—especially Labour Senators). But since War II, it seems that Australian standards of dress (or rather undress) have extended to the Territory for both male and female.

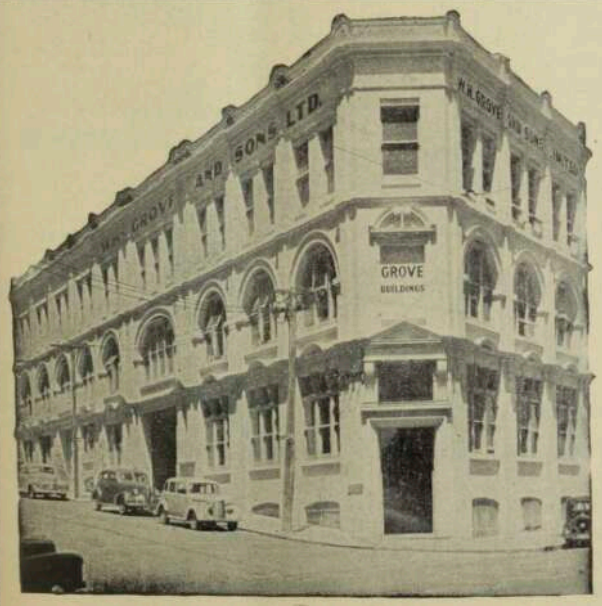
Still, as both dignity and respect for the white race appear to be considered symptomatic of "colonialism," it doesn't seem as if we can do anything about it. The Planters' Association will, no doubt, be fobbed off with the admonition they are a lot out-of-date die-hards desirous of fostering racial discrimination.

I think myself, that if more regard were paid to both clothing and deportment by both sexes there would be less crime in the Territory.

Towards Family Life

The possibility of introducing family units on plantations has been suggested again, but some planters' representatives appear to be taking a rather dim view of the suggestion.

It was a common practice 40 or



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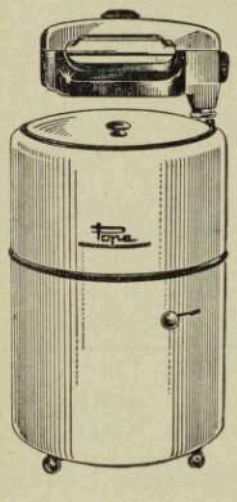
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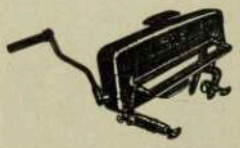
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50 years ago in NG when labour conditions were easier and individual liberties greater.

I know of several old-time planters who, in the early '30's, when the bottom fell out of the copra market, sacrificed many a personal amenity in order to support their old native pensioners still living on the estates. Certainly, it was something like the old feudal system but the native families enjoyed it and were loyal.

I cannot see it being revived under present conditions—whether the native families want it or not. The idea suggests the "Deep South" functioning under the aegis of trade unionism, and like oil and water they don't mix.

A Fused Service

The PSA in P-NG has always something to worry about. The latest cross to bear is the suggestion by Canberra favouring a "combined Territorial Service comprising the Department of Territories and the P-NG Administration."

The idea of chair-borne Canberra officials walking into top jobs in P-NG over the heads of officers who have spent years in the Territory service is, in my opinion, the quintessence of Bureaucracy, and if Minister Hasluck is prepared to associate himself with such a policy then he can be assured he will not get the best material for the jobs he is advertising now.

Canberra and P-NG requirements are miles apart and much of the dissatisfaction in the Service has been due to the overlord tactic from the Federal Capital. More than half the trouble in Territorial PSA ranks has been occasioned by a disregard by Canberra of local P-NG officials when appointments for top brass jobs have been made.

Most glaring example has been the former appoinments to the position of Assistant Administrator and if Steve Lonergan doesn't get it this time, the PSA should make an issue of it.

It would be difficult to imagine Sir Hubert Murray allowing his men to be passed over in this cavalier Canberra manner.

Justice Or The Law?

On reading "A Matter of Simple Comparison" (*PIM*, Jan., p. 151) there came to mind that old *cliché* voiced so often by Judges in their summing-up about "Justice must not only be done, but appear to

(Continued on Page 129)

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NO PIGEON-HOLE

The Johnson Plan For Fiji Land

SUVA'S Mr. W. G. (Tui) Johnson is going to make sure that a land plan for Fiji, which he presented to the Legislative Council in June last year, is not going to find a convenient resting place in some Government department pigeon-hole.

Mr. Johnson put a great deal of time and thought into the plan, whose object is to develop and secure the Fijians socially, politically and economically; and at the same time make land surplus to their requirements available to people who will put it to use.

Mr. Johnson raised the matter again during the budget debate in the Legislative Council last December. He told members he had heard support for it in various quarters. One comment was that it was "wholesome and positive."

The Colonial Secretary, Mr. A. F. R. Stoddart, in replying to the debate, said that the plan had been sent to London to the Secretary of State for the Colonies (Mr. Alan Lennox-Boyd). Mr. Stoddart remarked that the state of Britain's finances might affect consideration of the plan. (Mr. Johnson's plan was that all Fiji land should be taken over by an Authority and redistributed to individual Fijians at a cost of £8 to £12 million and the surplus to be leased to non-Fijians).

Mr. Johnson envisaged an orderly changeover from the Fijian communal system to an individualistic basis, and most people believe this desirable and necessary in view of the economic conditions by which the Fijian people are surrounded.

Their communal structure, suited as it was to times now long past, is probably the greatest danger to the survival of the Fijians in their own country. The communal system ties up Fijian land. It denies land to many who would use it, and it preserves land in the hands of many who will do little or nothing with it.

The greatest obstacle to the kind of Fijian progress in view is the Fijians themselves, the bulk of whom cling tenaciously to the old way of life.

The vision of Fijian families securely established on areas of land which, to all intents and purposes they could call their own (and not clan land) and from which they could produce enough foodstuffs for their own requirements and a surplus for sale, is something which must appeal.

---

†A native of Susu Island, in the Solomons group, Dinny Susu, who many years ago was indentured to work on the canefields at Bundaberg, died early this year at Rocky Point, Queensland, at the age of 110. Dinny was employed by Mr. Sam Johnstone, who pioneered the first sugar mill at Mossman, in 1894. Dinny had lately been living with other Islanders at Rocky Point.

† Seven Sisters of Mercy from All Hallows Convent, Brisbane, were presented with their Mission Crosses at a ceremony conducted by the Apostolic Delegate, Archbishop Romolo Carboni, of Sydney, at St. Stephens Cathedral on January 29. Later they will go to work among the natives of the Sepik River, New Guinea. They will be the first Sisters to work in this inland area, and will be under the supervision of Bishop Arkfeld, of Wewak—the "Flying Bishop."

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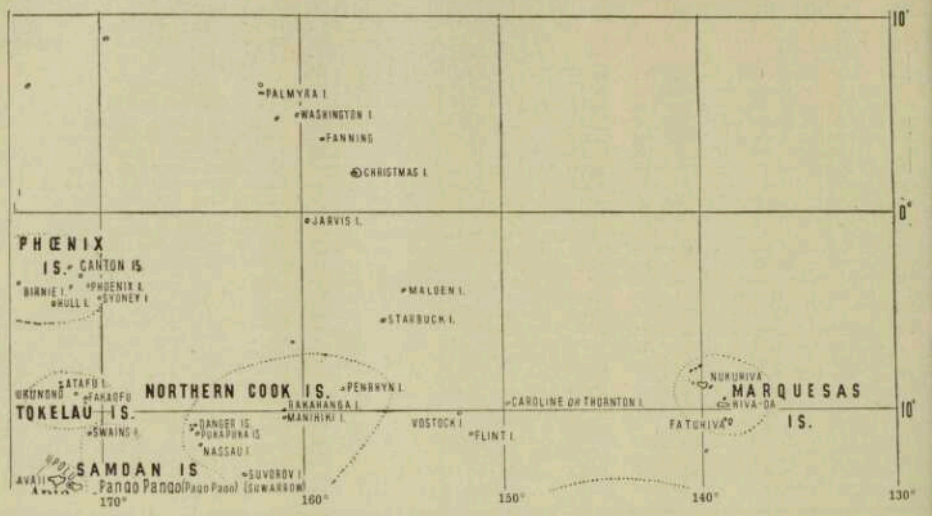
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British H-Bomb Territory *(See article opposite)*



A section of the map of that part of the Pacific which will have most interest in Britain's H-Bomb experiments, which begin shortly. As will be seen, Malden Island is too close for the comfort of the Northern Cook Islands.

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RINGSIDE H-BOMB COMMENT ON THE CHRISTMAS ISLAND AFFAIR

H-bomb jitters which have attacked most of the Islands people within 1,000 miles of Christmas Is. since the British announced that they would explode a bomb there, have not been helped by the stupid hush policy of Security; or the half-truths and evasions of politicians.

WHEN it was officially announced 18 months ago that Britain would, this year, conduct hydrogen bomb tests based on Christmas Island, some 17,000 Cook Islanders were slow to react to the potentialities of the ringside seat so gratuitously arranged for them.

No doubt traditional Polynesian courtesy demanded that they remain silent until asked to comment upon this "favoured nation" treatment.

While not so strategically situated as the 2,000-odd residents of the Northern Cook Group, the people of Samoa were the first to speak up on the matter, a protest being made by them in May last to the United Nations Trusteeship Council, asking for an assurance that no danger or harm from the bomb tests would result to the people of Samoa.

Stripped bare of the inevitable wordy assurances, the lengthy reply from the New Zealand Government —to whom the petition had been referred—revealed that the tests (note the plural) would be high altitude bursts without heavy fall-out, conducted "far from any inhabited island," and that special meteorological services would be provided to ensure accurate prediction of the fall-out dispersal.

Some time later, as Islands folk pondered on the safety factor and how far "far from an inhabited island" should one be for comfort, a cryptic NZ press item made known that radio-active rain had fallen on Wellington as a result of the Australian atomic tests in Central Australia, a couple of thousand miles away.

Public concern in the Cook Islands came to a head when a letter to the editor on H-Bomb policy appeared in the August issue of the *Cook Islands Review*. Accompanying the letter was a neat little sketch map with distance circles based on Christmas Island, making it horribly clear that Penrhyn, most northern Cook atoll, lay within the 800-mile circle.

As an ultimate outcome, the following remit was presented to the 1956 session of the Cook Islands Legislative Council, in October: "That the people of the Cook Islands, more particularly the people of the Northern Group, are greatly concerned at the nearness of the proposed hydrogen bomb test, and asked that the testing area be situated at some greater distance than Christmas Island."

Rather naively phrased, perhaps, but pertinent.

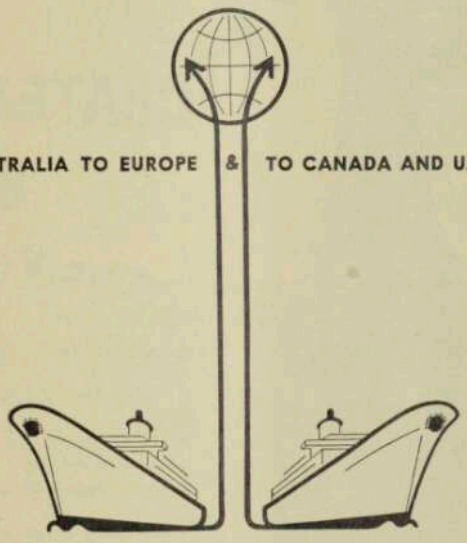
Mr. G. A. Walsh, visiting NZ MP for the Legco Session, was able to assure his listeners that the actual

From March until August the Christmas Island area will be closed to shipping—the Royal Navy and Royal Air Force will police the area.

It was announced in London at the end of January that the project will in all cost £100,000,000; that two and possibly four bombs will be dropped between Christmas Island and the forward observation point at Malden Island, 400 miles south. They will include a tactical hydrogen bomb and a guided missile warhead.

The biggest will be equal to about three million tons of TNT, or 300,000 World War II blockbusters.

Malden is already manned—weather reports can already be picked up from there.



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explosions would take place more than 1,000 miles distant from Christmas Island, somewhere in the "vast ocean area to the north and east of that island."

It was also stressed that no tidal wave could result from such high altitude bursts. Just as well, seeing that Christmas Island has a maximum height of 5 feet.

It also came out that the UK Government had allocated £15,000,000 to equip Christmas Island as a naval and air base and, for obvious reasons, would take every precaution to avoid contamination of that base.

This extra 1,000 miles margin naturally went down well with the Cook Islanders, but recent developments tend to cast doubt on its veracity.

In this space-annihilating age cryptic Notices to Airmen largely supplant the more romantic Notices to Mariners of a more leisurely era and one such has defined with precision the danger area to aircraft and personnel from March 1 to August 1.

Plotted, the defined danger area takes a queer, angular shape, with one northern "box" sitting askew on a larger southern "box." It embraces the islands of Christmas, Malden and Starbuck and its odd shape is clearly due to the angular contortions necessary to exclude, to the north, Palmyra, Washington and Fanning Islands (British); to the west, Jarvis Island (USA); and to the south, Penrhyn. In this apparently arbitrary manner these inhabited isles are made "safe."

In the case of Jarvis a considerable constriction is necessary to achieve this purely theoretical immunity. Penrhyn sits just safe, south of the border. Both Malden and Starbuck are barren, deserted atolls, once profitably exploited for their guano deposits.

Although the latitude of Christmas is 2 N, it is noteworthy that the bulk of the danger area lies south of the equator, with Christmas near centre in the northern block, and Malden near centre in the southern block.

• *It would seem therefore that we must ignore that comforting "vast ocean area to the north and east of Christmas Island" and focus attention on Christmas and Malden as key pieces in the coming drama. Added weight is given to this idea by the recent announcement that the British Meteorological Office will establish reporting stations on Christmas, Malden and Penrhyn, at which islands both surface and upper air observations will be made.*

It is not yet known whether these stations will be ship or land based. Two NZ frigates are scheduled to assist in this weather work.

On January 9-10, an RNZAF

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Sunderland flyingboat from Laucala Bay, Fiji, paid a brief visit to Penrhyn via Aitutaki, carrying as passengers NZ PWD Engineer Bob Schmidt and Mr. Don Reid, of NZ Island Territories Dept., the latter staying behind in the interests of the atomic age.

There seems little doubt that every effort is being made to organise this affair in the best interests of humanity, if one can use the term, but many Cook Islanders remain uncomfortable, fully aware that no one yet knows the full answer to this fall-out nightmare.

Perhaps it is as well that Captain James Cook, who discovered Christmas Island on Christmas Eve, 1777, was, by reason of his imminent and untimely end on Hawaiian soil, denied a grave in which to turn between March 1 and August 1, 1957. His interesting notes on his sojourn at Christmas and of the solar eclipse he observed there, make much more pleasant reading than do current items about this great, dry, 5-ft high atoll.

† An application by local interests has been made to the W. Samoa Government for a license to fish for beche-de-mer with a view to exporting the commodity to Hongkong. The Government will investigate the prospects of such an industry and, if necessary, frame regulations to safeguard against exploitation and depletion and to protect the customary fishing rights of the Samoans concerned.

† A Niue Islander, Malami Villiami, 46, was arrested in Auckland on January 12 and charged with the murder of a countryman, Luitohi Japeth, aged 45. The alleged murde was said to have taken place o the street following an argumen which broke out amongst a grou of Niueans in a nearby hous Police took possession of a piece o timber found near the victim, wh died in the ambulance.



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Cook Islands' Mad Cracker Craze Ended

RAROTONGA'S Island Council passed an ordinance, January 14, making it illegal to import any type of fireworks into Rarotonga.

The ordinance received the immediate assent of the Resident Commissioner, Mr. G. Nevill, on behalf of New Zealand's Governor-General, and promises some relief to more sober citizens who, for the last couple of months, have been driven to despair by the fireworks craze.

Noisy fireworks have been exploded at all hours of the day and night in Rarotonga. Young adults were worse offenders than children and experimented with the "bangers" in dangerous and sometimes ingenious ways.

A common practice was to explode the fireworks in hollow bamboos, or bottles, and some accidents resulted from flying glass. A young man at Muri emptied the gunpowder from several fireworks into a bottle, incorporated a fuse, and made the "bomb" watertight by using candle grease. He then took his "bombs" to the lagoon and returned with a good haul of fish.

When a musical programme was being rehearsed in Radio Rarotonga's studio the noise from fireworks being exploded outside halted the proceedings. The offenders were told to desist, but even so a couple of loud reports were heard on a recording broadcast on the evening of January 9.

Throwing lighted "bangers" under the wheels of passing traffic was another popular pastime, and an outer island school was destroyed when a cracker set fire to the roof.

A steady stream of complaints about the misuse of fireworks was experienced throughout the island groups of the South Pacific, and a number of serious fires were traced to this cause. (Noisy fireworks were recently banned in Fiji).

Under the new ordinance, Cook Islands traders are allowed to sell out their present stock of fireworks.

Two Maori firms stated that they sold about £250 worth each, and in Rarotonga alone it is estimated that upwards of £1,000 has been spent on crackers since November—this on an island where the majority of people are so poor that they have to live in makeshift shacks.—W.H.P.

Accidental Death of French Marine Scientist

FRENCH marine scientist, Rene Gail, of the Institut Francais de l'Oceanie, at Noumea, became missing, presumed dead, on January 11, when he failed to surface from a 260-ft dive at the mouth of the Dunbea River, 12 miles from Noumea.

Gail, with another diving enthusiast, was attempting to break his deep diving record.

The two men were equipped with Costau breathing apparatus. Gail's companion said that when he found that Gail did not appear on the surface he made several deep dives but finally had to abandon his efforts bleeding from the nose and ears.

The general opinion is that Gail was taken by a shark. Following recent heavy rains the water was cloudy and discoloured—ideal conditions for a shark attack.

Gail had a wife and two children, and had just finished a brilliant study of the trochus fishing industry and had made certain recommendations for the control of this industry.

¶ Dr. James R. McPherson arrived in Rarotonga, Cook Islands, in mid-January and will replace Dr. T. T. Romans as Chief Medical Officer when he goes to the UK for a special medical course in May.

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NOTES BY THE WAYSIDE

From R. W. Robson in Papua-N. Guinea

Australia's Northern Neighbours

I was surprised to find that even men who take little interest in politics display hostility when the name of Indonesia is mentioned.

"We don't want them bastuhds on our frontier," said a plain Australian artisan, rolling his eye westwards, when I said something about Indonesia's claim to Dutch New Guinea.

There is a regular plane service between Lae and Hollandia, and seemingly good relations exist between the Australians in Eastern NG and the Dutch in the west.

They told me that an Indonesian military attache who came through was courteously but very coldly received. "Too smarmy and asked too many questions," they said. "Wanted to know how much we paid houseboys, and how many native soldiers we were really training."

Similar officials from America and from Siam, arriving about the same time, were treated with great cordiality.

Health Director In Good Shape

It was a pleasure to meet Dr. John Gunther, who has been away for so long undergoing medical treatment. He was a pretty sick man in 1955 and, when I saw him last, he could—in avoirdupois—have doubled for Marley's Ghost. But the cutting and patching (as he called it) was a complete success; he has added a couple of stone to his weight; and the Gunther energy and drive are sparking again on every cylinder.

After ten years of planning, and frustration, and re-building, the Department of Health really is beginning to show interesting and exciting results. (PS: The new Wau Hospital, for example, is an interesting—and pleasing—sight; and the reported price, £80,000, is undoubtedly exciting!)

Native Scholars and Social Reactions

When the northbound plane left Brisbane, five of the two dozen schoolkids "going home for Christmas holidays" were New Guinea natives.

An old planter beside me breathed heavily, and did not seem able to take his eyes off the New Guineaites, who wore school blazers, caps and shoes. The behaviour of the five native lads was admirable, in all respects.

At Moresby and at Lae the European youngsters were greeted

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Port Moresby Boy Who Won Scholarship



Kenneth John Croker, aged 11, of Po Moresby, who won one of the two Vacuu Oil Company's scholarships for 1957. A you Chinese girl from Rabaul won the oth scholarship (see Magazine Section this issu The scholarships are of £50 each per annu for six years.

Kenneth will go to Caulfield Grammar Scho in Melbourne.

with whoops by their respecti families — mostly complete wi Mum, Dad, the family car and t household dog. The native bo sat quietly on a form, in immobile line, until an Admin stration or Qantas official to charge of them, and sent them their way—to villages, somewhere

"What happens to those ki during the holidays?" I asked Territories man.

"Mostly, they have a pret miserable time," he said. "Som times, the missions take them and they continue to live Europeans, as they have done schools, down South. But t majority just sink back into villa life—the blazers and the sho disappear, and they eat out of t community pot, and sleep on mat.

"Upsetting sort of thing, sendi them out to Australia, in this w and then expecting them to retu to native life, afterwards."

One could write a lively treat on the subject; but the foregoi is enough.

High officials keep quoting t numbers of these "scholarsh

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holders" who are being sent South to Australian secondary schools for special training; and quacking about the system as if it were a triumph of planning and organisation. Actually, it is a combination of cruelty and stupidity.

There is nothing wrong with the idea of making high-grade education available to these young natives—they are entitled to all they can get. But the social aspect seems to be completely ignored—with woeful results.

The scholars are admitted, in the hospitable fashion typical of Australia, to European communities down South, and expand quite happily in that atmosphere. But when they return to Papua and New Guinea, where a line must be drawn between communities, they have no real social contact with Europeans. Little imagination is needed to see how this social misfitting is going to produce political trouble.

The sooner adequate secondary schools for natives are established in the Territory, and this indefensible system of shipping anything up to one hundred natives South each year for educational training and social disillusionment, the better for the Territory.

Trees for Goroka's Bare Hillsides

A few miles outside Goroka, District Commissioner Seale showed me Yufiyufi Nursery. Here, under cover, were thousands of seedlings—coffee and Klinki pine—planted in the wet last February; and almost ready for transplantation, in this wet season, onto native holdings. The coffee is to go onto some 15 acres, owned by natives, and to be cared for and harvested by them.

The pine-trees—which flourish in this region—will also be planted out, as part of a general scheme of afforestation. (This is not connected in any way with Mr. J. B. McAdam's Department of Forestry, which nobody loves—but that is another story).

There are 14 such nurseries in the Eastern Highlands; and, as a result of the good relations between Administration, private planters and the natives, the effect of propagation and planting should be marked in this fertile but now rather bare Valley in a few years.

I was interested to notice that the lines of pines and other trees, which the indefatigable Ian Downs planted on the hillsides behind the District Office some three years ago, now have their heads well above the kunai rubbish, and give promise of changing the landscape.

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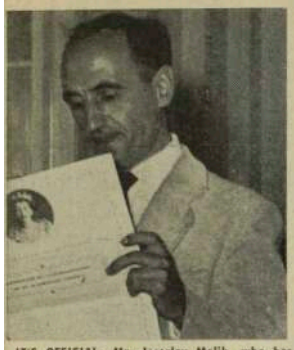
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IT'S OFFICIAL: Mr. Jaroslav Malik, who has been a resident of Port Moresby for a number of years, became an Australian on January 18. He is shown reading the certificate that proclaims his new status.

Photo: Papuan Prints.

hard work, Mr. Keith Noblet (formerly of Bulolo) threatens to turn the new MacRobertson plantation, Wanaru, near Lae, in New Guinea, into the show place of the district.

The well-known Australian confectionery manufacturers purchased this plantation, as part of a plan to grow their own cocoa, about two years ago, put Mr. Noblet in charge, and—what is most important—provided him with plenty of powered agricultural machinery.

There were about 700 acres in the original plantation; another 250 acres have been since added; and already 300 acres are planted under healthy young cocoa trees. The older plantings—some of them sadly torn by the artillery fire of World War II—have been mostly rooted out, to make way for young trees.

Four Square Gospel For P-NG

There seems to be no end to the sects which come to Papua and New Guinea, seeking a share in the task of saving the indigenes' souls. It is reported in Lae that a party from the Aime Semple McPherson sect, the Four Square Gospel, is arriving there soon to establish a branch of its religious organisation.

Tea Industry Yet May Come

An interesting Englishman has been touring around the lower Highlands lately, examining the experimental tea plantations.

Lae Territorians, perennially optimistic, see significance in the

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facts that he comes from a tea-growing place in India, and that both India and Ceylon Governments now are proceeding to tax the British tea-planters out of existence.

The New Guinea Highlands, at certain levels, can grow excellent tea; and Australia and New Zealand, just south over that horizon, annually purchase fantastic quantities of tea. All that is missing is the skilled labour, to pick and cure and pack the leaves.

BP's in PM Go Ultra-Modern

On Monday, December 3, at least half of Port Moresby found business in Musgrave Street, and occasion for a peep into the new Burns Philp store. To me, an unskilled observer, it seems to rival and even to beat the best that the Islands have to offer.

Until after the war, the BP store in Port was the well known turreted building at the corner of Champion Parade and Musgrave Street. Then a new building was erected, up Musgrave Street, adjoining the turreted building; and another new building nearly opposite, across Musgrave St. The BP establishments, two or three years ago, moved into the new buildings.

Since then, the turreted building has been lavishly reconditioned and remodelled, and the main store now has been moved back there—but the hardware and one or two other sections remain on the northern side of the street.

As BP's own not only the three main buildings referred to, but also the two hotels, the Port Moresby Freezing Co. Building and the building which houses the cinema, it can be said that Musgrave Street, except for the two banks at the intersection with Douglas St., is entirely Burns Philp.

The new store is laid out in modern fashion, and is the only big establishment I have seen in

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the Islands with a full-blooded punkah system. The big hanging drapes, which are agitated by small motors, have been decorated most effectively by a local artist, Rudolf Caesar. (See photo. on this page.)

Money And Friends — And A Moral

Of the many men who made whacking fortunes on the Morobe goldfields 25-30 years ago, few now survive—and among them is W. G. Money, now living very modestly in Lae.

"Bill" Money, a man of most generous disposition, at one time had perhaps one hundred thousand pounds, and at least one thousand friends. The money and the friends somehow became entangled—and now "Bill" has neither. Someone told me he wrote off about £70,000 as "loans made and irrecoverable."

"Bill" went to live South late last year, but could not stand the climate, or the politics, or something, and returned to Lae.

Will Oil Be Found In Papua?

It will be found that in 1956 the associated oil companies spent not less than £3,500,000 on the search for oil in Papua.

I do not know what the total expenditure to date will be, but I wouldn't guess less than £20,000,000.

There is no sign of a slackening in the search. The Australasian Petroleum Company maintains a huge base in Port Moresby, and an organisation that services vast equipment out in the jungle behind the Gulf of Papua, where endless bores slowly are building up what apparently is a geological or geophysical pattern.

The drilling goes on, and no one now believes that it is blind stabbing.

No less than six helicopters now provide the necessary transport from salt-water to the chosen spots in the dense jungle—no more of that terribly expensive and exhausting road-cutting and bridging. The scientists choose the spot; a ground party of native labourers clears away a patch of jungle; houses and drilling plant and food and amenities arrive by helicopter; and down goes another feeler.

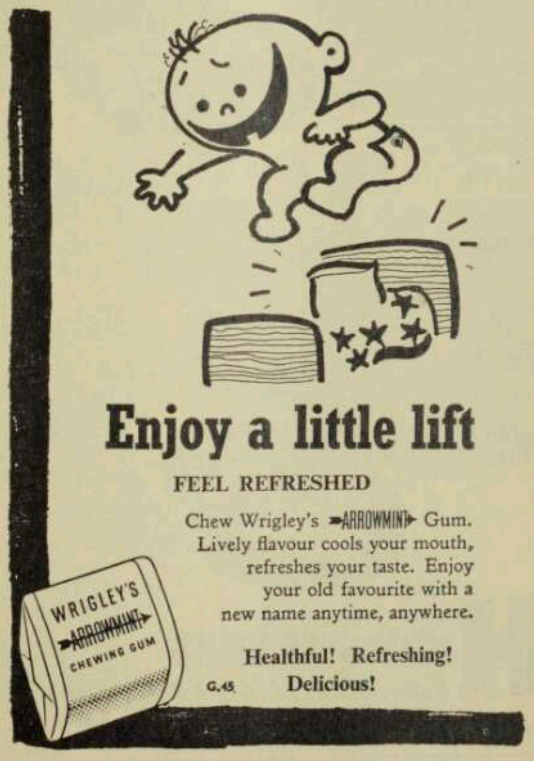
Get that picture into focus, and make a bet as to whether they will find oil in Papua.

(The only way you can bet, of course, is to buy Oil Search shares at about four times their nominal value. The price soars at the slightest provocation. When someone thought he'd discovered oil in West Australia a couple of years ago, those 5/- Oil Search shares went immediately to £6—although West Australia is thousands of miles from Papua and Oil Search Ltd. is not interested in WA, anyway).

† Two tons of coffee beans were shipping from Western Samoa by the February *Tofua*. They will be transhipped at Auckland for Australia.



The fancy-goods section of BP's new "old" store, Port Moresby. See story page 46.



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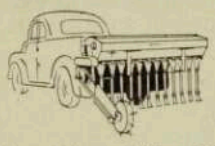
ALL AREA CULTIVATION

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

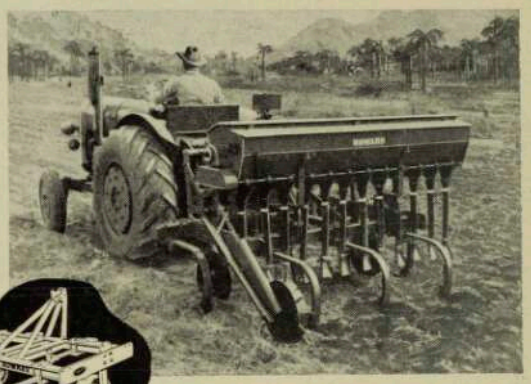
HOWARD Chisel Plough

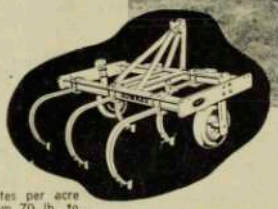
Strongest chisel plough made, either 3 pt. linkage or trailer type. A continuous pull of 10,000 lb is guaranteed. Can be used for sod seeding, overseeding, drill sowing—with special tyne points as a tiller, ripper, cultivator.

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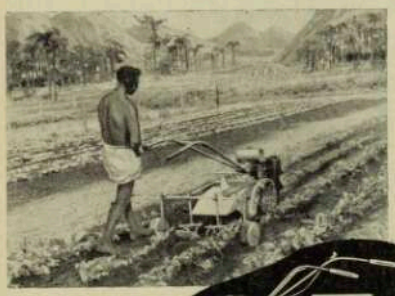


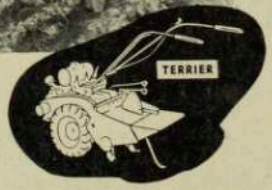


A Howard Chisel Plough with Howard Seed & Fertiliser Box is the ideal combination for pasture improvement.

SMALL AREA CULTIVATION

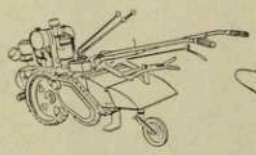
Implements designed for smaller areas to do a really big job.





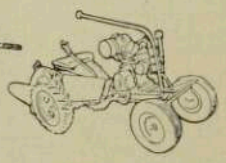
HOWARD Terrier Rotary Hoe

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



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GOLF LINKS MURDER

Smith Appeal Verdict

THE Full High Court of Australia, by a majority decision, on January 21, allowed an appeal by Frederick Phillip Smith, a New Guinea half-caste, against his conviction and death sentence on two counts of murder.

The Court directed that the convictions and sentence be quashed and that a judgment of acquittal be entered.

On July 27, Smith was found guilty by the Chief Justice of Papua and New Guinea (Sir Beaumont Phillips), of having wilfully murdered Adela Woo and Leo Wattemena at Rabaul golf course in May.

Three days later the Chief Justice directed that the death sentence be recorded.

Smith appealed on the grounds of misreception of self-incriminatory statements made by him to the police; and insufficiency of proof of guilt.

He claimed that the statements were not made freely and voluntarily and that he was home at the time of the killings.

Mr. Justice Williams, Mr. Justice Webb and Mr. Justice Taylor, of the High Court, agreed that the appeal should be allowed.

Mr. Justice Williams said that even if the confessions by Smith were admissible, they did not prove beyond reasonable doubt that Smith committed the crimes.

"It is impossible to my mind for a court to be satisfied in the light of the circumstances that the confessions were voluntary in the sense that they were quite spontaneous," he said.

"In any case it was not proved satisfactorily that the confessions were made freely and voluntarily, and therefore I don't think they should have been received."

Mr. Justice Webb said that a doubt arose because of certain features and peculiarities in the case.

Mr. Justice Taylor, in a long judgment, concurred with Mr. Justice Williams and Mr. Justice Webb.

Mr. Justice McTiernan said that in his opinion there were strong grounds for holding that the confessions made by Smith were true.

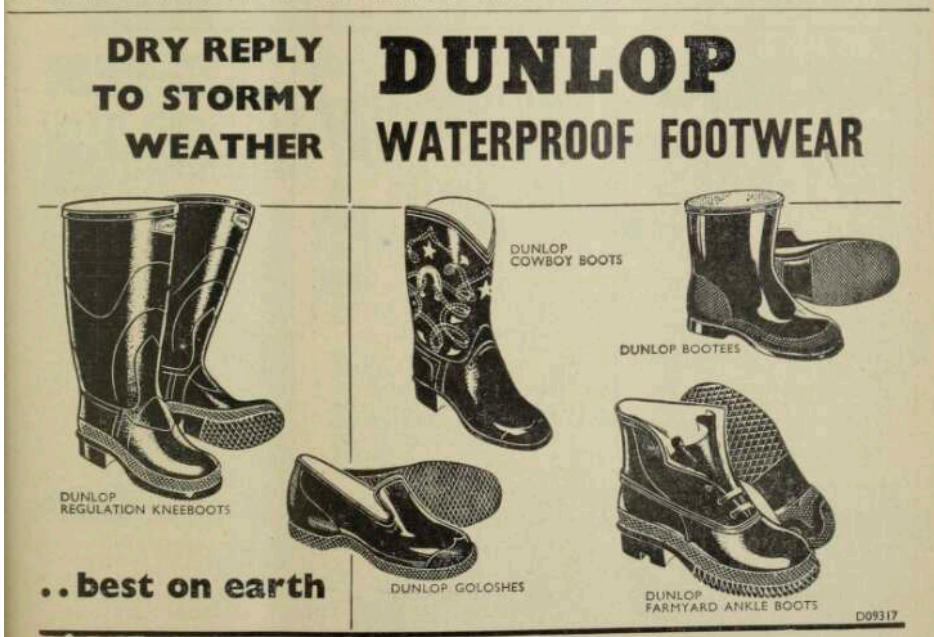
"The proof that the prisoner murdered the two rested entirely upon admissions and confessions which the prisoner made to the police," he said.

"On May 21, when he was questioned, Smith said, 'I followed Leo and the girl out to the green and when I saw them lying on the ground I went mad and hit them.'

"These are clear confessions of guilt. They fit exactly the circumstantial evidence of the manner in which the murders were committed."

FOOTNOTE: The composition of the Full Court (four judges in this case), raises an interesting point. Had the court divided equally, the





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decision of Chief Justice Phillips would have stood, unless, of course there was a further appeal to the Privy Council. With a Full Court of three, five or seven judges there is never any chance of it being equally divided.

RAROTONGA'S FISH GLUT SENDS PRICES DOWN

LARGE schools of tuna were migrating past Rarotonga's shores in early January, keeping the fishermen busy, and causing an unusual glut on a normally fish-starved market.

On January 3, over 80 tuna were brought ashore; four days later, 120 were caught; and over 200 large tuna and a 7-ft swordfish were landed on January 8.

The normal price of a medium-sized tuna sold on the beach is £1, and a few days before the big catches started the price had soared to £3. After the catch of 200, the fish were offering for 8/- each, and for the first time in many months no buyers lined the shore.—WHP.

¶ "Scientific Achievement in Papua and New Guinea" was the subject of a lecture which well known geologist, Mr. G. A. V. Stanley, delivered at the meeting of the Australian and New Zealand Association for the Advancement of Science (ANZAAS) which was held at Dunedin, New Zealand, early in the new year.

† A radio net-work which will be of great service to the country centres in Noumea, New Caledonia, is being built up by the Gendarmerie service. Already nine sets have been installed between headquarters and country centres and are working satisfactorily. The net-work should be of great advantage during the "wet," when storms play havoc with telephone lines.

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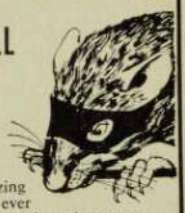
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Morobe Men at Bulolo NGVR Reunion

VISITORS from Lae, Wau and Bulolo attended the Dedication Service of the New Guinea Volunteer Rifles' Honour Roll and 10th annual reunion dinner at Bulolo, New Guinea, on January 19.

The service was held at the Honour Roll, which is in the school grounds, and was conducted by the Rev. Mr. Abrams, Anglican Minister, Wau/Bulolo, and the Rev. Father Gregory, of the Roman Catholic Church, Lae.

Both spoke briefly but sincerely on the history of the unit; wreaths were then laid and the Last Post sounded by a bugler of the Royal Papua-New Guinea Constabulary.

After the service, the reunion dinner was held at Pine Lodge Hotel. Members attending were: Messrs. Ted Spence, L. E. Ashton, Bill Lindsay, Bill Grant, Alex Moore, Bert Lee, Fred Lesmond, Fred Hockey, Jim O'Brien, Bob Franklin, Les McClelland, Jack Sheringham, Les Lane, Jack Ingold, Ossie Bell, Eric Gibb, Bill Armstrong, Ted Latchford, Jim Cavanaugh, Neville Swanson, Tom Lega, Frank Vickery, Alex McLean, Gus Smart, Bob O'Neill, and the Rev. Mr. Abrams and Father Gregory.

The next reunion dinner will be on January 18, 1958.

One of the Hattier Hats?



Fashion or utility? Although it could well pass for a present time hat fashion, the native woman in the picture is carrying over her head a fish net which is used for catching prawns and small fish.

The woman is a native of Siwai, Bougainville, New Guinea, and is wearing customary cone shell ornaments.

—Photo: A. H. Voyce.

TONGAN BOXER ENGAGED

An English Bride For Kitione Lave

TONGAN heavyweight boxer, Kitione Lave, has become engaged to an 18-year-old Sunday School teacher, Miss Pat. Gee, of Doncaster, in England.

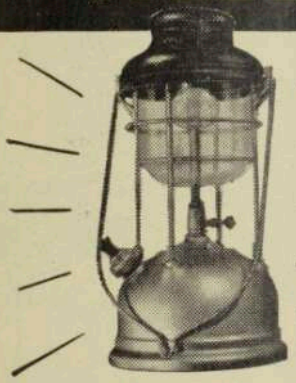
The 22-year-old Lave, who has been fighting in Britain for the last two years, met Miss Gee, a British railways clerk, at the local Methodist church they both attend.

Lave has bought a house in Doncaster, but has not fixed the date for the wedding because he is going to America next month for a series of fights.

Lave wrote to Queen Salote to tell her of his engagement. Queen Salote has followed Lave's professional career with great interest.

† Mr. H. McMillan and his wife and family left Fiji just before Christmas to return to New Zealand. He has been on the staff of the Fiji Education Department since 1947, and for the last 18 months was acting principal of Queen Victoria School. Mr. McMillan has accepted a position on the staff of Wanganui Technical School.

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FEBRUARY, 1957—PACIFIC ISLANDS MONTHLY

Champion Shark Fisherman Hooks Another One



Mr. George Houng Lee is seen here with his latest catch—a 9 ft. 2 in. grey-nurse which weighed 485 lb. This brings his total shark catch to 68, all caught at the King's Wharf, Suva. The largest was a 12 ft. 6 in. Tiger which weighed 785 lb. Mr. Lee is regarded as one of the best shark fishermen in Suva and says that he intends to go on hooking them.

☆

COOK ISLANDS MEASLES EPIDEMIC ENDS

THE measles epidemic which was experienced in most of the Cook Islands during the latter months of last year, and which caused Rarotongan schools to be closed in November and December, ended in early January.

The epidemic was of a comparatively mild nature. All restrictions were lifted on January 9 and children under the age of 15 were again allowed to attend public functions.—WHP.

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LETTER TO THE EDITOR

Pilgrimage to a Lae War Grave

I HAVE just returned to Queensland from a trip to Lae.

My object in going was a grim one: to visit my son's war grave, and my journey had been long delayed; too long.

I was indeed a stranger in a strange land. Once in Lae, I lost no time in seeking the War Cemetery, at the end of Memorial Avenue—so well named—and as I stepped within the imposing gateway, I was immediately charmed.

These grounds are so truly beautiful, with flowering tropical shrubs and trees, spacious lawns, and a generally gracious atmosphere, that a feeling of peace takes the place of distress.

The well-compiled directory within the entrance guided me not only to the resting place of my son but also to the grave of his pilot, who was killed with him. Very soon new friends in Lae showered me with flowers—snow-white, beautiful gardenias, which, strewn on these graves, made a consoling picture to send to the mother of the other boy.

Much credit must surely be given to the Superintendent, Mr. Bert Peck, who is justly proud of these grounds. His, indeed, seems to be a labour of love, as the grounds are so carefully tended and kept.

The bird-calls from the surrounding trees, and the many butterflies that flutter among the head-stones and around the visitors, in a fashion that can only be described as "friendly," add charm to a scene of peace and beauty.

I am, etc.,
"QUEENSLAND MOTHER."

Cairns, Q'ld.
January 13, 1957.

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MV "Bulolo" Travellers



Mr. N. Ridder (left), a storeman with the Government Stores at Madang, was among passengers returning to New Guinea aboard January "Bulolo" from Sydney. He had had three months leave in Sydney and at Tuggerah Lakes. The Rev. R. A. Dickenson (centre) was also on "Bulolo", on his way to Dogura Anglican Cathedral. He arrived in Australia from the UK aboard "Otranto" on December 13. He was formerly at East Lancaster. Mr. Pedro Chan (right) returned on "Bulolo" to Madang to help his sister in a general store. Last year he finished three years at St. Bernard's College, Katoomba, NSW.

NEW ROLE FOR NONDUGL

Agricultural College For P-NG

AN Agricultural College to be established at Nondugl Stock Experimental Station in the NG Western Highlands, will eventually become Papua-New Guinea's Hawkesbury College.

This is the opinion of Sir Edward Hallstrom, Sydney philanthropist, who recently returned after a short visit to New Guinea and compared the future Nondugl with NSW's agricultural college.

He said, "Nondugl will be a college where the natives will be taught animal husbandry and all there is to learn about agriculture."

The project was started about eight months ago, but there are no students in the college yet. It will commence with 10 students, and 10 will be added each year until there are 50. The course will be of five years. As students pass out at the end of the fifth year, another 10 will be added.

After the War, Sir Edward was given a long lease of an area at Nondugl, and at his own expense stocked it with 1,000 Romney Marsh sheep taken in by air. The station was designed to show that sheep could be raised in the Highlands, and it was hoped to teach natives to grow wool for their own use.

About 1950, Sir Edward gave Nondugl to the New Guinea Administration, and a Trust was formed to run the station. He is a member of the Trust.

It is the Trust which will arrange to staff the college and provide for cost of administration, etc.

After early set-backs, 1,000 Romney Marsh sheep are now flourishing at Nondugl. A recent valuation of the stud rams showed that a number, on to-day's rates, were worth 350 guineas each. The stud ewes were worth 50 guineas each.

"The sheep are in wonderful condition," Sir Edward said. "Generally speaking the place is a real asset to the Territory.



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PACIFIC SHIPPING AND CRUISING YACHTS

NO WAKE FOR THIS ARGOSY

WHAT happened to the "Argosy" expedition, we asked in PIM in August, 1956—and now have received the answer from Mr. Ernst Lamberty (owner of the yacht "Anna Elizabeth"), who has been a resident of Santo, New Hebrides for the past couple of years.

In our August paragraph ("In the Wake of the Beagle—Phase Two") we said that the Royal Societies of Australia, New Zealand, and South Africa might join forces to organise a scientific world cruise in the wake of Charles Darwin's *Beagle*. We recalled too, that another such expedition, privately organised in the United States, had cleared New York in May, 1951, in a large ketch named *Argosy*, but the vessel had never reached the Pacific.

It seems that the *Argosy* expedition was financed largely by Argosy Magazine, whose publishers evidently did not realise until too late just who they were dealing with when they placed their trust in Captain George Black "Dod" Orsborne.

However, with Captain Orsborne in gaol in Trinidad the magazine's issue of February, 1952, carried a story possibly more interesting than any which might have eventuated had the cruise proceeded as planned.

Captain Orsborne will be best remembered by a good many readers as connected with the famous *Girl Pat* incident which was front-page news back in 1936.

Under his command the trawler *Girl Pat* sailed from Grimsby for a routine fishing voyage in the North Sea, but failed to return. Naval vessels carried out a wide search but failed to locate her close to home, and eventually the trawler showed up at Dakar, West Africa, refuelled, and quickly departed again—and was finally arrested in British Guiana.

Orsborne later received a sentence of 18 months hard labour for the escapade. While in gaol he found time to write *Master of the Girl Pat*—his own version of the affair, which was substantially different from what had come out in court.

From subsequent events it is evident that Captain Orsborne is a good deal better acquainted with



"Joyita", towed by "Kadavalevu", reached Levuka on January 12 after spending some days on notorious Horseshoe Reef, Fiji. (PIM, Jan., p. 20.) This photograph was taken while the ships were off Levuka wharf

Photo: Paul R. Thompson.

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fiction than with fact, especially where the subject of his own life history is concerned. For example, English newspapers investigating thrilling World War I adventures which Orsborne, during a lecture tour in the United States, alleged he had had, found from a perusal of birth records that he was just 8 years old when that war broke out.

Still, in writings and lectures, Orsborne carried right on, supplying the public with what they wanted to read and hear, and finding ready space available in the "true life" adventure type of periodical where he could give his imagination full play.

In the end it seems that he honestly believed his own fantastic stories of his life.

He also seems to have been quite hopeless as an organiser and leader of an expedition, and a very poor seaman, to boot.

The *Argosy* expedition was one of those that never seemed to be quite ready to sail, despite money from the backers flowing like water through Captain Orsborne's hands. Eventually he was almost kicked out of New York and on his way. Dissension rapidly developed aboard and the ketch was seized at Trinidad—that being the end of the affair.

Orsborne, with his fantastic uniforms, which he was not qualified to wear, was last sighted in Venezuela.

SUBMERGED *MACUATA* TOWED INTO SUVA

Towed by another Burns Philip vessel, the *Ratanui*, the *Macuata*, which, on January 4, went on a reef west of Moturiki, arrived at Suva on January 14.

The *Yanawai*, another Burns Philip vessel, was diverted to the scene of the wreck and towed the *Macuata* off the reef and then towed her to Levuka.

When she entered Suva Harbour the stern of the *Macuata* was well under water. When she arrived at Levuka her exhaust was under water, but she was lifted with drums to make the trip to Suva.

The *Macuata* is an auxiliary ketch of 80.16 tons net and 127.93 tons

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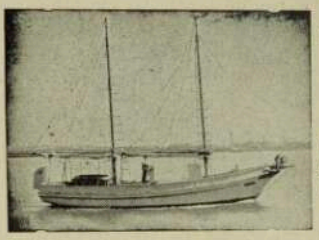
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Captain F. Hindle, of Australia-New Guinea Line ship "Sinkiang", who is to go on leave in April and returns to "Sinkiang" about the end of the current year.

Captain Hindle served his apprenticeship in the Atlantic with Canadian Pacific Steamships and was at one time 5th Officer of "Empress of Britain". He joined China Navigation Company, Ltd., as 2nd Officer in 1930 and served throughout the war years as Chief Officer in Eastern and New Guinea waters.

Promoted to master in 1949, he joined "Sinkiang" in Hongkong, January, 1954. Since then has been in NGAL service. He will go to England for his leave.

During Captain Hindle's absence "Sinkiang" will be commanded by Captain J. F. Follett, formerly of SS "Funing".

gross. She will go on the slip when it is available.

THIRD SISTER FOR MM'S PACIFIC SERVICE

Messageries Maritimes Shipping Line is building a new ship, the *Australien*, for the Marseilles-Panama Canal-Tahiti-New Caledonian-Sydney service.

The firm's Sydney's agents have received advice that construction of the new ship was started in September at Chantiers Navals de la Ciotat shipping yards, Marseilles.

Australien will be a sister ship to Tahitien and Caledonien, which started to operate between Marseilles and the South Pacific late in 1952.

She will have a 13,000 tons displacement, and like her sister ships, will combine passenger and cargo traffic.

It is not yet known when *Australien* is likely to come into service.

POOR FACILITIES FOR LOCAL SHIPS AT SUVA

While the Suva Chamber of Commerce is hammering away at the Government for more wharf sheds for overseas cargo, little attention is paid to wharf and shed accommodation for local shipping.

Particularly at week-ends Prince's Wharf is crowded to such an extent that cutters and the larger local vessels have to berth abreast of each other.

This holds up the discharge and loading of the vessels, and unless some relief is forthcoming these delays must result in higher freight rates.

If local vessels carrying copra are sent to the Walu Creek berth, double handling is involved in bringing the copra to the copra shed at Prince's Wharf.

Only two small sheds are available at Prince's Wharf to take copra and general cargo.

With the building of new wharves at Walu Bay, better provision for local shipping will no doubt be made, but in the meantime expensive congestion frequently occurs.

EXIT *SOUTHERN CROSS VII*, ENTER *KILINAILAU*

Southern Cross VII, which The Bougainville Co. Ltd., recently bought from the Melanesian Mission, left Sydney at the end of January for Rabaul. (*PIM*, Jan., p. 103).

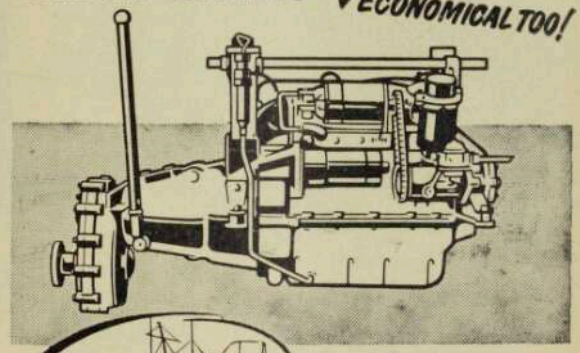
Captain Bill Hallam, managing director of the company, went to Sydney after the purchase to supervise work done on the ship in a Balmain shipyard. The steering gear, bilge pipes and main engine all had to be overhauled after the ship's long lay-up.

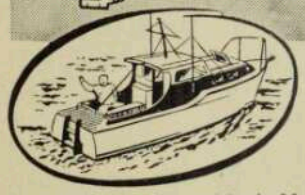
Captain Hallam expected to be in Rabaul about the middle of February; the ship was carrying cargo. It is proposed to slip her in Rabaul to modify her for trading in New Guinea waters.

Under the terms of sale the name of the ship has to be changed. The new owners have chosen *Kilinailau*,

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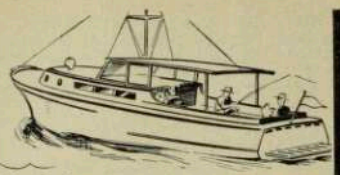
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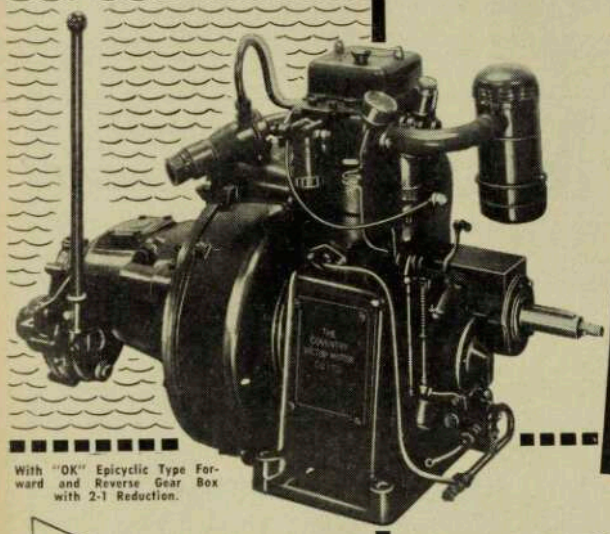
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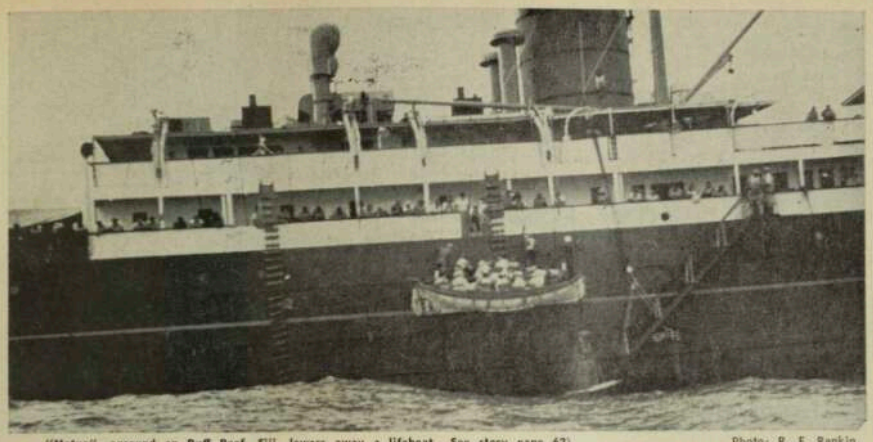
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"Matua", aground on Duff Reef, Fiji, lowers away a lifeboat. See story page 63). Photo: R. F. Rankin.

after an island in the Carteret Group.

Purchase of the ship gives The Bougainville Co. three vessels. The other two are *Nuguria* and *Polurrian*. The company also operates the *Nusa* under charter.

When the ship is modified she will have accommodation for 10 passengers, and a crew of 25—five officers and 20 natives.

The ex-*Southern Cross* is of 298 gross and 142-net tonnage. She is 111 ft long.

Captain Hallam had a crew of natives with him—from Buka and Carteret. His company is the only private company which employs Carteret Islanders.

It is expected that the renamed

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vessel will start trading about the end of March. She will be used for carrying copra.

YANKEE REACHES PITCAIRN

Arrived at Pitcairn Island early February the brigantine *Yankee*, with a paying crew, plus the Irving Johnsons. They left Balboa for the Galapagos on December 5. (Jan. *FIM*, p. 109).

The Americans were expected to stay on Pitcairn for up to a fortnight. Some Pitcairn Islanders were to travel from Pitcairn to Henderson Island in the brigantine to collect the precious mero wood they use in their most important "industry"—making curios for sale to tourists.

MONTEREY'S MASTER HAS LONG CONNECTION WITH PACIFIC

A recent meeting between Captain M. C. Stone, master of the *Monterey*, and Dr. Stanley Bailes, now world president of the Bible Society, recalled trying circumstances, for Dr. Bailes, when they first met in August, 1930.

Captain Stone was an officer on the old *Ventura* when she made a dash across the South Pacific, with two other ships, to rescue the passengers and crew of the sinking liner, *Tahiti*. Dr. Bailes was one of the rescued passengers.

He and Captain Stone met for the first time since 1930 when, a few weeks ago, Dr. Bailes walked on board the *Monterey*, before her maiden voyage from San Francisco to Sydney.

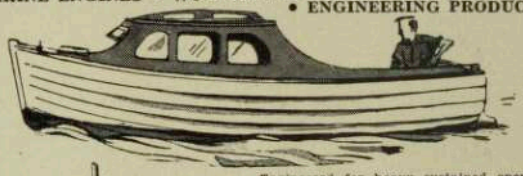
The Union Steam Ship Company has given this account of *Tahiti's* sinking:

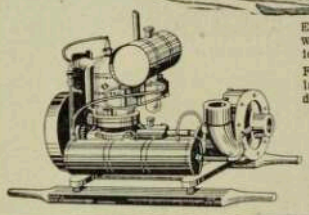
"She was lost in mid-Pacific in August, 1930, as the result of an extraordinary accident to the vessel on a voyage from Wellington to San Francisco. The vessel was about 460 miles south of Rarotonga in the early hours of August 15 when the propeller shaft broke.

"The racing engine was stopped immediately, but the jagged end of the broken shaft, whipping violently, must have torn a large hole in the

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A couple of bumps and you're down! Lifeboat lowered away from "Matua" aground on Duff Reef, Fiji. (Story this page).

Photo: Eric S. Adams.

shell-plating on the after-end of the ship.

"When the second engineer, Mr. A. Thompson, went into the shaft tunnel to investigate he was confronted with a great inrush of water.

"He raced back into the engine-room and ordered the watertight doors to be closed. The damaged bulkhead was shored up but much water had found its way into the engine-room, and the after holds were flooded.

"In the meantime, Captain A. P. Coten, master of the *Tahiti*, had got into wireless communication with the *Tofua* (not the present USS Co. ship of the same name), the Norwegian ship *Penybryn*, and the American steamer *Ventura*, all of which hastened to the assistance of the *Tahiti*, while the crew laboured to keep her afloat.

"The end was near when *Penybryn* and *Ventura* arrived. The passengers of *Tahiti*, numbering 103, and and the crew of 149, were transferred in the ship's boats.

"When Captain Coten returned to his ship for a final inspection the engine-room was flooded, and she sank soon after he returned to the *Ventura*."

A few years earlier, *Tahiti* was concerned in a shocking mishap in Sydney Harbour. She and the ferry *Greycliffe*, which was on the Watson's Bay run, collided in mid-harbour. The *Tahiti* was not damaged, but many passengers from the *Greycliffe*, which was cut in half, were drowned.

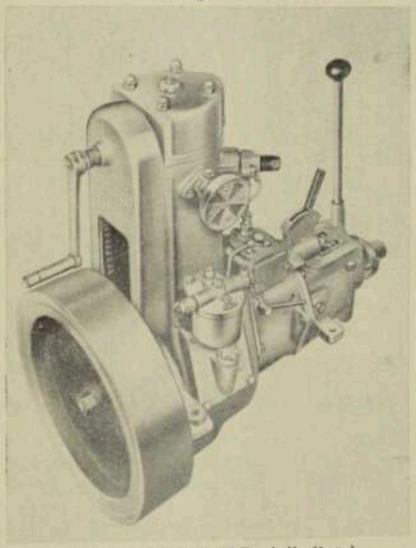
REEF TROUBLES FOR *MATUA*

Two well-known Islands ships, *Matua* and *Bulolo*, had brushes with Pacific reefs in January.

The Union Steamship Company owns the 4,000 tons *Matua*, which struck Duff Reef on a voyage between Apia and Suva on January 22. Duff Reef is about eight miles east of Wallangilala lighthouse in Northern Lau, and *Matua* was on

(Continued on Page 97)

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ENERGY AND MONEY—BUT THRUST IS IN WRONG DIRECTION

This Phenomenal Boom In Papua And New Guinea

With Australian grants and oil companies' expenditure added to its normal earnings of £15 millions, Papua and New Guinea are spending at least £25 millions per annum. R. W. Robson here argues that, while this expenditure has created a phenomenal business boom, and is greatly enriching the big corporations and the Chinese, it represents an effort partly wasted, because it is not being used to establish the right kind of young Australians as planters and ranchers in the huge Territory.

AT first sight, the "progress" being made in Papua and New Guinea is staggering.

The Administration is constructing offices and staff houses, schools and hospitals, roads and wharves, bridges and airfields, in a sort of frenzy—just as if it thought its money supplies were going to be chopped off.

Private enterprise is similarly active. In fact—as in Chinatown, Rabaul, where 83 residences and stores are at this moment under construction, *financed by the Chinese themselves*—private enterprise is out in front.

Casual observers, accustomed to cutting the coat to suit the cloth, look around in amazement. Why and how, they ask.

The *how* is easily answered. P-NG sells produce worth about £14 million Australian per annum; the big-hearted Australian taxpayer adds another £8 million or £9 million to that, as a gift; and the oil barons provide another substantial sum (this year, £3½ million), in the expenditure of which they hope to stake out a new oil empire behind the Gulf of Papua.

Add that up, and you get the answer. Of that total of £25 millions annually, a large proportion is being spent in building and in establishing new industries within the country, and in feeding not only the folk engaged in the established industries, but also the army of administrative officials and artisans created by this extraordinary boom.

Incidentally, in the doing of this,

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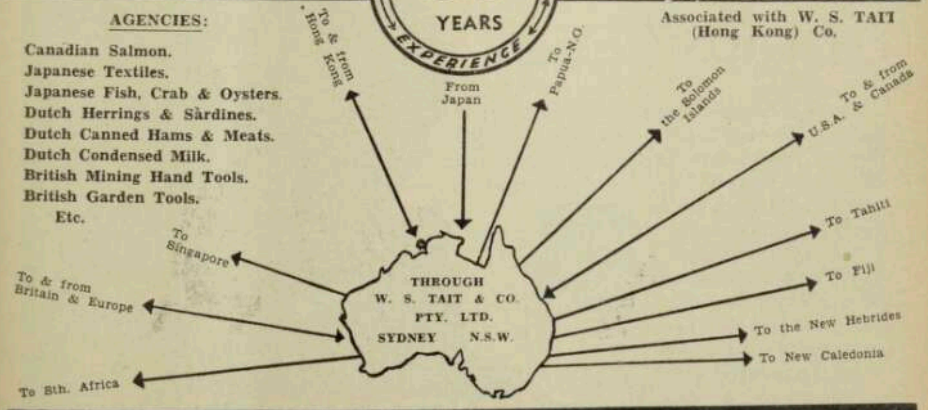
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a good many deserving folk are making fortunes. There is no taxation of income in this happy land.

BUT the *why* is a less simple question. What object is Australia trying to serve in making this prodigious—and expensive—effort to create a big and lively economy in P-NG?

Is this an attempt at "colonisation"? Or a concerted effort to raise primitive folk from Stone Age to European standards in a couple of generations? Or is it a planned attempt to place something like a defensive barrier between Australia and the swarming masses of Asia?

One can get no intelligible answer from Canberra. Canberra, of course, insists that the over-all emphasis is on native welfare.

And the natives certainly are coming along, up the social grade, in remarkable fashion—I have just seen Tolais, near Rabaul, who are quite rich cocoa-growers; English-speaking youths at Goroka who, 3 years ago, could use only the dialect of a Chimbu village; efficient native clerks and salesmen in Port Moresby stores; native youths in college blazers travelling from Brisbane on the planes to spend Xmas in New Guinea.

But Canberra insists also that the whole future belongs to the natives.

In view of the way in which some Europeans are putting in cocoa and coffee plantations, and sawmills, and engineering shops, and jostling each other for land, and the confidence with which the Chinese are extending their buildings and plantations, it is clear that, with or without Canberra approval, this is *not* going to be a one-race economy

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Canberra says one thing; the logic of events and developments indicates something else.

It could be that one eye of Australia's Top Brass, which could have been keeping an unfriendly watch over P-NG's private enterprise, is fully occupied in studying the ugly trends to-day in Indonesia and Singapore; and that, on balance, Top Brass really is very glad to see the creation in P-NG of a European economy which, in the event of an Asian surge southwards, would provide some sort of defensive barrier for under-populated Australia.

But Minister Hasluck officially does not subscribe to that.

Anyway, for what it is worth, and irrespective of confused and conflicting policies, Australia's abundant money, and Australia's hard-drinking and hard-working young men, really are doing a magnificent job in the huge Dual Territory, and creating there an empire of which Australians (despite the screeching of the Red and Pink "anti-colonialists") may well be proud.

OF course, in an enterprise of this size, all sorts of stupid mistakes are made; square pegs create savage frictions in round holes; greed and exploitation lead to evils which reflect badly on our individualistic system.

The demand for all kinds of goods and services is sharp and competitive—so that costs are almost beyond belief.

I found a plumber of modest capacity who demands—and gets—£148 per month, plus free housing. I paid £3 per day for hotel accommodation which consisted of three meals and a square box without water or bedside light or dressing table. I found a newly-arrived young mother wailing over the incredible prices of baby-food and shoes. I was in an air-serviced store which charged 4/- for the *PIM*, which we blushingly sell for 2/- in Sydney.

But no one worries. Every sober and industrious man in the Dual Territory is making more money than he ever dreamed of in Australia. And there is no taxation of income. Any man—or woman—who understands business principles could become rich here in ten years—if these conditions last ten years.

There are some unpleasant things to be said about the High Command—but let us look at the pleasant things first.

THE most impressive and praiseworthy factor in the P-NG set-up is the enthusiasm and eagerness of the Administration's field officers.

I met them everywhere—patrol parties, education men, instructors of co-operatives, medical parties, lads from Agriculture studying soils and grasses and animal husbandry—and many were almost tripping themselves up in their haste to get on with what is an inspiring job.

Some two years ago, when I was in Goroka, DC Ian Downs had just finished pinning his fantastic road to the sides of the precipitous gorges, with huge stakes manhandled out of the high valleys; and thus had beaten the Public Works pistol by about ten years—he had put in a trafficable road from Kainantu to Mount Hagen.

All praised "young Downs's" initiative and energy, but many said that the clay track across the mountain-range into Chimbu would collapse as soon as the monsoonal rains hit it. Cherry Lane drove me over it—one of the various reasons why my hair is white—and I agreed with the critics.

So I was happy, this trip, to go with District Commissioner H. P. Seale on his fortnightly inspection of the "Downs Road"—and it was a bonny sight. The road still is there; it has been everywhere drained, strengthened and improved; and *it is gravelled for 25 miles*, from Goroka to the top of the 7,500-ft dividing range.

JIMMY WILTON put the road in for Downs—a really wonderful job—but the ingenious James is long gone; and the later work has been done, not by road engineers and bulldozers, but by patrol officers and policemen, with lines of villagers carrying armfuls of gravel



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in pieces of bent tin; and painfully manhandling logs out of the higher jungles.

Seale has grabbed money where he could, and used lorries to cart gravel and broken shale; but it has been done mostly with primitive man-power.

As an example of how these Australians use the material at hand: DC Seale got his calculating eye on the thousands of 40-gall. petrol drums lying abandoned around the old American airfield at Gusap. He organised a DC3 airlift, and brought 6,000 of them into Goroka. Boys cold-chiselled the ends out of them; odd lorries carried them out onto the road.

End to end, they make admirable culverts. True, they rust away in about 10 years—but they cost nothing except freight—they are far cheaper than cement and last much longer than wooden slabs.

In many places, I saw eight lines of drums laid side by side in a gulch. Thus, they took care of a mountain torrent, and eliminated the back-breaking labour of building a log bridge. The labourers from the nearby villages just laid the drums in the creek-beds and filled the gulch with clay loosened from the overhanging banks

IN a few months' time, when they put in those remaining bridges at the head of the Markham Valley (Maralumi, Iruma, Leron and Umi), there will be a complete and really good motor-road from Lae, over the Ramu Divide to Kainantu and Goroka, and over the Chimbu ranges to Minj and Mount Hagen

The opening of that road will be followed by a developmental leap in the Highlands (now entirely air-serviced) which will be even more amazing than the progress of the last five years.

Two years ago, Goroka announced proudly that it had 100 buildings. Now it has 200, and 100 telephone subscribers.

There are 270 motor vehicles registered at Goroka—nearly all brought in by air. But, this year, while the unbridged streams are drought-stricken and low, the resourceful Australians have been sending in trucks and cars under their own power. Commissioner Seale's new Holden car reached Gusap from Lae the day I left—and as I looked down from the plane on those turbulent Markham fords, I wondered how it was done. Manhandling, I suppose.

A young Australian, with a line of strong and willing natives, can do almost anything in this country. That is the secret of P-NG's record of achievement since the Japs were thrown out 12 years ago—Australian resourcefulness and drive and native co-operation.

I HEARD someone say, "There's a bit of Mau-Mau-ism around the Territory," but I could find no sign of it.

Low-class whites—and the introduction of such people seems an inevitable part of construction programmes—have associated closely with poor-type natives, encouraged them to drink alcohol (often methylated spirits) and be insolent to whites; and out of that association have sprung some evils. But officialdom keeps an alert eye on them, and the over-all record is very good.

Relations between District staffs and unofficial Europeans and Chinese are excellent.

The District Commissioners (really local governors) are widely different in temperament and habits; but they are singularly alike in that they (a) try to ease the

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way for private enterprise, with all its grouches, frustrations and suspicions; and (b) bend all the resources of Administration to the heavy task of improving the social and economic condition of the natives.

I formed the impression that much of the good that is achieved by the District Commissioners comes from the DC's own commonsense and purposefulness, and is not the result of Canberra directives.

Canberra should give public thanks for its DC's, who have been an admirable barrier between a bureaucratic dictatorship in Canberra, and Australia's rapidly-developing little colonial empire.

Non-official classes, who loathe Canberra and most of its well-mouthed policies—and especially its peripatetic politicians—have respect and regard for the District Commissioners and their staffs. I think that is the result of the reorganisation which Administrator Cleland carried out two or three years ago, under which the District Commissions were created, and the authority and functions of the District Offices re-arranged.

But I do not think that District Commissioners are given enough local authority in such vital matters as land settlement, afforestation, and native education. Minister Hasluck, as the great planner and little dictator, keeps those powers jealously in his own hands

OF all the things vital to the future of this Dual Territory I should put first the matter of land settlement by Europeans.

Unless the whole economic structure of P-NG has a backbone of European primary producers, this vast land (one-half of the world's biggest island, plus the large islands of New Britain, New Ireland and Bougainville) will come inevitably under Asian domination; and Asian domination of P-NG inevitably means the end of a European Australia and New Zealand.

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Minister Hasluck belongs to an anti-colonial school of thought which insists that this Territory (capable, on East Indies standards, of maintaining a population of from 50 to 80 millions) shall be reserved for the descendants of the estimated 1½ million primitives now there, and, so far as protection against Asia is concerned, he puts his faith in ridiculous conceptions like UNO and the Colombo Plan. I shall not live to see it, and one cannot collect or pay bets in the place where I am going; but I should like to stake everything I own that Minister Hasluck and his ilk are completely and tragically wrong.

The bulk of that £8 or £10 millions per annum which Australia is giving each year to P-NG should be spent on the establishment of these eager young Australians in P-NG as copra-producers, coffee and cocoa-growers, cattle-ranchers. In actual fact, the Hasluck policy is encouraging European private enterprise in P-NG far more than it acknowledges. But the practical help is going mostly to the big corporations, who have ample funds to back their enterprises. There is nothing for the young men who are so eager to get in on some land, and establish plantations and farms.

In this country, such places call for a capital of from £10,000 to £20,000. The young men simply haven't got it, and they clamour in vain around the District Offices and plead uselessly to the land settlement organisation directed by the grim-faced Mr. McInnes.

Why, in the name of justice and commonsense, is there not some machinery through which these eager young Australians can be financed onto suitable plantations and ranches by means of some of the £8-£10 millions which Minister Hasluck scatters so lavishly over the Territories each year?

So much could be done—and is being done—in carrying out public works and creating the machinery for development. So pathetically little is being done in introducing and equipping these young Australians as the core of the Australian developmental and defensive organisation in New Guinea.

For that, I blame primarily a Minister who—judging him by his writings—is generally anti-colonial and pro-native. Look at what ten years of anti-colonialism and pro-native-ism have done to the Western world! Why repeat it in New Guinea?

THE Administration must be very happy over the way in which the natives are learning to grow coconuts, cocoa and coffee, for the world market.

In the year ended March 1, 1956, the natives planted some 270,000 cocoa trees, making a total of nearly 2 million trees, on 7,464 acres of native village plantations; and in that period the natives contributed 329 tons to the Territory's total cocoa export of 1,300 tons.

One finds the same general progress in native coconut planting; and the natives (mostly through their co-operative societies) are responding well to the Administration's pleas that they should grow rice, peanuts and a larger quantity and variety of food crops.

That is all to the good. None can quarrel with all the efforts that can be made to establish New Guinea as a little nation of peasant producers, enjoying some degree of literacy.

But if anyone imagines that that kind of New Guinea will provide any kind of protection against Asia for the European countries in the South Pacific, he is not only a fool, but a menace.

So much is being done in Papua-New Guinea, in a material sense, with Australia's huge annual subsidy. But, in the final analysis, it contributes so little of real value to the future security of the South Pacific's European communities. And that, in my opinion, is all that matters in this ugly world. Native "welfare"? Can there be any greater contribution to native welfare than holding the South Pacific against the swarming, hungry masses of Asia?

† Mr. Bob Howlett, secretary of the Fiji Visitors' Bureau, and Mr. Harvey Hunt, of Hunt's Travel Service, Suva, went to Australia this month to attend the sixth annual conference of the Pacific Area Travel Association in Canberra.



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LETTER TO THE EDITOR

TRADER V AUTHOR: The Other Awful Side of the Same Picture

IN September PIM we reviewed Mr. Willard Price's latest book, "Adventures in Paradise". Mr. Price subsequently took us up on an offer of a gift copy of the "Pacific Islands Year Book" and in a letter to the Editor stated that he had been congratulated by VIP's in the Cooks for the Cook Islands portion of the story. We had thought that he had got a little too near the bone to altogether please the somewhat sensitive residents of those parts. And that he didn't please all the residents is evident from the following letter from the ex-owner of the ship in which the Prices journeyed from Aitutaki to Rarotonga. We liked Mr. Price's book—and will say this in his defence: The version of the voyage given here by Trader does not make it sound any less of a nightmare than the original Price version. As we read it, Price wasn't complaining—only describing his experiences. And whether he imagined them or not, his description came so near our own personal experiences of Islands schooners (to which we never get closer than 10 miles unless absolutely driven to it) we called that particular passage a "classic".

AS ex-owner of the vessel recently criticised by author Willard Price, I crave a little space in your journal to give the other side of the picture.

This person is a typical example of the peregrinating Yank with "room with bath, push-button service" complex. He travels to Fiji, Samoa, the Cooks and Tahiti by 1st class plane transport and best hotels possible, then, after spending a few days only in each place, makes a few notes and then on return home sets out to write a complete book full of misinformation which, to the uninitiated, is taken for truth. For example, his horrible description of the trials and tribulations of travel on a copra schooner.

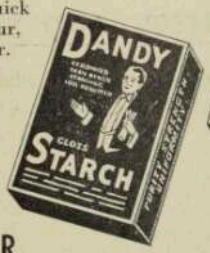
My first acquaintance with Price was when my vessel called at Aitutaki Island to pick up a full load of copra, and he sought a passage to Rarotonga as his only opportunity to spend a few days there to write it up for his new book. He didn't look the roughing-it type and I did my best to put him off the trip, explaining he would have to go in with the native crew in the fo'castle and that it meant a dead slog back in dirty weather conditions—the ship was an ex-yacht gutted out for carrying copra and not passengers.

However, this son of Uncle Sam was emphatic that he had never

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been sick; no sir, not in 40 years of travel; he would chance it.

Still dubious, I finally agreed and Willard was duly rowed out, sitting on top of a load of copra, complete with the usual tourist paraphernalia of jockey cap, sports shirt, camera, binoculars, etc.

On board and under way we were soon pitching into very steep head-seas and I had time to see how our journalist was faring. Alas, he was not faring too well and quite evidently would fain have returned to the comfort and safety of dry land —any land at all, even without bath and push-button service.

He certainly got ample bath service on deck, as promised, and down below in the fo'castle his cultured senses were appalled at life in the raw, very raw indeed:

Several native passengers, male and female, in varying shades of undress, but all desperately imbued with the same idea of "bringing up more when there just ain't any more left"; the cook boy's stew, which had been upset; and the pans chasing each other about the slippery galley floor. In short, the only creatures enjoying life were the copra-bugs which come aboard with every shipment of copra and are inevitable in this trade.

The olfactory senses of Price were further jarred at certain unsavoury odours arising from the bilge, inherent in copra carriers where fragments of old copra work under floorboards, and beyond dousing the cargo of copra with Chanel No. 5 and flushing out the bilge with half-a-dozen barrels of eau-de-cologne, there just isn't any cure for the evil.

A NEW catastrophe was then reported by Price—the toilet was on strike and wouldn't give out.

This is a periodical, sad state of affairs with native passengers manipulating wrong valves and gadgets with more force than skill, but a major disaster to Willard, who was obviously pondering, like Job of old, just when the slings and arrows of misfortune would ever cease.

After another brief, unhappy, sojourn below, he came rushing up topsides again as, with a loud crack, the jib tears out of its bolt ropes and slaps the ship with the fiendish glee of a thousand djinns let loose. Physical discomforts temporarily forgotten in this imaginary (to him) dire peril.

Price watched in a bad state of jitters, whilst the sail, or what's left of it, is handed, and shakily

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makes his way below again to the lessened roar of the elements—elements which, even yet, have no respect for the famous "American Way of Life."

And then it happened; he's done it at last, the proud boast of 40 years is torn to shreds—Price is sick; yes, just like the common natives.

Night passes, with the wind a "stinker ahead" and the ship being "pinched" to make as near the course as possible.

On deck, Price says its a "hurricane," though any knowledgeable seafarer would know it's the wrong time of the year for anything but a gale in the Cooks.

He then inquires what time we will arrive, same as one might ask the train driver what time he will make the next railway station.

Alas! I see that, despite having navigated the vessel from England to Australia, my stocks as a navigator are very low with him, especially when I admit I just can't say when we will arrive, and that as we had still 100 miles or thereabouts to go to windward. It could be that I would have to wait for sights the following day to find the position should the DR be out due to tacking.

In imagining himself just one jump ahead of the well-filled locker of Davy Jones, Esq., Price misconstrues from this that we can't find the way. There was no chance of doing the trip against the dirty sea in the usual time of one day, though as usual native boys are shinning up and down the masts.

To Willard this proves we should be there and why the heck aren't we? Why can't the boys see the land?

At daybreak the following day we made out Rarotonga not far distant and in a few hours we tied up to the wharf and away he streaked in the eternal quest of "room and bath service" at the hotel ashore.

Just a rough-weather trip in the life of an Islands Trader, but to tourists a most terrifying experience.

Well! gentle reader, if you do not have nous enough to know better than to expect *Queen Mary* comfort in a small copra schooner in stormy conditions, then I hope you will see another side of the picture to the distorted account of this Price fellow, who subordinates a true picture to sensationalism.

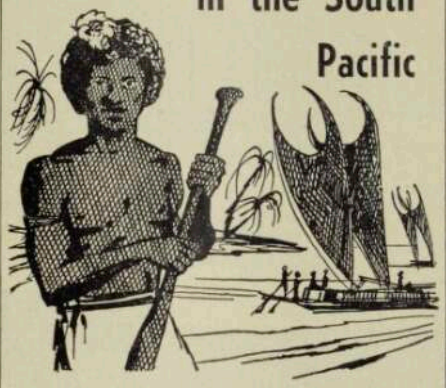
I am, etc.,

TRADER.

Rarotonga, CI,
November 20, 1956.

¶ Mr. Gerald Adams, of Lautoka, Fiji, who has been on the sick-list, and who has been in New Zealand undergoing treatment, returned from Auckland to Lautoka in January. His numerous friends were pleased to note that he had made a good recovery.

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MAGAZINE SECTION

Tropicalities

THE HUMAN-INTEREST STORY THAT GOT AWAY

FROM the Sydney "Daily Telegraph" of recent date, under the heading, "Suva's Roads Are Short":

A golden, white-skirted man walked into Sydney Traffic Court to watch justice being administered to erring motorists.

The tall, well-built figure belonged to visiting Tongan Police Force Inspector Palu.

As the magistrate handed out fines to apologetic speedsters, Inspector Palu said that in Suva the farthest a person could drive was 40 miles.

"Then you come to the end of the road and the beginning of the sea," he said.

To the editorial dept. of the "Tele" we offer, at trade discount, a copy of the "Pacific Islands Year Book," which fixes all Islands' capitals accurately—such as Suva being the capital of Fiji which has many hundreds of miles of excellent roads; and Nukualofa being the capital of Tonga.

VIN ORDINAIRE DRINKERS DO NOT PAY FOR THE SPUDS

THE French are a practical lot—particularly when it comes to effective, if bizarre, taxes.

Our New Caledonia correspondent reports that a tax put on all alcoholic drinks, except beer and *vin ordinaire*, last August, has since netted a million francs—about £A7,000—which will go into a "tourist fund" to improve country hotels and other tourist facilities.

And not content with this, another slug of 15 per cent. was put on the same type of drinks about the same time, and has collected another £7,000—this time for the benefit of local New Caledonian potato producers!

The fund assists growers to buy seed potatoes from Australia. Last August, of course, Australian potatoes were virtually gold-plated—between two and three shillings per pound. Since then there has been a slump, and £7,000 should, at current prices, be sufficient to supply New Caledonia with every spud it will need for a whole year.

WHO LOST A FLAG?

MEDICAL Officer I. Markheim, medical officer of the new Matson liner *Mariposa*, and former medical officer in the US Marine Corps, delivered a British flag of some interest, to the United Kingdom High Commissioner at Sydney in January.

Markheim said that he had found the flag in a captured Japanese hut in the Solomons. The High Commissioner expressed the opinion that it was the former flag of the Resident Commissioner at Guadalcanal. (The BSIP Resident Commissioner lived at Tulagi before the war; the High Commissioner for the Western Pacific was then also the Governor of Fiji. The two posts were separated at the end of 1952).

Markheim was seriously wounded at Rendova, invalided back to Auckland, and spent a further four years in hospital in the United States.

He took the flag as a souvenir, but now feels that it should be returned to the appropriate authorities as of historical interest.

DAY IN THE LIFE OF AN ADO

IT is a coastal village in New Guinea.

The teacher's wife is sick but in the cussed manner of women wants to go to the garden to plant yams just the same. The husband says no; stay in the house and have a rest.

They argue for a while and the wife's temper flares. The husband orders her to stay home, and keeps his temper.

In a fit of anger she chops all the yam plants to pieces.

He does not take any notice of her. So she gets wilder and starts breaking up the happy home. Though he does not want to lose his temper, he decides that it is time to stop her. A few bumps on the head and a black eye are the results for the wife.

More furious than ever, she reports to the District Office that she wants to "make court" against her husband, because:

(1) He did not get angry when she was, and did not stop her from chopping up the yam plants;

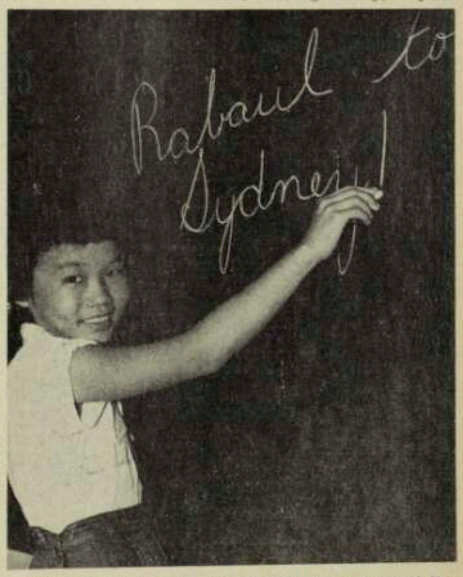
(2) He hit her in the face and disfigured her, while he should have hit her on a more sensible part of the body.

The ADO hears the case a few days later. The wife by then has had time to cool down; she does not want her husband to go to jail, especially when she learns that while there he will have no tobacco to smoke.

The court opens and she is asked to make her complaint.

"I have nothing to say," is all the ADO can get out of her.

"I have nothing to say," repeats



HERE SHE COMES: Eleven years old Maisie Hui, daughter of Mr. Ping Hui, Rabaul, NG, expresses a little black-board exuberance—as well she might. Maisie passed the 1956 subsidy examination which entitles her to £145 per annum towards her Australian school fees, plus one return air-fare. And, a little later, she was awarded one of the first two Vacuum Oil Company scholarships which is worth £50 per year for six years. Maisie has been a pupil of the Administration Chinese School, Rabaul, and will now attend the Methodist Ladies' College at Burwood, NSW.

A photograph of Kenneth Crocker, of Port Moresby, who won the other Vacuum Oil Co. scholarship, appears elsewhere in this issue.

Photo: C. H. Meen.

the husband when he is asked to say his piece.

Annoyed, but resigned, the ADO dismisses the case and sends the pair packing.

THEY SAVE MONEY AND MANA

ANOTHER Cook Islands' custom shows signs of dying out with the increase of a money economy.

This is the practice of holding extravagant wedding and funeral feasts, known as *umukais*.

At wedding feasts the families of bride and groom strive to outdo each other in the matter of providing food and presents and putting on the biggest show. The guests sometimes run into hundreds, and, in spite of wedding presents received, the young couples often begin their married lives much impoverished. Funeral feasts are also big and very expensive.

Years ago pigs and poultry were raised by Cook Islanders for the purpose of providing food for feasts, and they cost the owners only the price of their feed. Store goods were also cheap. But in Rarotonga to-day many people pay high prices for all these things.

A growing awareness of the value of money and how it should be used has caused some of the younger people to ask if something could not be done to reduce the heavy expenses incurred by *umukais*. The Roman Catholic Church and the London Missionary Society have asked the people to hold less extravagant feasts, and are receiving the support of the young people.

Some of the Co-operative Societies established in Rarotonga and Atiu have also put into practice ideas for helping their members reduce costs of wedding and funeral feasts, without losing personal prestige.

When a death occurs in the family of a Co-op. member, fellow members undertake to do any work in connection with the funeral free of charge. They have also agreed that expensive feasts are not necessary.

When a Co-op. member wishes to marry he asks his Committee for their assessment of a reasonable amount to expend on the feast. In this way extravagance is avoided and the prospective groom's *mana* is saved by shifting the responsibility from his shoulders to those of the Committee. The only people to oppose these enlightened views and new-fangled notions are the older members of the community. But in spite of them it seems certain that the spectacular but wasteful *umukais* will become a thing of the past.—*W. H. PERCIVAL.*

BRING ON THAT OLD SOUTH SEAS MAGIC

WE presume that the gentleman in the Homburg hat saying "How" to the American Indian (above), is Mr. S. Jackson Coleman, Hon. Principal of the Folklore Academy, Isle of Man. (The old gentleman, in the white nightie on the right, is evidently an Ancient



Druid, with a very groggy-looking Stonehenge in the background).

Mr. Coleman writes, with some exuberance, and on egg-yellow notepaper with this cute little drawing as a letterhead, that he is shortly to make a voyage on *Southern Cross*, calling at Papeete and Suva, as well as at Australian ports, there, we presume, to collect folk-lore. He says—amongst other things in three closely typed pages, too long, alas, to reproduce here—that:

"I am looking forward very much in Fiji to getting the melody of the *Isa! Isa! vulagi lasa dina*; some of the mussel-shells used by the natives as a musical instrument; and any luck-bringing charms employed by them; as well as to see on arrival in Tahiti the cloud-topped volcanic peaks of Tahabut and the coral walls around Papeete. But, naturally, to my wife and self the kaleidoscope of colour at Tahiti will be surpassed by any memories we can get of the posturing natives as they provide for us a pageant of history that has never been written or read."

We don't know exactly what you are getting at, Mr. Coleman; but we can promise you one thing: When you hit Suva and Papeete you are going to get some big, big surprises.

Mr. Coleman (who is also a barrister-at-law, and life member of the Royal Geographical Society, the Royal Anthropological Society, the Royal Empire Society, the Overseas League and the English-Speaking Union) feels that radio and television interviews might get him in contact with the natives. And that newspaper articles could help, also; especially (as happened to a friend of his in Africa), if he could be made "an honorary tribal chief."

PIM CROSSQUIZ NO. 83

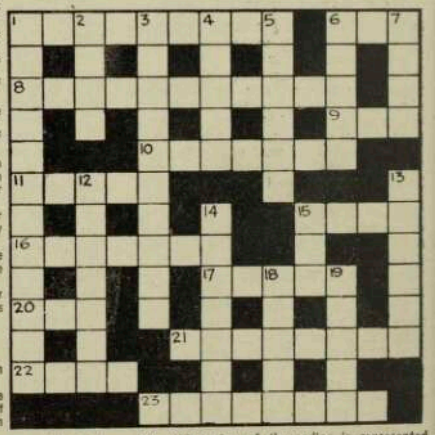
Solution on Page 87.

ACROSS

1.—What Russian city was formerly called St. Petersburg and Petrograd?
6.—What is a female elephant called?
8.—Which British parliamentarian was primarily responsible for the abolition of the slave trade?
9.—What did the Aztecs worship?
10.—Who wrote under the pseudonym of "Mark Twain"?
11.—From what tree is cocoa obtained?
15.—What is the capital of Peru?
16.—Who painted "The Transfiguration"?
17.—Who wrote the story of the hare and the tortoise?
20.—What decision does an umpire give when a fieldsman fumbles a catch but another takes it?
21.—What is the term for a person who believes only in material evidences?
22.—In what film did Leslie Caron share the lead with some puppets?
23.—What is the strong spar that projects over the bows of a sailing ship?

DOWN

1.—Who wrote "Alice in Wonderland"?
2.—What river flows for a longer distance in a straight line than any other river in the world?
3.—Who composed "Some Day I'll Find You"?
4.—What weapon obtained its name from a suburb of London?
5.—What is the term for a vertical window in the sloping roof of a house?
6.—Of what game was Capablanca world champion from 1921-1927
7.—Who was the architect of St. Paul's Cathedral?
12.—What is the building occupied by Congress at Washington?
13.—Who wrote "La Comedie Humaine"?
14.—What is the second largest city in Great Britain?



15.—What sign of the zodiac is represented by a lion?
18.—What type of vessel is very similar to a cutter in design?
19.—Who was the world's most popular prima donna in the second half of the 19th Century?

Don't Blame
Lord Northcliffe—

THERE'S ALWAYS BEEN HOT NEWS FROM THE ISLANDS

By STUART INDER

THEY say the newspaper business has never been the same since Northcliffe brought out a new type of rag with a punch, at the turn of the century.

Since then, they declare, journalistic ethics have been kicked in the teeth twice every day in the scramble for hotter stories; and the facts have been angled to the oddest shapes to fit.

In the Islands especially, the critics despair.

There, all manner of people may be heard noisily choking over fascinating mainland press accounts of the things that happen at their very doors without their knowledge—things like chieftains demanding that the Duke of Eidnburgh kiss their feet in homage; Shangri-la's with inhabitants 7ft tall; and the dramatic adventures of assorted Islands mystery vessels.

"What has happened," comes the muffled question, "to the kind of honest treatment we got from the Sydney *Bulletin* in its hey-day? Or the *Sydney Morning Herald* before it took the advts. off the front page?"

Ah, yes—what indeed has happened to the good old days, when reporters weren't inaccurate, or sensational, or witty at somebody else's expense?

Well, not always, anyhow . . . It seems from some of the reading I've been doing lately. . . .

THE name of Dr. William Bromilow is a pretty celebrated one among Islands missionaries. Dead for almost 30 years now, he set up the first Methodist mission at Dobu, in Papua's D'Entrecasteaux Group.

The year was 1891, a time when the Dobuans were eating each other raw, and the missionaries had a tough job convincing them that even when the meat was cooked, cannibalism had become unfashionable in most other places.

The missionaries made their point, but it was a long and tough assignment. Success resulted in Bromilow and his wife being formally adopted into one of the pacified tribes, following what Bromilow described as "a graceful, simple ceremony" involving the gift of a growing coconut tree.

About the same time, he was also invited to take over as headman of another friendly tribe, whose chief had recently died.

Bromilow declined this honour as one that would take up too much of his time.

"But the villagers were importunate," he recounted. "They were so much in earnest that I agreed to accept it if the office could be made an honorary one. They consented to relieve me of all local and corporate duties, and I became titular headman."

The news soon found its way to those good, old-fashioned, accurate reporters, and appeared in a London newspaper.

"But it grew in transmission," noted Dr. Bromilow in his memoirs.

"'In New Guinea, an Englishman is chief of chiefs of a black and savage tribe of Papuans and original cannibals. . .' so ran the report.

"It proceeded to give a highly imaginative and picturesque description of my installation as a ruling monarch, and closed with the statement, 'Mr. Bromilow is in good health and perfectly contented with his position.

"This was true," commented Dr. Bromilow, with irony, "I was in good health and more than content with my position."

But missionaries, apparently, were fair game, for a famous colleague of Bromilow's, the Rev. Dr. George Brown, was complaining about a smart-alec reporter about the same time.

His incident had occurred 20 years before, in New Britain.

Pioneer Missionary Brown had witnessed the great Rabaul eruption of 1878, when Vulcan Island came out of the harbour. (The island, in turn, became part of the mainland in the 1937 eruption). Many times Brown had sailed across the spot where Vulcan was to rise, and a week after the new island appeared he had set foot on it.

He recalled in his memoirs, "I was much amused later in reading a contribution from a very facetious London correspondent of one of the largest dailies in Australia.

"This gentleman stated that he had been accustomed to subscribe regularly to a library of fiction, but lately he had met with such interesting matter in the scientific journal, *Nature*, that he had decided to give up the fiction library and take in *Nature*.

"As one reason for this, he said that it had been gravely asserted in the scientific journal that during a recent eruption in Blanche Bay, New Britain, the fish came up ready-cooked.

"This he no doubt considered a very facetious way of expressing his incredulity."

Dr. Brown then proceeded to put the reporter in his place.

"For some time after the volcano broke out, all the water in the bay was of scalding heat," he wrote. "When we were at Malakuna, it

(Continued on foot of Page 91)



An ancient photograph of a Dobu headman and wife. The headman belonged to the tribe which invited Bromilow to become its chief.

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100 YEARS IN THE SWEETENING BUSINESS

CSR Co., which can now put tiles on your floor, as well as sugar in your tea, has written a book which tells how it was done.

WHEN I first went to Fiji, and was wandering around Lautoka, someone pointed to a hill-top group of bungalows, painted utility drab, with red roofs, and said: "CSR. Keep themselves to themselves. They think they're God."

Subsequent experience was to the contrary. The occupants of the bungalows mixed, all right; and if they believed that the source of inspiration of the parent company was divine, they kept it to themselves.

The Colonial Sugar Refining Company—meaning Sugar in Australia, New Zealand and Fiji—is Big Business, and any Business as Big as this one is a sitting shot for political and public sniping—often by people who wish merely to create a diversion, or who do not know what they are talking about. But people who like to argue, pro and con, about the enterprises and ramifications of CSR now, literally, can throw the book at their opponents; a book provided by no less than the Company itself.

South Pacific Enterprise, published recently by Angus and Robertson Ltd., and written partly by practising journalists and partly by officers of the company, has not, however, been produced in a spirit of justification or apology. As Sir Edward Knox, present chairman of the CSR, says in an introduction, the object is to "communicate an understanding of the nature of the company, how it works and the role it plays in the communities of the South Pacific. Our plan has been to present the evidence and let readers draw their own conclusions."

The book sets out to tell the story of the company, but it is inevitable under the circumstances that it tells also the story of the sugar industry in the South Pacific—an industry that has been the subject of more Royal Commissions and Special Inquiries than possibly any other. It is significant that from all of these official witch-hunts, little has emerged that provides ammunition for offensive action by the instigators.

The book is intended primarily as a commemoration of the CSR's first century in Australian industry; secondly, it proceeds to show in factual fashion the growth of a great corporation and its place in the social and political development of a community.

The result has been a book much larger in size and scope than originally envisaged, and one that is certainly unique, at least in Australia, where the large joint-stock companies of this kind are wont to pursue their course, remote and—as our Lautoka friend inferred—God-like, disdaining to explain their undeniable place in the progress of a nation.

To-day, so diverse have the operations of CSR become, that as well as the sugar you put in your tea, the rum that you put in your cocktail shaker, the building board that ceilings your home, the tiles that floor your shop, the plastics that make your radio cabinet—drugs, chemicals, pharmaceuticals—all may be end products of various company enterprises.

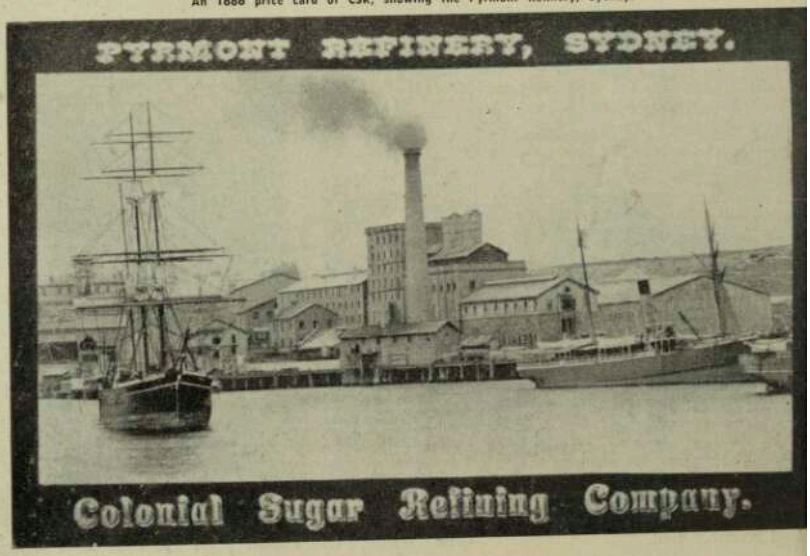
Yet this mammoth company, with assets of over £50,000,000, grown and expanded beyond the wildest imagination of the founders of 1855, retains in its present operation much of the fundamental principles laid down by the founder, Edward Knox, and his son, E. W. Knox, who from 1880 for half a century guided the destiny of the company.

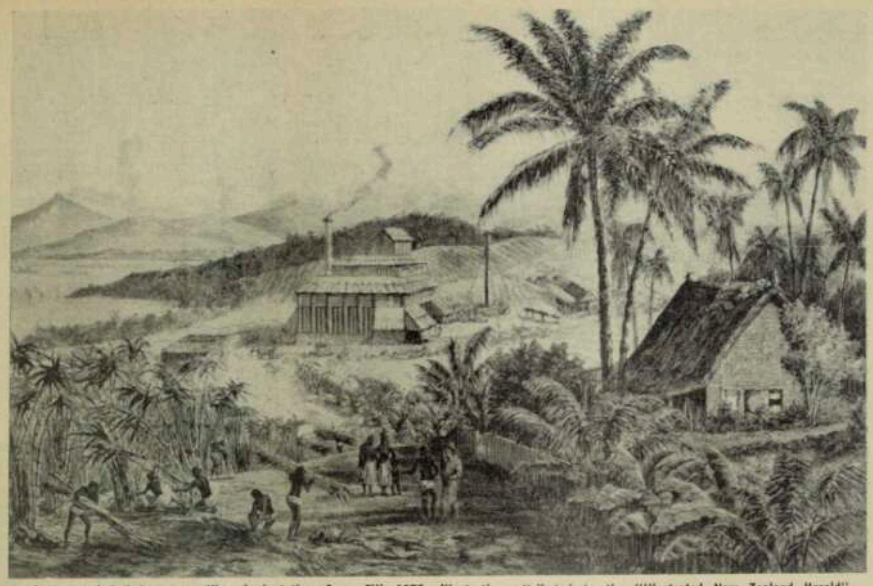
They were—to again quote Sir Edward Knox—"men of integrity, who worked hard, accepted responsibility, counted costs and respected persons."

IN 1843, Edward Knox, then 24, and only three years in the Colony, became manager of Australia's first refinery, the Australasian Sugar Company. He remained with it until 1854, when disagreements arose and it was dissolved. A new company, the Colonial Sugar Refining Company was formed on January 1, 1855. It was an unlimited liability company with a capital of £150,000 and ten shareholders, of whom Edward Knox was one and Edwin Tooth—described as a brewer—was another.

All raw sugar was bought on the

An 1886 price card of CSR, showing the Pyrmont Refinery, Sydney.





Brewer and Joske's sugar mill and plantation, Suva, Fiji, 1875. Illustration attributed to the "Illustrated New Zealand Herald".

open world market and imported—and raw sugar was still being imported into Australia up until World War I. It was not until the late 1860's that raw sugar in commercial quantities was produced in Australia, and not until 1870 that CSR entered the field of raw sugar production in Northern New South Wales. It was 10 years later before the company entered the field in Queensland.

Edward Knox's period with the company was one of cautious advance—a canny ploughing back of profits into the business—against a background of an unstable world sugar market that alternated between unpredictable booms and slumps. He was followed by his son, E. W. Knox, who for 50 years guided the fortunes of the company and whose far-sighted policies provided much of the present-day structure of the organisation.

During the first five years of E. W. Knox's reign, three mills were established in Fiji—Nausori, on the Rewa River; Virla, which operated for only 10 years; and Rarawai Mill, on the Ba River, in the "dry" zone of Viti Levu. The latter started operations in 1886. The company's biggest mill in Fiji, at Lautoka, commenced operations in 1903; the smallest—acquired from another company in 1926—is at Penang, northern Viti Levu. The company's fifth mill is on Vanua Levu, at Labasa, and has been crushing cane since 1893. (It was announced last month that the CSR will be closing its original mill in Fiji—Nausori—at the end of the 1959 cane season).

The company has a monopoly of sugar milling in Fiji, but most Australians in Southern States will be surprised to learn that this is far from the case in Australia. In the Commonwealth it owns seven of the 34 existing sugar mills and produces about one-fifth of the Australian raw sugar. Neither is it quite alone in the refining field; it owns five refineries, but a sixth is the Millaquin Sugar Company, of Bundaberg, which supplies about one-third of the requirements of the State of Queensland.

It is impossible in a short article to give an adequate coverage of the scope of this book, any more than it is to give the scope of the company itself whose enterprise has now progressed far beyond its original purpose of refining raw sugar.

The 500 pages of the book cover every aspect of the company, the sugar industry and sugar as an agricultural product. CSR's sideline enterprises in the fields of chemicals and building materials are also covered and there are an extraordinary number of black and white and colour photographs, graphs, charts and drawings; and, at the back of the volume, numerous appendices and a detailed index.

We understand that the writing and compilation of this centenary record took about a year longer than expected. We can believe it. Price of it is A42/—and at that price, in view of the high cost of book production in Australia, it is likely that this is one department in which the Colonial Sugar Refining Company will not make a profit.—*JT*.

15 INCHES OF LIQUID SUNSHINE

THUS our favourite writer, the man who puts "Cook Islands Daily Press" together, in unquenched humour, on January 8:

Talking of rain—excuse, please—there were 25 days of rain in December's allotted quota of 31. (14.73 inches in all). Christmas came and went and still it rained. No hardship to the reindeer but tough on Santa Claus, sloshing about in his gumboots.

Fortunately, Rarotonga can take a lot of rain if administered in moderate doses. No drowning fatalities occurred and no-one was actually seen awash, except over the Christmas period. Thanks to good teamwork at headquarters, the local sky was cleared by the 29th, and New Year's Eve was fine and clear with a cool easterly breeze and every star in the old familiar firmament.

Technicolour Dreams
and Gorilla Paws—

THE MAN WHO DIDN'T TAKE HIS PALUDRINE

AT 11 a.m., last Saturday, I was brought to a standstill by the machinations of innumerable malaria parasites. As my fever rapidly went up, the hot and humid weather turned cold and dry. I lay flat under a pile of blankets, which gave no warmth at all, and great shivers shook me from scalp to toe-nails. My jaws were too tightly clamped to let the teeth chatter, but they got very sore and sensitive, like the rest of my shuddering corpse.

This was my first real dose of malaria, which, now being in its fourth day, may be giving up the struggle, which has raged to and fro, day and night. From parched shivers to sweltering sweatings, the minutes have dragged through the crawling hours. Facts and fantasies, dreams and hallucinations, have all come and gone with the rise and fall of the fever. How can there be any chronological order in one's thoughts when Time itself has gone mad?

But before my memory and temperature return to normal, I must try to set down some of the glimpses I got of the other side of the curtain of consciousness.

The first revelation which came to me was quite pleasant.

This was of the existence of a Society, previously unknown, apparently basing its membership on Seafarers-Suffering-from-Malaria. It seems to operate around the Port of Sydney, and has cordial relations with the big shipping companies.

I found the members very friendly, indeed, sitting around a wooden table-top which had been made by some of the grateful sufferers. It had no legs at all, being apparently supported as necessary by the members gathered around it in a friendly atmosphere.

There was a Sur-realist crack in the edge, where the veneered surface was not completed. When I noticed this I was told that the table had to begin and end somewhere, which was quite logical. This was indeed no ordinary table-top, like the usual Colonial ones of solid cedar, but of different light-coloured woods, like a honey-coloured violin. I think I offered to complete the job, as my own contribution to the Society, though even then I had secret doubts about explaining the presence of the table-top in my bedroom when my fever left me.

As I have said, this was no ordinary table-top; there could be none like it in the whole wide world, for it had a definite rim, then rose gracefully up towards the central plateau or hub, for the shape did suggest a covered cart-wheel. I did wonder if it could be reproduced commercially, as the sloping surface might be useful, as in school-desks, writing desks, and *prie-dieux*.

One interesting feature about the Society was the free run its members had of any visiting ships, including such mammoth cruise ships as the *Caronia*, with her millionaire travellers.

But I was really impressed with the visit of the most super-de-luxe dream-ship ever to sail around the world. Her name was *Puissante*. I supposed that the exalted Captain of such a creation might be His Serene Highness the Prince of Monte Carlo, while the Purser would doubtless be the Aga Khan. I remember trying to get a suitable translation of the name, and would not accept "Powerful" as that didn't sound illustrious enough. By the time I got around to looking up the name in my French dictionary I was disillusioned, as usual; for the meaning there is given as "powerful; mighty; strong; stout; corpulent; wealthy."

Most dreams are in Black-and-White, which scientists regard as a sign that our ancestral eyesight, like that of animals, was not in Technicolour. During my fevered fantasies I kept an eye out for any sign of colour, but mostly without result.

During high fever there appeared repetitions of patterns before my eyes, rather like repeated designs for textiles, with more than a hint of the Blake Prize style, more torturing than restful. The first of these designs remained before me for a long time. It was black, just a little gloom showing through, but up in the corner was a faint patch of orange, like the Union Jack in an ensign. The only detail of the pattern was a coiled spring, and the rectangular shape likewise suggested a rat-trap. The repetition of the design made a suggestion of a spring mattress.

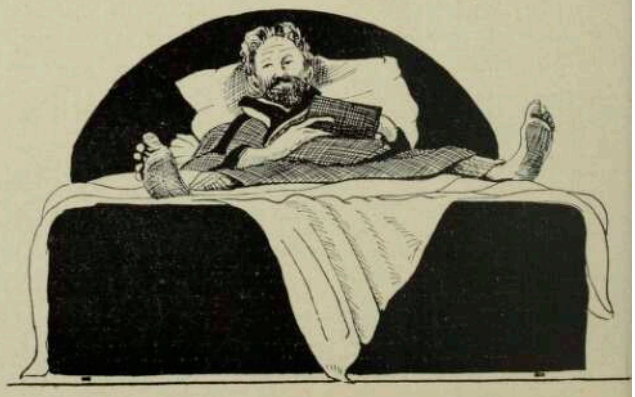
While waiting for my next meeting with the invisible Society, at which I intended to inquire its name, I fell to wondering about the names of Societies and the effects of such names.

There is, for example, the Ship Lovers' Society, quite the most friendly I know. Compare the title of RSPCA, with the Tail Waggers' Club! Then there is the Speleological Society, of very serious cave-explorers (they could perhaps be renamed the Society of Cave Lovers, or otherwise the Fraternity of Cave-men and Women.

Although I didn't succeed in getting the name of the Malarial Society, I was soon afterwards privileged to see how they raised their funds, for this had also been a puzzle to me. This revelation came as a visit to some of the South Sea isles, which was no real novelty to me. I found myself standing on detached pieces of ships which were supposed to be picking up cargoes of Ivory nuts for the market in Sydney, in aid of the Society!

Before the war Ivory nuts were exported from the Solomons in lots of 50 tons. Since the war there is no market for them, as plastics seem to have taken their place, for better or worse

It is the fruit of the Sago palm, about the size of an apple, and its flesh is as hard and cream-coloured as real ivory from elephant tusks. In its green form the nut is hardly more edible than a piece of blue



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metal, and is covered with tight scales like a fish.

This skin peels off, the underskin rots into dark brown powder, so that the mature nut has the same dirty look as an old potato. In shape the marketed nut could easily be mistaken for a petrified apple, in which the core had rotted away. The market value of the nut used to be based on its manufacture into buttons, serviette rings and similar items. Apart from the interesting and intriguing form of the nut itself, it has an interesting life-history. For the Sago palm which bears it must first mature for 15 or 20 years, before it shoots up a special pole with branches bearing the one and only crop, consisting of about 200 nuts, after which the palm dies off.

But I digress. During the height of the fever, I found that I was over-sensitive to noise of any sort, especially any "hep music" from a blaring radio and by night, between fitful periods of sleep, the mosquitoes became my worst tormenters, despite much spraying with DDT. They could aim accurately at my face from many yards distance in the dark, as though it were a radio beacon for their dive bombing.

With both engines over-revving they zoomed into the attack, then cut their motors as they crash-landed on my cheek or temple with their rubber-sprung boots; just as they jambed on the brakes my free hand crashed down on them. This generally meant the end of a suicide bomber, and the end of any sleep for me.

The main battlefield was the right side of my face, so it was almost a relief when the great hairy paw of a gorilla landed whallop on my left cheek. I didn't care a hoot, but my long-suffering wife became instantly vocal, rising through about 64 octaves before I had time to suggest that it was only a cat or a 'possum.

It turned out to be a kitten which had recently adopted us, and after entering by the open window had homed on my face from the window-sill, apparently using the same blind-landing navigation as the mosquitoes.

The fever has now subsided to a constant state of dampness and perspiration, but that is not unique in the present Sydney weather, which has been quite as humid, and almost as hot, as any part of the tropics.

Signed by *BRETT HILDER*, MSSSM (*late member of the Society of Seafarers-Suffering-from-Malaria*).

† The Aleisa Settlement, Western Samoa, the agricultural colony for local-born Europeans, re-elected its Mayor, Edward Westbrook, in a recent election. Aleisa settlement is the only European communal body existing in the Territory.

JUST ONE NIGHT IN BORA BORA

By Charles Brown, Jr.

THE westering sun was pouring a flood of silvery light on the cumulus clouds along the horizon when *Heliotrope*, with Temarii and me on her roof, tacked through Bora Bora Passage and into the lagoon. The little world of Bora Bora lay all about my wife and me—it belonged to us!

After 5½ years, I was returning for a stopover of a night and a day. The 10-tons Maupitian cockleshell, which we had boarded that morning at Raiatea, was carrying Temarii and me on the second stage of our belated honeymoon to Maupiti, the most northwesterly populated island of the Society Archipelago.

On Maupiti, we should reverse time, like an engine, and live backwards. We should live under conditions as they were before the first two English missionaries arrived in the "Christ Ship" with God's command to the heathen of Marua—as the island was then known—to destroy their idols and sacrifice no more humans to the False God. I should write in my notebooks, while Temarii translated them, the ancient myths, stories, and legends of the island, as they were told to me by Outside Heaven, the native pastor, whose forbears had been Maruan kings.

Bora Bora was an alluring prospect. With its warmth and colour, its mountainsides falling precipitously to within a few hundred feet of the opalescent water, its luxuriant painted vegetation almost everywhere, its beaches shining in the sunset glow, the island seemed as unreal as a dream.

Aeons ago, the western wall of the vast bowl of Bora Bora was blown away. The forbidding nudity of the upper reaches of this amphitheatre still bore the scars and burns of primeval convulsion. As *Heliotrope* bore us across the lake-like waters, Temarii and I had the sensation of sailing between the broken teeth of a crater which was rinsing its mouth with a salt lagoon.

Below Mount Taimanu straggled Viatape village, the island's capital. Scattered among the coconut-palms, breadfruit-trees, and strange vegetation were the native, bird-cage houses of bamboo and pandanus-leaves, intermixed with European dwellings, whose red roofs peeked out from the foliage. The smoke of supper fires was rising from the houses.

When we came abreast of Vaitape anchorage, we were dismayed to see that our little world of Bora Bora had been pre-empted by outlanders. Sitting in midstream, like a mariner in white, was a trim, cocky, business-like man-o'-war, the smart rig at its proper set and the cannon bristling in the sundown. On the stern was its name: *Dunedin*. The warrior was paying a courtesy visit to the Island of Gaiety; nay, to Paradise.

A FIVE-MINUTE walk would bring Temarii and me to Madame Bouchan's hotel. On the village green, we found the Bora Borans and their *popaa* (white visitors)—all very jovial as they exchanged courtesies. The sailors were young, and looked natty in their suits of tropical white.

Many of them had been taken in tow by as pretty and sensuous chocolate Calypsos as ever ate lotus-fruit with sailors. They were strolling, arms around waists, with their new *tau heres*—sweethearts. The sparkling-eyed *tau heres* were dressed in their finery, with white waxenlike *tiare Tahiti* flowers and gardenias in their lovely dark hair, and necklaces of jasmine, *tiare Tahiti*, and frangipanni to intoxicate the senses with heady perfumes.

Bora Bora! Island of strange, romantic charm! South Sea maidens to storm sailors' hearts in showers of blossoms!

"*Iorana orua te Atua!* Good evening and God keep you!" the gentle brown people greeted Temarii and me with winning smiles. The women kissed us on the cheeks.

A shrivelled, white-haired woman of the colour of brown sugar and molasses, in a black *Ahu Vahine Tahiti*, the Mother Hubbard gown, stroked my back with her little hand, after the Tahitian way, and cooed like a woodland dove when I was introduced as Temarii's American husband!

The men shook our hands, asked about our health, and inquired if Prince Hinoi, the fat spendthrift who might have been king of Tahiti, was keeping up his calisthenics to reduce his girth.

MADAME BOUCHAN, a small, brisk woman, took us to a guest-chamber where the paint and curtain glared at each other across a double bed, which insisted that no roomier bed could be had on Bora Bora. Madame was quite flustered by the *Dunedin's* arrival that afternoon.

(Continued on Page 93)

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This Month's New Reading

To Queenstown For Orders

AS Confucius might have remarked, titles (as well as covers), are something not to judge a book by. *The Last Grain Race*, by Eric Newby (an unknown), bearing a title least calculated to appeal to a congenital landlubber, female to boot, received last November and put in the queue with a great many Christmas-season books, now turns out to be the most interesting reading received for some months.

Possibly this may have something to do with the fact that its writer was a fugitive from an advertising agency and therefore does not write from the lofty pinnacle of an Old Salt down to the lesser fry who do not go to the sea in ships (and are infernally glad they do not). The story is improved, also, by the fact that although the adventure happened when the author was only 18, he did not write his story until 15 years later when many other adventures and a World War had intervened and mellowed him and softened the memory of the voyage.

The day the Agency lost the Cereal Account many heads rolled, and young Eric Newby decided to go to sea. The vehicle chosen for this adventure was the 3,000 tons steel four-masted barque *Moshula*, ex-*Kurt*, one of the fleet of Captain Gustaf Erikson, of Mariehamm, Finland. It was late 1938 and *Moshula* was in the grain trade between South Australia and Europe and—as it turned out to be—took part in the last race of the giant sailing ships carrying their cargoes of wheat homeward bound. A few months after *Moshula* reached Europe again (in June, 1939), the Second World War began.

The day of the sailing ship was already passing in 1938; Erikson himself was owner of no less than 10 out of the 13 ships that took part in the 1939 race. Having read the adventures of young Mr. Newby as an apprentice seaman in *Moshula*, the fact that the day has now passed entirely will surprise no one.

The post-World War II youth is pretty short on a sense of adventure, anyhow (and it was this type that Erikson relied upon for his "apprentices"). And in these days when AB's demand, and get, two-berth cabins, air-conditioning, and a scientifically-balanced diet, there are easier ways of earning a living than putting up with the sadistic demands of the officers, the brute-like drudgery and temperamental and incessant demands of a sailing ship.

Nonetheless it could be that the human race will be poorer for the fact that preliminary trials to manhood are no longer required: once round-the-world in a full-rigged ship would be apprenticeship to any trouble and strife subsequently encountered.

Moshula left Belfast in October, 1938. She was 82 days outward bound in ballast to Port Lincoln, via the Cape of Good Hope; two months were spent loading wheat, followed by 91 days via the Horn to Queenstown in Ireland, thus winning the grain race for that season—and, of course, the last grain race of all.

Those eight months provided more experience in doing things the hard way than most people expect to encounter in a lifetime, and one supposes that, as our adventurer was 18 at the time, the grimness of it was, at times, an almost impossible cross to bear and not to be passed off lightly as it was 15 years later when he came to write about it and deliberately chose to treat even the worse hardships with humour.

This is a well-written, lively and amusing story that will appeal to those who have no natural affinity with ships and the sea, as well as to those who have. For the latter, technical details, pictures, graphs, charts tables and other vital statistics are there in riotous abundance—but so arranged that they can be mercifully skipped by those who want the story without having to do a minor course for Master's ticket.

We hope that we will hear more from Mr. Newby. A biography is supplied on the jacket of the book and his life seems to have continued adventurous after *Moshula*: War service in the Black Watch in India, Middle East and in Sicily where he was captured during a raid in 1942. When Italy quit fighting in 1943, he got away from his POW camp and tried to keep one hop ahead of the Germans. He broke an ankle and while hiding in a hay-loft met the girl whom he returned to Italy to marry in 1946. With the help of this girl, her father and a Doctor he got to the Appenines, where he spent some months living in caves and shepherds' huts—but was finally captured by the Germans and was in a POW camp at Munich when liberated by the Americans in 1945.

Demobbed in London in 1946, he says he spent some years working for one of the leading couture houses—which, in case you do not known, means high fashion. A stranger preparation for dabbling in ladies' modes we cannot imagine than the Newby years between 1938 and 1946, and the kindest interpretation we can put upon this is that it was on a photographic side. The illustrations in *The Last Grain Race* are superb in quality and probably the technical difficulties of photographing a full-rigged ship in all her various moods is good preparation for photographing temperamental models of the *haut couture*.

At the time that *The Last Grain Race* was published, Newby planned a trip to Afghanistan with the object of writing a travel book. Even without this, he had more than enough material from the war years to write half a dozen books of adventure. We look forward to seeing some of them.

(Published by Secker and Warburg, Ltd. Australian price, 26/-.)

Cape York Coconut Planter

SOME readers will be renewing an old acquaintance with Jack McLaren's *My Crowded Solitude*. It was first published in 1926 and has recently been included in one of the Readers' Digest Association's omnibus books.

McLaren has written other books—most of them about the SW Pacific—but the present reprint is the best known of them and is regarded as something of a classic.

In it he tells how, between 1911 and 1919, he established Australia's first and, so far as we know, last coconut plantation.

It was on the western side of Cape York Peninsula, at a point called Simpson's Bay, but unmarked on most maps. He brought the seed-nuts from Papua and enlisted the aid of the local tribes to assist him in the work of clearing the jungle and planting. After eight years, just after the coconuts persumably had come into bearing, McLaren sold his interest in the place and moved on.

McLaren has a distinctive style that has, in previous editions, been remarked upon by literary critics of much tonnage—including Sir James Barrie, the *Times Literary Supplement* and *Tatler*. It is a style suited admirably to a narrative of this sort and his account of his plantation building under somewhat extraordinary conditions, and his attempt to turn nomadic stone-age man into a settled agriculturist are interesting enough in themselves. No doubt the book should be accepted as an episode in culture-clash complete in itself, and the reader should not quest further. Unfortunately, if you are of a prosaic frame of mind, you cannot help wondering why the publishers did not see fit to include a foreword or some other publishers' device putting the curious out of their misery as to (a) what happened to

(Continued on Page 89)

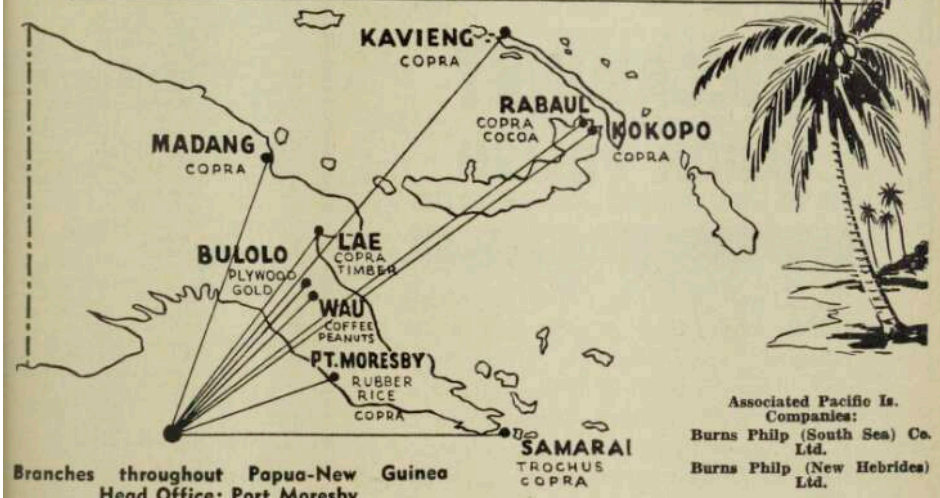
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Your World of Stamps.—VII

Mounting Your Specimens

By KN

DO not forget to always mount your stamps on one side of the page of your album, so that when the pages are turned over the stamps do not become inter-locked. This could damage your specimens.

To make it easier for collectors, some stamp albums are available with special transparent tissue or cellophane inter-leaves.

However, you could make your own individual "see through" in-sertion pages, if you like.

And, another useful point: Although stamps look neat and at-tractive if arranged in rows across the page of an album, why not arrange your specimens in geo-metrical patterns—in squares, diamonds, triangles? But always re-member to leave plenty of room on your pages for additional specimens.

Never overcrowd a page. An overcrowded page can be most boring when "showing off" your col-lection to, say, a non-collector!

It is quite common these days that when new stamps appear on the market, little relevant informa-tion regarding the reason of issue or what the actual designs signify is readily available.

Should you want to learn some "background" to the designs, con-sular or travel offices connected with the country of issue can sometimes help you.

Further enlightenment can be gained from the various philatelic bulletins that some countries make available to interested persons through their postal administrations.

Some Recent Issues

The recent issue by the Egyptian post office of a large stamp, show-ing a modern liner passing through the Suez Canal, to commemorate the Egyptian nationalisation of the Canal Company, recalls that other waterway, the Panama Canal which since it opened in 1914, has been the subject of special commemora-tion and anniversary issues from the USA, Panama and the Canal Zone.

In connection with stamps whose designs have an agricultural forma or honour special farming or agri-cultural events, it is of interest that quite recently the French Colonies of West and Equatorial Africa, Madagascar and the Cameroons, pro-vided stamps to encourage produc-tion of and sale of coffee.

A typical coffee plant comprises the design.

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nature, the United States is to shortly place on issue a stamp as a tribute to the school-teaching profession.

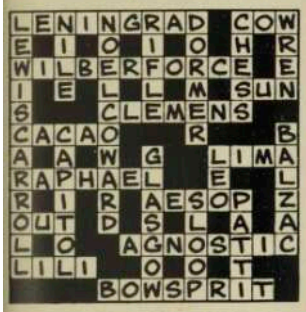
This will be deserved, although in 1940, in six distinct sets of stamps of 5 designs each, portraying famous Americans (scientists, composers, poets, artists and inventors), one was set aside to feature noted American educators.

Railway engines are always a favourite hobby with boys—and their fathers, whether it be merely watching them pass or playing with model specimens. Thus, when it comes to "engines on postage" stamps, the field is still very wide.

A few months ago additional railway commemoration stamps appeared in Portugal and in Sweden, to celebrate the 100th anniversary of the individual railway systems. The Portuguese contribution in four values included examples of 1856 and 1956 locomotives, while the stamps from Sweden pictured labourers working on the railroad, an old-time train and a modern train crossing a bridge.

Solution to Crossquiz

from page 78



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This Month's New Reading

(Continued from Page 84)

Mr. McLaren; (b) his plantation; and (c) was copra ever made and sold from Simpson's Bay, Cape York Peninsula?

(Published by Angus and Robertson, Ltd. Australian price, 16/-.)

Another Blonde Bumped Off

IF one must read Erle Stanley Gardner, "the king of the mystery field in America" (and we confess to idling an hour or two away in that fashion occasionally) the flamboyant Perry Mason is much to be preferred to the other Gardner hero, respectable Doug. Selby, the District Attorney.

Present epic, *The DA Takes a Chance*, is exclusively Selby, assisted by Sheriff Rex Brandon and sundry other characters of peculiarly American origin who are about as incomprehensible to the average Britisher as Men from Mars.

The role of the District Attorney in the American way of life has always been well-nigh inexplicable to this reviewer, and if there is any comparable public role in British public life we so far have managed to avoid meeting up with same. The DA—according to Mr. Gardner, anyhow—appears to fulfil the functions of a Crown Prosecutor, chief of the CIB, and protector of public morals. It is, moreover an elective office and therefore open to all the worst kind of American political skulduggery. The function of a Sheriff in American life is even less clear—but certainly these two gentlemen in this case act quite independently of the police, who are brought in at some convenient stage merely to make the official arrest when all the sleuthing and slapping down of bad men have been successfully carried through by the hard-working Selby and Brandon.

We have read better Erle Stanley Gardners than this, although even when he is at his best he is not on our list of required reading. The threads that hold the plot together are gossamer thin—if indeed they can be seen at all. There is much running back and forth in high-powered automobiles, much political string pulling, and, of course, the victim is a beautiful blonde, strictly on the make with her gentlemen friends—but very generous to her mother!

(Published by William Heinemann, Ltd. Australian price, 13/3.)

He Took the 8.17 for Peru

THE 8.17 a.m. train is as much a symbol of respectable British life as the bowler hat and striped trousers. This book (*A Train To Catch*, by Anthony Rushworth) is about the efforts of Charles to escape the tyranny of the 8.17 and things associated therewith. Finally he up and leaves—wife, home, job, security—for Peru. But this is on page 188. If he had done so in

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the beginning, of course, there would have been no reason to write the book.

Charles is one of a group of young ex-servicemen reluctant to take up the threads of civilian life in 1945. But one by one they are caught up in the pattern: a job, a wife, a house, a family—the ultimate striped pants and the 8.17 train to London. Charles is the most reluctant of the erstwhile dragons but even he succumbs at last to the charms of Ilse, the Swedish University student, and the rest follows in proper sequence.

As a well-educated young person with the right accent, he becomes one of the gracious young gentlemen in a West End establishment that sells rare antiques. He buys a house just far enough out of London to escape the stigma of suburbia; together he and Ilse furnish and garden, meet the right people and look after Charles' dying mother, but Charles continues, at heart, a rebel. When all is set for plain sailing into security, Charles makes a last-minute escape to Peru, and when last heard of is writing books about the South Pacific Islands.

As a counterpoint to Charles' story of ultimate escape, are the stories of the other young men—Graham, who could have married an Australian and acquired a farm "as big as Sussex" but who married an English Jill, entered the family firm and lived at Sevenoaks; and Rubert, who made a success of business in the north, and acquired a wife and a child and all the disciplines that go with them, when he wished to write a history of Byzantium; and Jeremy, who was a failure at selling insurance.

Mr. Rushworth has an irritating "economical" style but his characters and their setting are authentic enough. In its way, the story is a very good advocate for migration: The 8.17 train flourishes in all societies, everywhere, but in no society does the cult of the Bowler-Pants-Train flourish with such vigour as it does in the Respectable Middle Classes of England.

(Published by Angus and Robertson, Ltd Australian price, 16/-.)

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The Long, Long Row

AUSTRALIAN writer J. K. Ewers, whose travel book, *The Sun On My Back*, was reviewed here a couple of years ago, has now written a fictionalised version of Captain Charles Sturt's expedition in 1829-30 down the Murrumbidgee and Murray to Lake Alexandrina. He calls it *Who Rides On the River?*

Into the plain cloth of the Sturt expedition, Ewers attempts to embroider the personal stories of the party of soldiers and convicts who accompanied him.

At that time, these great rivers of the eastern half of Australia had a big aboriginal population and how Sturt managed to take his small party through unscathed has always been something of a mystery. Sturt went out of his way to show friendship for these people but on many occasions disaster was near. Sturt himself attributed the happy outcome of numerous encounters to the intervention of Providence.

Ewers has another explanation for it, and in the light of knowledge we have gained of aboriginal culture since 1830, he is likely correct in his surmise.

(Published by Angus and Robertson, Ltd. Australian price 21/-.)

Hot News from the Islands

(Continued from Page 79)

would have been utterly impossible even for that funny correspondent to wade more than a few inches into the water, though the tide had been ebbing and flowing into it for several days.

"All the fish in this immense sheet of water were killed and so far from it being an exaggeration to say that they were all cooked, it is easily proved that they were very much overcooked.

"For example, it is well known that the tortoise shell of commerce is procured from the hawksbill turtle and the plan which the natives adopt for getting off the shell is by means of heat.

"There were hundreds of these turtles destroyed by the boiling water, and yet only 27 lb of tortoise shell was collected from the whole of them, because the turtles had been so much boiled that in many instances nearly all the shell had dropped off.

"Water hot enough to melt the shell from the back of a hawksbill turtle was hot enough to cook any ordinary fish!"

Anyone wanting to read a fascinating adventure story of the early days in the islands should get hold of Bromilow's, *Twenty Years Among Primitive Papuans*, or Brown's *Autobiography*.

It's wonderful reporting by any standards—to-day's, or of those good old days before Northcliffe brought out that rag.

Reviewed Briefly . . .

SHINING HARVEST: The ninth novel in E. V. Timms' series of pioneer Australia. This one, however, begins in Paris and is probably all the better for that. The scene then shifts to the pastoral area west of New England, in NSW, and the hot passions, etc., beloved of Mr. Timms. The Gubbays are again dragged into the narrative—apparently started on their second-time-round in Australia.

(Published by Angus and Robertson, Ltd. Australian price, 16/-.)

THE GATES OF BANNERDALE: A Teen-age novel by Geoffrey Trease about young people anxious to win a scholarship to Oxford, spiked with some mystery and a little decorous romance. Young readers who wonder what it would be like to go to this most famous of all Universities will find this story informative.

(Published by Wm. Heinemann, Ltd. Australian price, 13/3.)

THE TRUE MEANING OF CHRISTMAS: A Christmas booklet by Bishop Fulton J. Sheen that arrived a little late for the 1956 festive season, but will still be good for 1957. The Bishop, in his own style, tells again the story of the Nativity.

(Published by Peter Davies, Ltd. Australian price, 7/6.)



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Night in Bora Bora

(Continued from Page 83)

"The Bishop of Polynesia is on board!" she exclaimed, her jet-black eyes swelling. "His Reverence has come all the way from Suva, where, they say, a whale's tooth is a king's ransom, and where the Fijian's bristled heads look like scrubbing brushes turned upside down. To-morrow morning, his Reverence will preach in our new church—about sin and eternal damnation. And at sunset, he'll sail for Tahiti to warn her to change her sinful ways, lest she suffers the punishment of Gomorrah." A thrill shook her as her voluble mouth shut.

"What a foolish man the good Bishop is!" I smiled broadly at Madame, and sat on the bed to test the spring. "I could have told his Reverence, without his leaving his comfortable diocese, that there really is no sin in Paradise. As for damning eternally the chocolate *tau heres* who trade their favours, I should have reminded him that Eve was the first trader: She traded Eden for an apple. And I could have told him that he would be wasting his breath by trying to blow out one of the flames on the candle that Tahiti is burning at both ends."

Whereupon, Temarii, an exemplary churchgoer, gave me a look that put a check-rein on my flippant tongue.

The Bishop had not come ashore; he was assisting the captain of the *Dunedin* to entertain Monsieur La *Porte* at dinner.

In ordinary times, Monsieur La Porte was the convivial French schoolmaster of Vaitape. But the present time was not ordinary. The week before, he had been appointed the ruler of Bora Bora until the gendarme, who governed the island for France, could return from Tahiti, where he had taken his wife to have her baby.

Monsieur La Porte was a great gastronome. He would be in no hurry to eat the captain's sumptuous meal. Therefore, the captain, with the Bishop and a number of officers, would not come ashore until the time for the *himine*, to be given in their honour by the Vaitape Choral Singers.

HAVING been comfortably fed by Madame Bouchan, Temarii and I strolled in the early starlight to *maitaitai*—see the sights.

We passed the *gendarmerie*, its red roof projecting like a visor over the front verandah to keep the sun from its face. We gaped with astonishment at the massive new Protestant church, not dreaming that it would be destroyed in hurricane of January 1, 1926.

The wind was blowing through the stems of the coconut-trees as if they were organ pipes, and in the branches of the ocean-suggesting ironwood-trees sounded the

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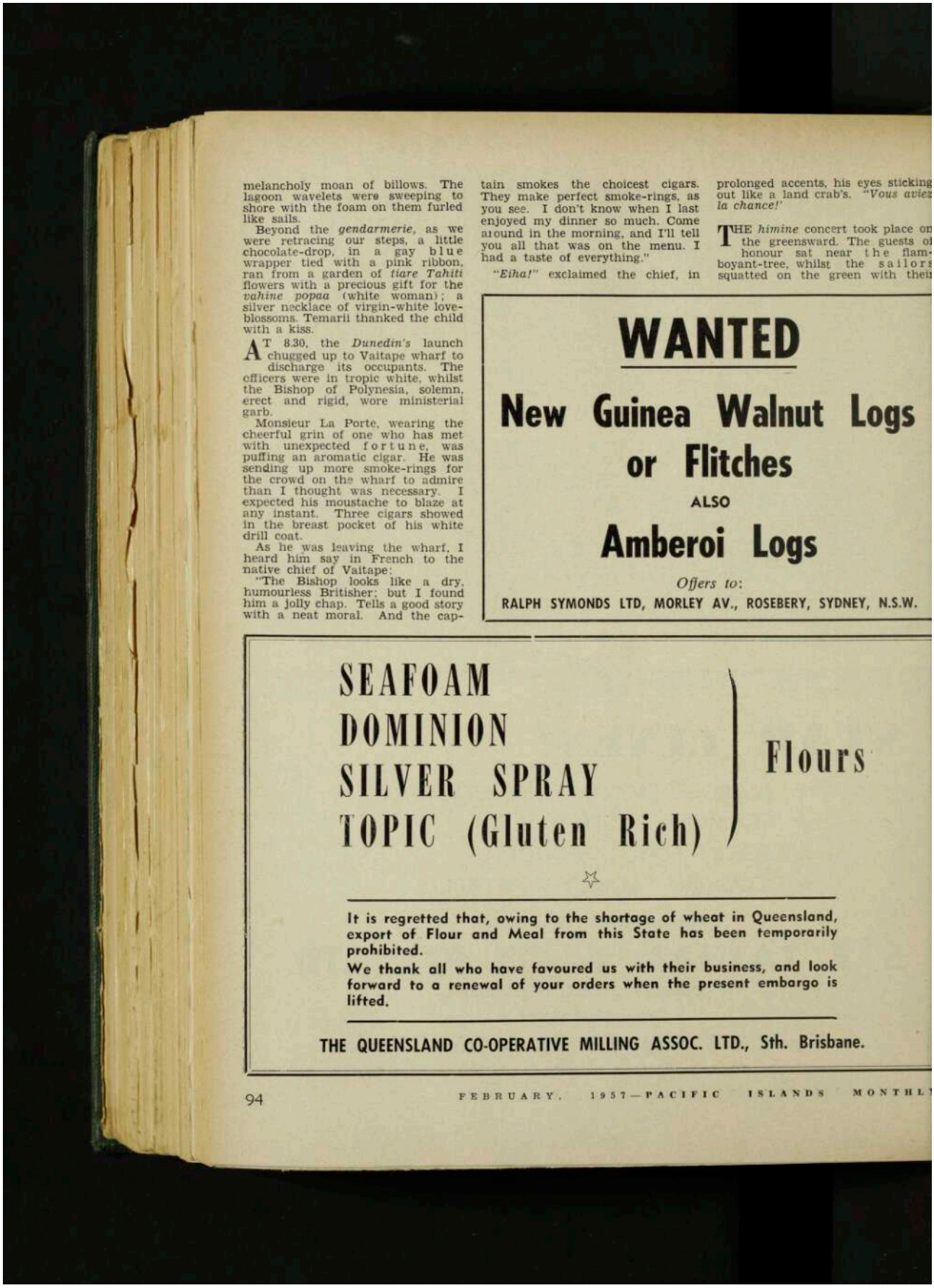
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melancholy moan of billows. The lagoon wavelets were sweeping to shore with the foam on them furled like sails.

Beyond the *gendarmerie*, as we were retracing our steps, a little chocolate-drop, in a gay blue wrapper tied with a pink ribbon, ran from a garden of *tiare Tahiti* flowers with a precious gift for the *vahine popaa* (white woman); a silver necklace of virgin-white love-blossoms. Temarii thanked the child with a kiss.

AT 8.30, the *Dunedin's* launch chugged up to Vaitape wharf to discharge its occupants. The officers were in tropic white, whilst the Bishop of Polynesia, solemn, erect and rigid, wore ministerial garb.

Monsieur La Porte, wearing the cheerful grin of one who has met with unexpected fortune, was puffing an aromatic cigar. He was sending up more smoke-rings for the crowd on the wharf to admire than I thought was necessary. I expected his moustache to blaze at any instant. Three cigars showed in the breast pocket of his white drill coat.

As he was leaving the wharf, I heard him say in French to the native chief of Vaitape:

"The Bishop looks like a dry, humourless Britisher; but I found him a jolly chap. Tells a good story with a neat moral. And the captain smokes the choicest cigars. They make perfect smoke-rings, as you see. I don't know when I last enjoyed my dinner so much. Come around in the morning, and I'll tell you all that was on the menu. I had a taste of everything."

"*Eiha!*" exclaimed the chief, in prolonged accents, his eyes sticking out like a land crab's. "*Vous aviez la chance!*"

THE *himine* concert took place on the greensward. The guests of honour sat near the flamboyant-tree, whilst the sailors squatted on the green with their

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tau heres. Madame Bouchan had set out chairs for Temarii and me.

The Vaitape Choral Singers grouped themselves on their beautiful pandanus mats. Behind them was the brown audience.

The concert ground was lighted by a moon shining in tropical splendour. Above the murmur of voices, infinite like time, sounded Master Organist played on the coral the choiring of the ocean, as the keys of the outer reef. A backdrop for the scene, Mount Taimanu overhung it, the two peaks thrust into the star-powdered heavens.

The first *himine* notes turned all faces toward the singers. The hymn was taken up by other voices. The male singers mingled their deep, resonant basses with the altos and light sopranos of the women, combining and harmonising the sound, like an organ's. One woman had a peculiar, wild sort of note, breaking occasionally into a falsetto. It had great charm.

The Bishop was entranced by the Tahitian metrical versions of the beloved hymns of praise. At his request, several were resung. As he listened, his face softened.

The last *amene* notes fallen into silence, the concert ended. With the Bishop, the captain thanked the chief of Vaitape and the singers for a truly enjoyable evening, and invited the Bora Borans to visit the *Dunedin* the next afternoon, Sunday.

The sailors were loath to part from their chocolate *tau heres*. They strolled with them in the moonlight, arms around waists.

And Temarii and I strolled, arms around waists. My little true-blue-eyed *tau here* was wearing her silver floral necklace. In front of my left ear was the frangipanni-blossom she put there, to tell the little world of Bora Bora that I had a *vahine*; nay, a *tau here*.

THE giant banana-leaves were crystalled with moonlight, and the coconut-palms and the breadfruit-trees were frosted glass and silver. The lagoon reflected the moonbeams as if there were another moon in its depths, and the flowers were yielding all their treasure to the night. The far-off humming of the sea on the reef was like the echo of some faraway memory.

The moon was slipping down the slope of the west when we turned back on the beach road to go to our bed. Near the new church, we discovered a short, stocky man walking under the trees before a palm-thatched, bamboo-walled house. Bareheaded, clothed in white, his hands behind his back, he paced to and fro, a lighted cigar in his mouth. His poise and self-assurance belonged to a man whose achievements had brought him far in life.

At the garden gate, he paused and took the cigar from his mouth, lost in the inmost thoughts of his soul. He did not see us.

After some minutes, he put the cigar back beneath his teeth and relighted it. And Temarii and I saw his face in the flare of the match, and lo! the face was that of Monsieur La Porte—the schoolmaster who had been made the temporary ruler of a French island in the South Seas!

A close reasoner, I could follow the train of thought upon which he had entered. I knew that he was re-living in his reverie the events of this night and that he would revive them in memory as long as life lasted. For this night had been the gala night of his rule!

† During the 10th Session of the Cook Islands Legislative Council in October, 1956, Maori members proposed that the school leaving age be raised to 16 while still retaining the enrolment age of 5 years. A compromise was reached where children must commence their schooling at 6 years of age and continue until their sixteenth birthday. The amended remit was passed, and became law on January 10.

† Two senior Scouts, Surendra Pahlad and Michael Ben, of the First Columban Boy Scouts Group, Fiji, have qualified as Queen's Scouts. Their badges and certificates will be presented at the Fiji Jubilee Scout Rally at Ratu Kadavulevu School, which begins next week.

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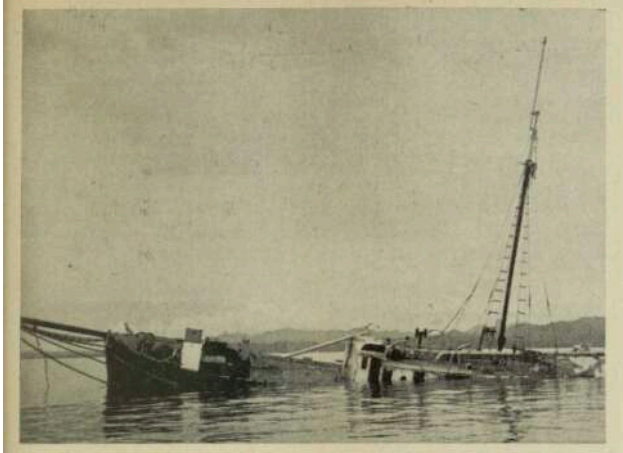
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Partly submerged "Matuata" which was towed to Suva after running aground on a Fiji reef. (See page 58). —Photo by Stinsons.

News of Pacific Shipping

(Continued from Page 63)

her usual route around the islands from Auckland, NZ.

When *Matua* grounded at 2 a.m., Captain J. Broughton sent out a distress signal on the local Fiji frequency, which was relayed to the Harbour Master, Suva. Suva contacted the Matson ship *Monterey*, then on her maiden voyage to Australia, and *Monterey* altered course, but later found that four US destroyers on their way to Suva and Brisbane from Honolulu were nearer. The destroyers reached *Matua* about dawn and found—according to one of the American officers when he reached Brisbane—everything organised for taking off the passengers, all of whom were treating the grounding "more like a picnic" than a marine disaster.

The 126 passengers and some of the crew were transferred to the destroyers without incident, and then two of the tugs pulled *Matua* off the reef—apparently undamaged. With a skeleton crew on board she proceeded with destroyer escort to Suva, arriving about the same time as her passengers.

In Suva, divers examined her hull but damage was negligible; *Matua* resumed her voyage—with passengers—a day or so later.

Matua has been on the USS Co.'s islands service for a little over 20 years, during the war and post-war years providing the only link between Fiji, Samoa, Tonga, etc., and New Zealand (and the outside world).

During the war she kept communications open, running the gauntlet from Auckland round the islands unescorted and armed with a couple of inadequate guns in charge of a small team of NZ servicemen. She came through unscathed and in her 20 years of life has had few mishaps. In September, 1936, a month after she went onto the Islands service after delivery, she ran onto a reef near Aitutaki, Cook Islands, but sustained only slight damage to her rudder.

Captain Broughton has been master of *Matua* for about five years.

(Over)

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—AND *BULOLO*

Burns Philp's 6,000 tons "flag ship" *Bulolo* ran aground at the entrance to Madang harbour, New Guinea, on February 5. She was refloated on the next high tide, sustained no damage and continued her voyage around the New Guinea group and back to Sydney, where she was due on schedule.

Captain McDermott was *Bulolo's* master on this voyage; her more usual Master, Captain Bill Wilding, at present being on another of the company's ships.

Burns Philp's Sydney shipping department knew nothing about *Bulolo*—except that she had been on the mud but had got off.

MONTORO II ON DELIVERY VOYAGE

Little information is available about the new *Montoro* although the ship is due in Port Moresby on her delivery voyage from Norway on February 15.

This motor-vessel of 3,700 tons dead-weight was launched from the yards of Nylands Werk last September and has come out via the Panama Canal.

Burns Philp's shipping department in Sydney—to extract information from which is harder than drawing teeth—does not know to which service *Montoro II* will go. One way and another, we have gathered that no one in this canny Scots firm is prepared to acknowledge the existence of this ship until she is actually showing her black-and-white chequered funnel from a berth in Sydney harbour. Then, and only then, will they be prepared to admit—very reluctantly, of course—that the ship belongs to Burns Philp.

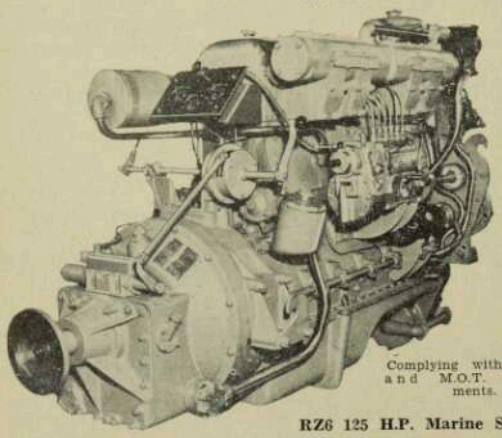
The unofficial story is, however, that *Montoro Mark II* will not be used in the Islands trade, but will go onto the Singapore run.

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22 FT x 8 FT. WORKBOAT hull. £1,035.
38 FT. x 12 FT. WORKBOAT hull, ready engine. £2,500.
WORKBOAT, 49 ft. x 15 ft. x 8 ft., m.d. hold amidships, 5LW Gardner diesel and deck-house aft. £7,000.
43 FT. x 12 FT. 6 IN. x 4 FT. 6 IN. WORKBOAT, 100 H.P. Marine diesel, copper sheathed. £3,050.
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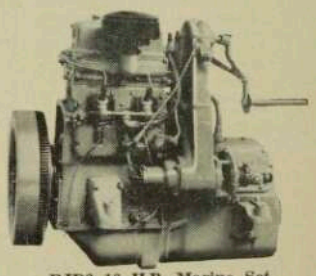
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RAFT DRIFTS EAST

When last heard from on February 4, the raft *Tahiti Nui*, which left Papeete, November 8, to drift to South America and back, was apparently at last heading in the right direction—East.

A New Zealand radio-ham picked up her position on that date as 35 degrees 12 minutes South; 127 degrees 24 minutes West.

This puts Captain Eric de Bisschop and his crew of four on board the bamboo-raft, somewhere out in the unoccupied South Pacific Ocean south and east of Pitcairn Island.

However, apparently everything is still going to schedule as it was expected that the raft would have to go a long way south to pick up the current and winds that would waft it up and towards the western coast of South America.

The original raft-drift in *Kon Tiki* was in order to "prove" that Polynesia was populated from South America and not Southern Asia, as is generally believed. de Bisschop wants to show by his double drift that drift voyages from Polynesia to South America, as well as the reverse, were possible—although they did not necessarily have to have any bearing on the origin of the Polynesians.

VIRIA HAS "GONE FINISH" FROM P-NG

The Swedish-built *Viria*, which has been used by New Guinea Industries of Lae, New Guinea, for a number of years for the transportation of petroleum products for Vacuum Oil Co., has been sold through Sydney shipbroker, Captain W. L. Kennedy. She was making her last NG trip in February and will then proceed to Sydney for survey prior to going to her new owners, who will use her on the NSW coast in the sugar trade.

It is understood that New Guinea Industries will not replace the 700-tonner. Bulk oil installations in P-NG centres have tended to make *Viria's* recent job redundant: she carried petroleum products between Australia and NG, backloading timber.

TANKER FOR NI WHALE OIL

A tanker for carrying whale-oil between Norfolk Island and Sydney will arrive in Sydney from Norway about March. She is the *Forsoe*, with a net oil capacity of 250 tons. The Norfolk Island and Byron Bay Whaling Co. will charter her for 12 months at a cost of £A12,500; and at the end of 12 months will purchase her for £A31,000.

There is about 1,100 tons of whale oil stored at the company's tanks at Cascade, NI, from last year's operations. Current price of whale oil is round about £95 per ton—which means that the company has a considerable amount of money tied up in its unsold oil. This probably accounts for the rather unusual arrangement for purchase of *Forsoe*.

Although there was no difficulty in catching the quota of whales from the NI station, it is apparent that some difficulty has been experienced in shipping the oil to market.

At one time it was thought that it might be shipped in one of the Australia-New Guinea Line ships, but this would have meant the installation of special tanks for the purpose.

More recently it has been rumoured around the Sydney waterfront that M. Marinacce's *Deutgan* would be purchased for the job—but apparently this idea was scrapped also.

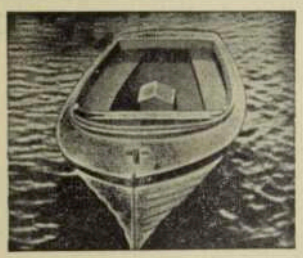
TWELVE MILES, PERHAPS—BUT NOT 200

After more than five years of study of the question of territorial waters the International Law Commission, a group of 15 top legal men of many nations, has recommended to the United Nations that no firm decision be made on the subject and has suggested that the question be settled by a special international conference.

The Commission recognises that international practice is not uniform but considers that international law does not permit an extension of the territorial sea beyond 12 miles.

The commission found that while many States have fixed a breadth

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The Bougainville Co.'s 430-ton "Polurrian" on the slips at Rabaul. She was the biggest ship to be slipped there since the end of the war.

greater than three miles, other States recognise only a three-mile limit. The British representative said that his country had always championed the three-mile limit, and declared that any extension would cause some countries to have seriously to reconsider their position. He said that the Commission had already granted coastal States the right to take unilaterial action to protect fisheries outside territorial waters and, if further concessions were granted regarding the

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territorial sea, some States might well start claiming the continental shelf.

The latter appears already to be the case with several South American countries, and Australia has apparently been thinking of extending its territorial waters to include the continental shelf which extends up to 200 miles off-shore in places. Australia has already taken action to control fisheries over this area, as have many other countries.

ANOTHER FOR JAP JUNKING

The old *Maria del Mar* of many nautical adventures under the Savoie flag has been sold to the Carr Shipping and Trading Company, ship owners and scrap merchants of Sydney. *Maria*, which is registered in New Caledonia, will probably retain that registration and shortly be sent to Japan (with a New Caledonian crew) for scrapping, in the path of other Pacific ships such as *Oliver Mac* and *Neo Hebridias*.

Such old faithfuls seem to be more valuable as scrap than as ships these days—which fact probably points a moral of some sort.

Carr Shipping & Trading Co. were owners of the *Awahou*, well known in Islands waters, which mysteriously disappeared without trace on a short voyage between Sydney and Lord Howe Island in September, 1952. Eighteen lives were lost on her.

FORMER YACHTSMAN MISSING

Some residents of Polynesia will recall the English yacht *Debonair*, which called at several Islands ports bound for New Zealand in 1950. Aboard the yacht were Mr. and Mrs. Sydney Patrick Fisk, a son Robin, aged six, and a daughter Carol, aged four.

Debonair arrived at Tauranga, NZ, in November, 1950, and the family has lived there ever since, there now being four children. Mr. Fisk, aged 37, has been employed as an inquiry officer in the Inland Revenue Department.

On December 5, his Government car was found parked on the side of the main road in the wild

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Urawera bush country inland from Tauranga. Despite a wide search, no clue as to the whereabouts of the missing man has been produced.

Mrs. Fisk has advertised a reward of £100 for anyone supplying details of his whereabouts. The family was said to have been a very happy one. Fisk, 6 ft 1½ in. in height, good-looking and popular, was said to be a particularly level-headed citizen.

CRAZY FORTUNES OF WAR AND PEACE

The Japanese salvage firm of Okada Nanyo Boeki will spend two years salvaging about 150,000 tons of sunken Japanese shipping from the Rabaul harbour area—most of it Japanese shipping sunk by the Allies during the Pacific war. About 90 Japanese will live in compounds ashore or on their ships in the harbour for about two years while the salvage work proceeds.

About half of the tonnage belongs to private interests, who bought the salvage rights from the Administration years ago; the Administration owns the rest of it; ownership of some of the wrecks is in doubt and court cases are pending.

There probably is some poetic justice in the fact that the Japanese are now paying big money for their own ships which we sunk —but there are still a lot of people in Rabaul who are unhappy about the set-up and the fact that the Japs are to be permitted to live in their midst for some years. They are particularly anxious that the salvage workers should have no contact with the natives, who are not expected to understand the finer *nuances* of conduct between the nations at war and the same nations at peace.

The fact of the matter is, however, that Japan is the only nation interested in scrap at the present time; and the only nation willing to send men to salvage the wrecks and pay good money for them. Apart from the public and private profit involved, it will clean up Rabaul harbour, which has looked like a junk heap since the end of the war.

The Japs will blast the underwater wrecks, raise the pieces by floating crane and carry them by boat to the land base, where they will be cut into pieces suitable for shipping to Japan.

There are about 850,000 tons of Jap shipping sunk in New Guinea waters and it appears that when the Japanese have cleared up Rabaul they will go ahead and salvage most of that. It is likely therefore that they are going to be about New Guinea for some years to come.

SOLACE IN NZ AGAIN

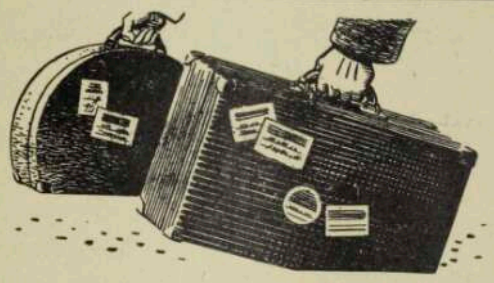
Solace, ketch, of England, arrived back at Russell, NZ, late December from Palmerston Island and will remain in NZ waters until at least the end of the hurricane season, after which Lt.-Commander Clark will resume his westbound voyage.

MELANESIA'S WAR HISTORY IS WANTED

Does anyone know the war-time history of the famous old Mission motor-vessel *Melanesia*, formerly employed in the Solomons and New Guinea, and now earning its living in Fiji in general transportation under the ownership of Captain C. F. Cliffe? If so, he can confer a favour by sending details to Captain Cliffe, care of General Post Office, Suva. (See photo, Page 111).

Melanesia was built by Ford, in Sydney, in 1917, as a ketch-rigged schooner, 60 feet in length, and served the Seventh Day Adventist Mission headquarters at Batuna, BSI, for many years. She was partially rebuilt at Batuna in 1938, and carried on in the Solomons until the Japs invaded in 1942, when she conveyed Mission personnel to Cairns.

She then was commandeered by



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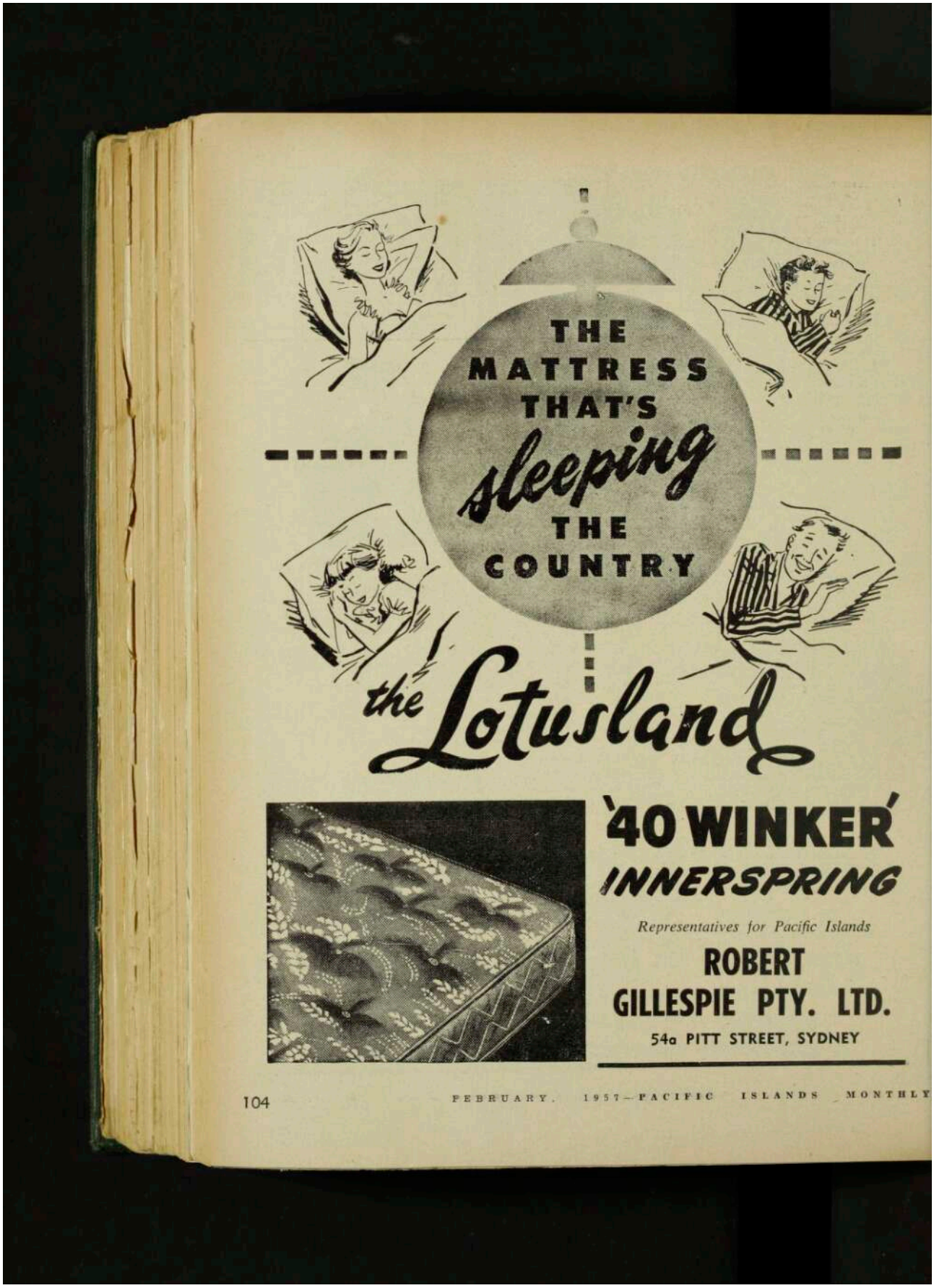
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the Americans, and served the Allies in Papua and New Guinea from 1942 until 1945. She was handed back to the SDA Mission in 1946, and again partially rebuilt, in Sydney, before returning to Islands service—this time she was sent to Fiji, and eventually sold there. She was in possession of Mr. Hugh Frewen in Fiji for some years, and was bought by Captain Cliffe, a couple of years ago.

Captain Cliffe is much attached to this attractive little ship, and he has been compiling her interesting history. So far, however, he has found no one who can give him details of her war service—how and where the Americans used her, and whether she was ever under fire. It is believed that Mr. Ray Parer, of New Guinea, served aboard her in the war period; but Captain Cliffe has not been able yet to make contact with Mr. Parer.

(Mr. Parer, now running one of APC's smallships in Papua, can be contacted c/o Asiatic Petroleum Co., Middletown, Papua.—Ed..).

CSR LAUNCHES ANOTHER *RONA*

The MV *Rona*, built by Hall, Russell & Company, Limited, Aberdeen, for the Colonial Sugar Refining Company, Limited, Sydney, was launched on January 15 at Aberdeen, the naming ceremony being performed by Lady Knox, wife of Sir Edward Knox, Chairman of CSR.

The *Rona* is a single screw, shelter deck, cargo vessel with long forecastle and of about 6,600 tons d.w. The vessel is specially constructed for the carriage of molasses in bulk and this cargo is pumped into specially constructed side and deep tanks fitted with seam heating coils to maintain correct temperature.

Rona will operate from her home port, Sydney, to North Queensland ports, the Fiji Islands and New Zealand carrying molasses and sugar in bulk to the refineries in Australia and general cargo back to Fiji and outports.

There are four hatchways fitted with steel covers of the combined rolling and pivotting type. Water ballast tanks are arranged in the double bottom, tunnel side tanks and in the fore and after peaks. Bunkers will be carried in the double bottom amidships and in deep tank forward of machinery space.

The deck machinery is electrically operated and includes a quick warping windlass, two warping capstans and twelve cargo winches of 5 tons s.w.l., serving twelve derricks of 5 tons s.w.l., one of 15 tons s.w.l. and one of 25 tons s.w.l. Steering gear is of electro-hydraulic type controlled from the navigating bridge by telemotor gear.

Accommodation is to be provided for 43 officers and crew and is arranged in cabins on the shelter, bridge and boat decks. Four double-berth staterooms for passengers are arranged on the bridge deck, together with the passenger's lounge. The dining saloon is situated in the deckhouse on the shelterdeck. Officers' cabins are arranged on the bridge and boat decks. Single-berth cabins for the seamen are arranged on the shelterdeck and in the upper deckhouse aft. All cabins are to be heated by electric heaters of convector type.

The new ship, which is not expected to reach Sydney (calling at Fiji first), until the middle of this year, replaces another of the same name which was sold about six months ago and now is operating from Hongkong for John Manners and Co., as *Suva Breeze*. (*PIM*, Sept., p. 114).

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HE SAYS
IT'S A PARADISE

ISLANDS EXPORTER RETIRES TO TAHITI

THERE is no place in the world as beautiful, as quiet or as peaceful as Tahiti. There are no trains, trams or newspapers, and only a few telephones.

This is, at all events, the opinion of Mr. Alec. Haworth. From early March it will become his home. He retired from business in Sydney on January 31, and left on the *Caledonien* on February 11.

Mr. Haworth was one of the founders and directors of the Islands trading firm of Robert Gillespie Pty. Ltd., of Sydney.

When asked why he had chosen Tahiti for his retirement, Mr. Haworth said: "A lot of my friends in Sydney have asked me what Tahiti is like, and my invariable reply is that the Tahitians have retained what we are rapidly losing—the art of gracious living."

Mr. Haworth said he had been all over the Continent, Scandanavia and America, and had never seen a place as beautiful as Tahiti.

He was born in Blackburn, Lancashire, 64 years ago. For many years his work lay in the fine arts, but in 1935, when there were signs



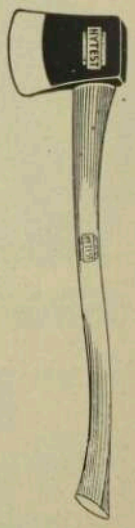


Over 20 executives, representatives of the main Sydney firms supplying the bulk of goods shipped to the Islands, joined forces to give Mr. Alec. Haworth a farewell dinner at Usher's Hotel on February 1. Warm tributes to Mr. Haworth were paid by Mr. Len Kirkby and Mr. Harry Young; and Mr. Cliff Nathan (who convened the gathering) presented him with a tooled leather travelling case.

Photos show: TOP (left to right).—J. Byrne (Ballande (Aust.) Pty.), D. McLean (Balm Paints), G. Baillee (Nile Distributors), A. Brehaut (Commonwealth Insurance), L. Kirkby (Hamilton Glass Co.), Alec. A. Haworth, C. Nathan (Fox Bros.) partly obscured, S. Reddrop (Commercial Bank), R. Tew (Evoready Co.), W. Selig (Gillespie's), F. A. Tindale (CSR Co.), F. Geary (Philips Co.).

BOTTOM: A. Ottawa (Wm. Angliss), S. C. Hughes (Pacific Islands Monthly), H. Greer (Gillespie's), L. K. Robinson (Sydney Milling), D. Anderson (Edw. Dunlop), R. Gillespie (Gillespie's), H. Young (Harry J. Young), R. Scribner (BP & Co.), H. R. Chapman (Hoffnung's), R. Appleton (Agnew & Co.), W. Dalziel (Commonwealth Portland Cement).

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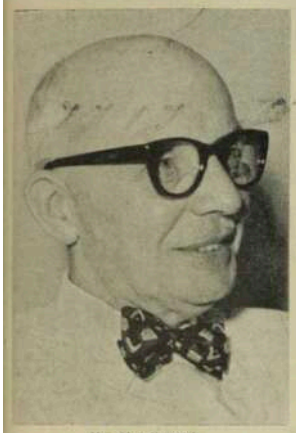
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of an economic slackening in this field, he decided to make a clean break, and go to Australia.

He linked up with Mr. W. M. Reid, who founded Exporters Pty., Ltd. When this organisation went into liquidation he teamed up with Mr. Robert Gillespie to found the



Mr. Alec Haworth.

firm which still bears Mr. Gillespie's name. This was in 1941.

"When I first went into the export business I didn't know the first thing about exports," he said. "I thought you just put something into boxes and shipped it out."

Mr. Haworth has seen Robert Gillespie's grow from a small company employing a shipping clerk and a typist into a thriving concern with a staff of 27. He saw the formation of an associate company, Robert Gillespie (New Guinea) Ltd., with headquarters at Lae. This company has branches at Rabaul, Port Moresby and Madang.

In the last 16 years, Mr. Haworth has visited all the Pacific Islands where his firm trades, with the exception of New Guinea.

"New Guinea has always been Mr. Gillespie's baby," he said.

On one of his Islands tours in 1944 he was stranded in Fiji. There was no shipping available to bring him back to Australia, so he had to scramble aboard an Air Force Catalina. This long flight was an experience he will never forget.

Mr. Haworth said that he considered the secret of successful exporting, particularly as far as the Islands were concerned, was to "put yourself in the position of the man at the other end."

"If he wants something, get it for him as fast as possible," he said. "Take care of the little orders, even if it is only a packet of pins, and the big orders will come."

Mr. Haworth will make trips to other islands from time to time, and may make an odd trip back to Australia.

Mr. Haworth has asked *PIM* to express to his friends in the various Islands groups his sincere appreciation of their many kindnesses to him over the years.

"It is impossible for me to sit down and write a letter to every person I know in the Islands," he said.

† The Fiji Director of Audit, Mr. C. A. G. Coleridge, has been transferred to Aden.

IT WAS WET BUT COULD HAVE BEEN WETTER

ALTHOUGH Suva's rainfall for 1956, 134.55 inches, was 10.30 inches above the average for the last 69 years, there have been five other years in which the rainfall has been greater.

In 1955 it was 158.73 ins., and the year before it was 167.70.

But these figures can hardly stand comparison with 220.54 inches in 1949, a really damp year.



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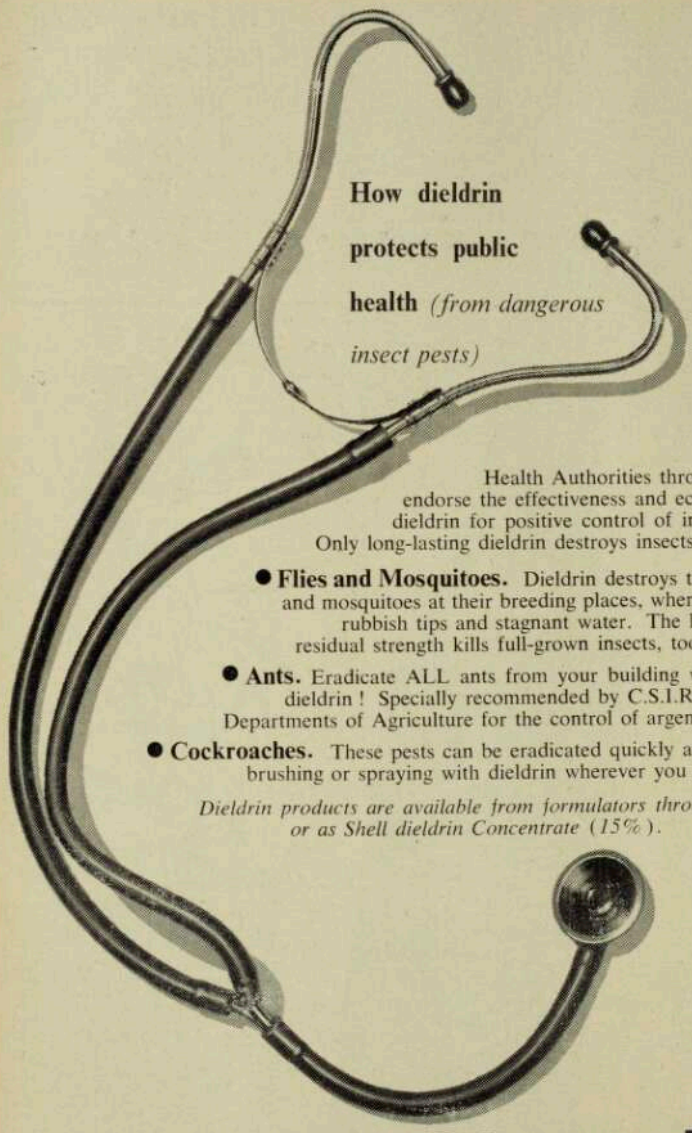
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IT WAS CHRISTMAS IN WESTERN SAMOA: As can be expected in the Islands where there is a dearth of entertainment, people provide their own amusemnt. Apia is no exception and in the round of parties at Christmas and New Year the children are not forgotten. Pictured above are some of the young revellers at St. Mary's Old Girls' Christmas party held in the Catholic Club, Apia. Standing in the centre is Samoa's new Roman Catholic Bishop, the Most Rev. George F. Pearce. Photo: R. F. Rankin.

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IN 10 YEARS

Fiji's Population Increases by 86,000

FIJI has a population of 345,696 persons, made up of 178,579 males and 167,117 females, according to the preliminary count of the census figures. The census was taken on the night bridging Wednesday, September 26, and Thursday, September 27.

Estimated total in 1954 was 333,389. At the last census in 1946 it was 259,638.

Unfortunately, the preliminary count did not give a break-down of figures of what most people had been waiting for—the number of people of each race in the Colony.

According to the estimated totals, yearly increases in population have fluctuated wildly in the last 5 years. Between 1950-51, increase was 8,000; between 1951-52, 11,000; 1952-3, 8,000; 1953-54, 12,000; and now, between 1954-56; 12,000.

Suva's population on the night of the census was 33 short of 37,000. On Viti Levu mainland there were 243,389 persons. The figure for Viti Levu, including adjacent islands such as the Yasawas, Naviti, Malolo, Vatulolo and Beqa, was 249,226.

Vanua Levu and adjacent islands had 60,752; Lau, Lomaiviti and Kadavu had 32,205; and all other areas 3,513.

Ba Province, which includes the populous towns of Lautoka, Ba, and Nadi, had easily the biggest provincial figure, with 93,996. Rewa, which includes Suva, was next with 47,346.

Other provincial figures were:—Bua, 7,622; Cakaudrove, 23,337; Kadavu, 7,451; Lau, 13,510; Lomaiviti, 11,244; Macuata, 29,793; Nadroga and Navosa, 27,441; Naitisiri, 27,353; Namosi, 2,361; Ra, 16,698; Rotuma, 3,123; Serua, 6,512; Tailevu, 27,520.

The "miscellaneous" figure, which included ships at Suva Wharf and at sea on census night, was 390.

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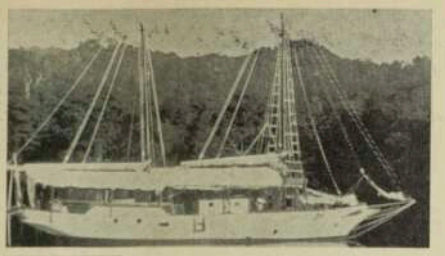
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The Fiji ship "Melanesia" now owned by Capt. C. F. Cliffe, at Batuna, Solomon Islands, about 1937—before she was partially rebuilt. Capt. Cliffe wants to know her war history — see story page 103, this issue.

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World-Famous Singers Give Year To N. Guinea Missions

MEMBERS of the world-famous Trapp family, from Vermont, US, are at present in New Guinea gaining experience in mission work preparatory to returning home to start an association of Roman Catholic lay workers for the Pacific area.

Baroness Maria Augusta Trapp and the family chaplain, Monsignor Franz Wasner, who were in Australia for the consecration of Bishop Fox, in Melbourne, left on January 21 to join the Baroness's two daughters and one son who are at present on a mission at Ferguson Island, in the Milne Bay district of Papua.

The daughters, Maria and Rosemaria, and the son, Johannes, have been in New Guinea since November. They came out to Australia about a year ago to join the Tivoli circuit, and played in Sydney, Melbourne and Brisbane.

Maria and Rosemaria are helping in the school, and Johannes is assisting Father Atchison with building work. They plan to spend about a year in various missions before returning to America.

Since they arrived in New Guinea they have started a natives' choir, and have started teaching music to arouse the natives' interest in the church.

Baroness Von Trapp said that she conceived the idea for the New Guinea trip while on a tour of Howaii, in 1955. There she met the Apostolic Delegate to Australia, New Zealand, Oceania, Archbishop Carboni, who told her of the great need for music in the church's missions in the South Pacific.

The family will also visit New Zealand, Samoa, New Caledonia, Fiji and Tahiti before returning to the United States.

† A National Geographic Magazine photographer, Mr. Luis Marsden, was on Pitcairn for about a month taking pictures, including underwater movies. The resultant publicity is expected to boost Pitcairn.

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Is this that Old South Seas Magic?



Gilbertese girls usually wear nothing above a grass-skirt and whoever introduced this hideous Fanning Island adaptation of the usual costume should, in PIM's opinion, face a dawn firing squad. The athletic-singlet does nothing for the female form. This is a classic example of misplaced modesty creating an entirely opposite result. The photograph was taken at the Gilbertese "batere" at Fanning Island on Christmas Eve.

† Mr. Maurice Scott went to New Zealand from Suva on the *Oronsay* on January 12 to take his elder son, John, to Wanganui Collegiate School. Mr. Scott spent a month touring the North Island before he returned to his legal practice in Suva. He recently has taken into partnership a well known practitioner from Ba, and the famous old firm of Wm. Scott and Co. will now be known as "Wm. Scott and Co. and Rice."

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S. Pacific Commerce and Industry

BULOLO GOLD DREDGING, LTD.—Net profit for the year was 396,961 dollars, according to the report and balance sheet for the year ended May 31, 1956. This sum, added to the earned surplus balance at June 1, 1955, of 4,301,097 dollars made a total of 4,698,058 dollars. After deduction of 750,000 dollars for dividends in 1955-56 the earned surplus balance at May 31, 1956, carried to the balance sheet was 3,948,058 dollars.

The three operating dredges dug 9,481,236 cubic yards of gravel and 1,888,428 cubic yards were handled by sluicing during the year. From this 41,172 oz of fine gold and 18,361 oz of silver were recovered. The realised value of this recovery was 1,457,289 dollars, which represented an overall recovery of 12.82 cents a cubic yard.

Total gravel reserves at May 31, 1956, after allowing for gravel dredged and deleted, were estimated at 24,532,000 cubic yards. This comprised 18,204,000 cubic yards of dredgeable gravel of an estimated average value of 14.9 cents a cubic yard, and 6,328,000 cubic yards at an estimated average value of 14.4 cents a cubic yard to be mined hydraulically.

Plans have been made for Dredge No. 5 to handle gravel reserves previously allocated to Dredge No. 7, which capsized and sank in May, 1956.

The currency mentioned in the report is Canadian.

* * *

BURNS PHILP TRUST CO., LTD.—Profit in the year ended December 31 was £8,190. This was an increase of £1,040 or 14.6 per cent. on the 1955 profit of £7,150. Gross revenue rose from £35,130 to £38,478. The company will pay a 5 per cent. dividend absorbing £6,000.

* * *

COMMONWEALTH - NEW GUINEA TIMBERS, LTD.—The company will pay a first dividend of 5 per cent., amounting to £75,000. Net profit at £140,732 for the year ended June 30 was a decrease of £28,878, after providing £20,931 more for depreciation at £122,237.

The profit was affected by the initial production difficulties attached to new lines, particularly waterproof and marine grade plywood, but these will assist in marketing the company's products, the directors say.

The company is negotiating to acquire other sources of timber supply than the Bulolo Valley leases to enable the mill throughout to be built up to a more economic level.

The company's capital of £1,500,000 is held jointly by the Commonwealth Government and Bulolo Gold Dredging, Ltd. The Common-

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wealth's holding of 750,001 shares gives it a controlling interest.

* * *

CONSOLIDATED MANGANESE AND MINING CO. OF FIJI, LTD.—Metal Traders Inc., of New York, is opposing a petition by some minority shareholders for the winding up of the company. The action was initiated by G. F. Hall and Co. Pty., Ltd., hotel brokers, of Sydney, and T. Falkingham, who, together, own about 10 per cent. of the shares.

A provisional liquidator has been appointed by the Supreme Court of Fiji, and the case has been adjourned for hearing next month.

Metal Traders Inc. owns 75 per cent. of the shares. Although it is registered in America it is a subsidiary of Metal Traders, of London, and is completely owned by British capital.

The Australasian agents of Metal Traders are Dickson Primer and Metal Traders (London) Pty., Ltd., which is an associate of Dickson Primer Consolidated, Ltd.

* * *

ENTERPRISE OF NEW GUINEA GOLD AND PETROLEUM DEVELOPMENT, NL.—The company offered 2,076,000 1/- ordinary shares to shareholders, at par, in the ratio of one-to-two held on January 31. The issue will raise paid capital by £103,830 to £311,490. The shares will be payable in full (1/- a share) on application. Additional funds are required to enable the company to complete the geophysical survey of its permit area. The company made a one-for-three issue in February last year. Directors plan to start field work by the end of March or early April.

* * *

MAC. ROBERTSON (AUSTRALIA), LTD.—The company plans to extend cocoa growing in New Guinea, according to the chairman of the company, Mr. N. N. Robertson. The company has acquired an additional 250 acres adjoining its 1,000 acre plantation at Wanaru, near Lae. Eventual yield from this property should be about 300 tons of cocoa beans a year.

* * *

MINING.—King Island Scheelite, Ltd., Loloma (Fiji) Gold Mines NL, and United Uranium NL (operating company for Northern Uranium Development and Uranium Mines) will undertake a joint prospecting and exploratory venture. Each of the three companies will participate on an equal basis. Several properties in Northern Australia are under consideration and arrangements have been made to drill a large magnetic anomaly on the Tennant Creek field.

* * *

OIL SEARCH.—"Rights" to the new issue had their last quote on January 31. The "new" shares will not come on to the official stock exchange list until they have been paid up (1/- on application), and the contributing script has been issued. This may take some time.

* * *

PAPUAN APINAIPI PETROLEUM CO., LTD.—A Sydney financial expert has commented that for those looking for a modest speculation in oil, Papuan Apinaipi options would be hard to beat. These entitlements to take up shares, good for five years, are selling for prices around 1/3. Their value would be enhanced by a strike on the neighbouring Australasian Petroleum (Oil Search) leases as well as their own. They are a nice speculation. Margin for loss is less than with shares, but scope for gain in the event of a strike is every bit as great.

* * *

SANDY CREEK GOLD SLUICING, LTD.—During December about 44 oz 5 dwts of gold were recovered from about 3,000 cubic yards of material dredged.

* * *

SANGARA (HOLDINGS), LTD.—A Sydney financial writer has suggested that an investigation at Government level into Sangara (Holdings), Ltd., is called for unless original lot holders are given adequate representation on the board. He also suggested that the shares be listed on the Stock Exchange.

The writer, after reviewing the history of the Sangara rubber venture, which began in 1938, said that gradually a cluster of satellite concerns appeared, all registered at Port Moresby. Sangara Rubber Plantations, Ltd., was the first company, registered with a paid capital of £6,110, which had grown to £15,000 in 1951.

The satellite concerns were Sangara Cocoa Plantations, Ltd., Sangara Investment Co., Ltd., Kokoda-Buna Tourist Co., Ltd., Lamington Development Co., Ltd., and S.W. Investments Co., Ltd. All the companies were merged into a new operating company, Sangara Plantation and Development Co., Ltd., in 1953, when a new holding company, Sangara (Holdings), Ltd., also exchanged its shares in Sangara Plantation and Development Co., Ltd.

The writer comments that there appeared to have been some liberal writing up of the book value of the assets before the merger.

But exactly what shareholders in the various companies got in relation to the rubber and cocoa lot or certificate holders as a result of this juggling was never made plain, though their assets constituted the main source of earnings for the new operating company.

The promoter of the venture was Mr. D. S. Wylie, who had been a principal figure on and off stage throughout. He was first secretary of Sangara Plantations then managing director of Sangara Plantation and Development Co., Ltd., and later secretary and managing director of Sangara (Holdings), Ltd., with a substantial shareholding in the undertaking—believed by a Sydney committee of shareholders to amount to virtual control.

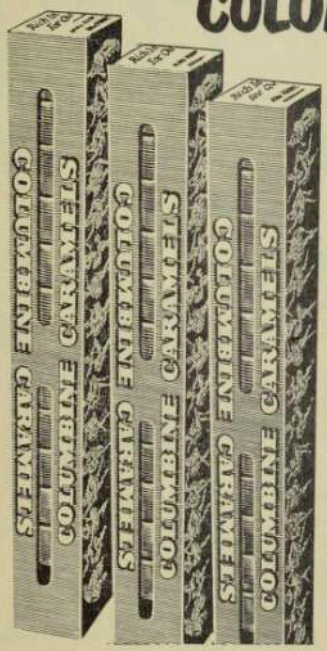
Mismanagement, according to Mr. Wylie, called for his personal intervention. He blamed the plantation manager, who was dismissed.

Comments the financial writer: "Obviously supervision of the manager was lax".

At January 31, 1956, the holding company

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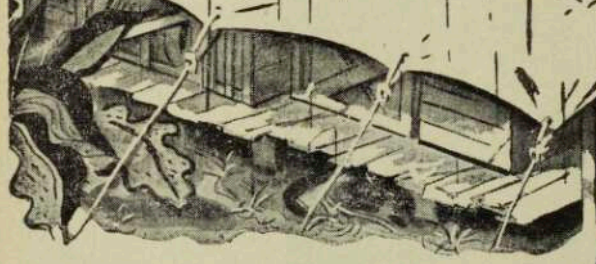
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had a paid capital of £295,883, of which £74,489 carried a cumulative 6 per cent. a year. The balance was made up of ords.

Together with a profit and loss balance, etc., of £9,568, the capital was represented by shares in Sangara Plantation and Development Co., Ltd., £294,077, cash £10,455 and preliminary expenses £819.

For the year to October 31, 1955, the operating company produced 369,000 lb of rubber and one and a half tons of cocoa, for a profit of £18,618, of which £10,361 was paid to the holding company in dividends.

Profit of the holding company was £9,464, of which £9,179 was used to pay two years' pref. div. A similar payment is needed to bring payments up to date.

Mr. Wylie estimates profits for the six months to April 30 last year at more than £16,000. A profit of £32,000 for the full year would enable the company to pay two years' pref. div., and then show 10.4 per cent. on the holding company's £219,394 of ord. capital.

The writer concludes: "Still, compared with other rubber producers in New Guinea, in particular Mariboi Rubber, Ltd., and Korema Rubber, Ltd., Sangara is an over-capitalised, relatively low yielding and high cost producer".

Sydney shareholders recently discussed alleged mismanagement of the venture, its unified control, and the scant consideration for rights of original lot holders (now shareholders). The original lot holders, who put up the money which made the venture possible, have no direct representation on the board, and therefore no direct voice in the conduct of what is virtually their business.

Directors of Sangara (Holdings), Ltd., are J. P. Couve, S Clare, D. R. Wylie and D. S. Wylie.

* * *

UNION STEAM SHIP CO. OF NZ, LTD.—Net profit increased by £19,677 or 3.97 per cent. to a record of £515,239 in the year ended September 30. In the previous year net earnings showed a rise of £176,800 or 55.46 per cent. The directors said the result was adversely affected by industrial troubles in the maritime industry in Australia.

Taxation on the year's profits was given at £348,696, comprising £18,696 tax paid during the year and £330,000 provision for unpaid taxes. Depreciation on fleet and properties was £878,587.

Dividend on ordinary capital, all of which is held by the Peninsula and Oriental Steam Navigation Company, has been maintained at 5 per cent. and requires £200,000 on the higher capital. The 5½ per cent. preference dividend absorbs £55,000. The sum of £150,000 (£200,000 in the previous year) has been transferred to reserves, leaving £110,239 of the net profit to increase the carry-forward to £625,757.

Profit before taxation, depreciation, directors' fees and audit fees amounted to £1,745,852, comprising £1,624,076 profit from shipping and other interests, £108,556 income from investments and £13,220 transfer from capital reserve of taxation on the sale of fixed assets.

Mr. John Grierson, Auckland, and Sir Leonard Wright, Dunedin, joined the board on February 1.

¶ One Public Works Department employee was killed and another injured in a dynamite explosion which shook Papeete at 7 p.m. on Christmas Eve. The man killed was William Berniere, and the injured man was Pau Colombani. Cause of the explosion was not known and the men were apparently not authorised to be in the Public Works Department explosives store at the time. An inquiry is to be held.

TEAL REPORT

Coral Route Costs NZ £58,000

TEAL lost £58,000-odd on the Coral Route in 1955-56, and this loss would have been much higher had the service been confined to Western Samoa and the Cook Islands, for which it was originally planned, says the company's annual report.

This loss is not taken into account when arriving at TEAL's overall profit as the NZ Government pays for the cost of operating the Coral Route beyond Fiji.

The French Oceania extension, traditional lure to tourists, continues to increase. Passengers carried on the Coral Route increased by more than 18 per cent. even though Satapaula Marine Airport in Western Samoa was closed for a period. A total of 2,604 passengers was carried during the year.

The report gives no hint for future plans for the Coral Route except to say that it can be maintained with the present flying-boats for only a few years more.

"Unless New Zealand, which alone supports this route, is willing to abandon air transport in this area, a policy decision in airport development is necessary," the report reads.

Perhaps this is a hint to the Governments of Western Samoa and Tahiti to get moving quickly to develop airfields which will accommodate airliners at least as big as a DC6.

[The Solent flying-boat at present operating the Coral Route will probably have to be replaced in 1959.]

As the report deals only with the 12 months to March 31, 1956, there is naturally no mention of the tremedous amount of traffic carried on the route in the winter of 1956, and in the few weeks before and immediately after the Olympic Games.

Dealing with the Hibiscus Route (Auckland-Nadi) the report says that the growth of tourist business to Fiji, which had been hastened by TEAL's promotional activities, was largely responsible for an increase of more than 13 per cent. in the traffic carried between the two countries.

In spite of the competition of two other airlines operating a total of four flights weekly, TEAL, with a frequency of two flights a week, carried nearly three-quarters of the total local passenger movement between New Zealand and Fiji.

Dealing with the Norfolk Island service the report says that TEAL started a service with chartered Skymasters on November 6, 1955.

"Incidentally, the frequency of the service was weekly but this was experimental since there was doubt whether the present traffic to and from the island could justify it," the report says.

"In its first five months the service uplifted a total of 429 passengers and 17,376 kgs. of cargo. (The weekly frequency was sustained until the Norfolk Island Centennial Celebrations in June, 1956, but thereafter it became fortnightly).

"A worthwhile increase in passenger traffic and hence in frequency of communication between New Zealand and Norfolk Island depends upon local hotel development on the island. Due to the proximity of sub-tropical Norfolk Island to New Zealand, and consequently a low round-trip fare, hotel development would result in a well-patronised air service."

FOOTNOTE: TEAL made a net profit of £63,338 during 1955-56 on its services other than Coral Route.

¶ Mr. Richard Barrett Lowe, formerly Governor of Eastern Samoa, has now taken up his new appointment as Governor of Guam.

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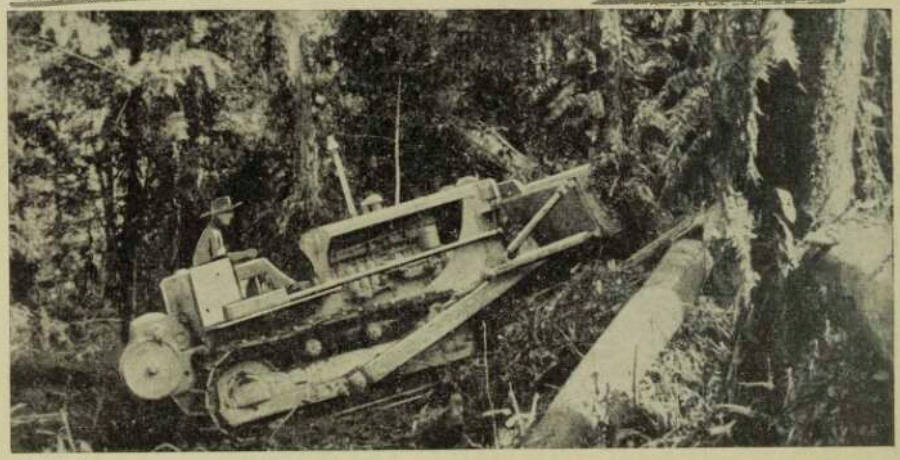
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Sebastianelli-Woo Wedding in Rabaul



At the Catholic Church, Rabaul, NG, recently, Miss Josephine Woo was married to Mr. Robert Sebastianelli. Standing behind the bride and groom are (left to right) Mr. J. Scottu, Mr. Peter Ruffini, Miss Catherine Woo and Miss Ann Seeto.

Photo: C. H. Meen.

Fiji Whales For 1957 Recount

THE proposal of W. R. Carpenter and Co. (Fiji) Ltd., to set up a whaling station at Levuka depends on whether it can be operated on a sound commercial basis, and thus a reliable count of whales is necessary. This cannot be done in one or two years with any certainty.

Counts were taken in the May-August period last year; another will be taken this year and a third, if necessary, next year.

Markers were fired into whales sighted last year, and Carpenters are now waiting to see where these whales are picked up.

If they come back to Fiji waters that could be regarded as a pretty sure sign that there is an annual migration. But if they are found, say, round New Zealand, the inference could well be that Fiji does not have an annual migration in great numbers.

Before the count was started last year there were isolated sightings along the south coast of Viti Levu, in the Makogai Channel, near Koro Island and in the Lau Group.

Carpenters want to know if there is a reasonably reliable stream close to the shore in an established season. Last year the area watched was between Ovalau, Wakaya and Batika.

Should it become possible to set up a whaling station, then it appears that Levuka would be the logical site. Levuka, once the capital of Fiji, is now a decayed tropical port. A whaling station would give it an industrial shot-in-the-arm and create an influx of capital and employment.

About all Ovalau has just now is a little copra and Mr. A. G. McCown's button factory.

† Mr. W. H. Percival, who became editor of the *Cook Islands Review* last October, retired in December due to health reasons. Mr. L. Noakes, Director of Social Development, will now be assisted in the production of the *Review*, by Mrs. S. McKenzie.

GLAND DISCOVERY RESTORES YOUTH IN 24 HOURS

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Clever Young Woman Returns Home to Teach



Miss Ellen Tsa who recently returned home to Rabaul, New Guinea, after successfully completing two years course at the Teachers' Training College, Bathurst, NSW. She has joined the staff of her old Rabaul school, the Administration Chinese School.
Miss Tsa passed her Intermediate and Leaving Certificate examinations at Ravenswood Methodist Ladies' College, Sydney, and trained at Bathurst under the P-NG cadet-teachers training scheme.
Photo: C. H. Meen.

† The very modern Administrative Building and Hospital at Aitutaki, Cook Islands, photographs of which appeared in the November issue of PIM, were designed in the office of the Government Architect, Ministry of Works, New Zealand. The construction of the buildings was supervised by the local Cook Islands administration.

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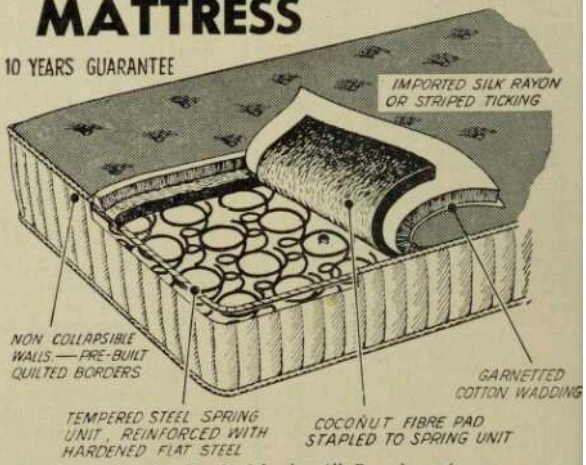
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A New Industry for Papua-New Guinea?

CATTLE RAISING ON AN IMPRESSIVE SCALE

When Australia, after World War I, settled down with Papua and New Guinea in her care, those Territories produced little beyond copra and shell and (in Papua) some gold and rubber.

Since then the Dual Territory has established the gold, cocoa, coffee and timber industries, on a large scale—as gold fades out, timber is coming in.

In this article, R. W. Robson, after a tour of both Territories, expresses his belief that the production of beef cattle presently will become a major industry.

THE progress that is being made in the establishment of the beef-cattle industry in Papua and New Guinea is a little startling.

So also is the policy being followed by the Australian Government in the encouragement of this industry. Canberra evidently has decided that the profitable operation of this industry, in that country, is a task for the big corporations.

Canberra probably is right. The type of cattle-farming likely to succeed in P-NG demands a large area, enterprise based on scientific knowledge, a large organisation, and plenty of money.

The bigger pastoral interests, under Government approval, already are moving in.

When I was there in December, a herd of 152 cattle (mostly a European-Asian cross of heifers) which had been transported from Cairns in a few days by an LTS craft, was moving up the Markham Valley, to the new Atkinson lease of 21,000 acres on the Markham-Ramu Divide.

Another big cattle operator, Mr. Webb, was out in that flat country beyond Fairfax Harbour (northwest of Port Moresby), examining another proposed very large pastoral lease with a view to cattle-farming.

The powerful Carpenter interests are now—and have been for some time—transporting selected cattle (with a sprinkling of first-class Cebu-cross bulls among them) to their various plantations.

The big Missions are co-operating. Early in December, an aircraft chartered from Qantas, and specially fitted, flew 19 head of an Australian milking strain from Cairns to Vunapope Catholic Mission (outside Rabaul) in five hours—a dairy-



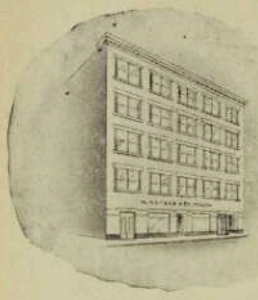


ABOVE: Mr. A. L. Johnson, of Sogeri Plantation, Papua; and, in background, some members of the herd of several hundreds which he has established by crossing Shorthorns with Zebu and part-Zebus. These animals have developed the Pacific Islands cattle habit of grazing by night and resting in the shade during the day.

BELOW: Old Granny Shorthorn I. With this, and a similar milking cow, Mr. Johnson started his herd some 12 years ago. Granny I is regarded as "aged", but she recently produced a calf so lusty that he could not be got within camera range.



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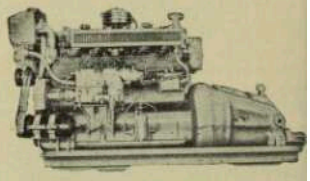


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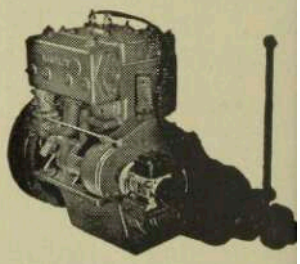


KOPSEN CABIN BOATS

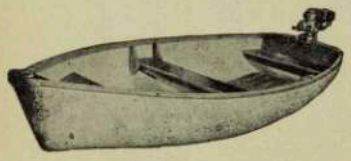
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ing project is obviously in contemplation.

I inspected a herd (mostly Shorthorn crossed with Cebu) of several hundred animals on the rubber plantation at Sogeri (30 miles from Port Moresby), managed by Lyle Johnston, and they were fat and wallowing in pastures established by Johnston.

I spent some time with Michael J. Leahy, New Guinea gold pioneer, who now has two cattle-stations overlooking the Markham Valley—one at Zenag and one farther inland, westwards; and I saw there how one establishes cattle-farming the hard way—finding the right cross between European and Asian types, endlessly experimenting with grasses until one gets the right pastures, combating indigenous worms and introduced cattle-ticks, and an occasionally unsympathetic officialdom.

All over the Dual Territory the story is the same—a definite and growingly strong move towards big-scale beef-cattle production. The move has been gathering speed and weight since the war.

BEFORE the war, there were about 26,000 cattle in P-NG—a few good, the majority scrubber-ish, and none bred with anything in view except fresh milk on the plantations and fresh meat for the labour. When the Japs invaded, in 1942, the herds were either eaten or dispersed into the jungles—there were practically none there in 1946.

Then the Administration and private interests began to think of tropical cattle-farming in the modern way—the way that produced and fixed the famous Santa Gertrudis breed (mixed Shorthorn and Cebu) on the King Ranch in Texas, and the way that grows a beast for profitable export.

A series of more or less unconnected experiments by various interests (including the Administration) showed that there were three main problems in Papua and New Guinea:

1. To find the cross or crosses between European and Asiatic cattle that would resist heat and disease of the tropics, and give maximum beef weight.

2. To find the grasses calculated to beat the kunai and provide suitable pastures at varying altitudes.

3. To provide for the very heavy cost of transporting basic stock from Australia to Papua and New Guinea; and maintaining them there during the period of acclimatisation, and breeding up to economic numbers.

FOR years, before and after the war, I watched official and non-official interests in the various South Pacific Islands fumbling around with problem 1. The Cebu cross seemed to be the answer—but which Cebu cross? There seemed to be a very wide variety of them.

I saw cattle-farming going on in New Caledonia 25 years ago, with some success—but NC is about the most southerly tropical island, and Queensland pastoral conditions ruled.

I saw the Fiji Department of Agriculture co-operate with the Maynard Hedstrom interests to establish the dairying herds on the lush Navua flats, without aid of Cebu; but later conditions and experiments have shown that if the Fiji beef and dairy herds are to be successfully maintained, a bit of the Asiatic type must be introduced.

And then—it seemed to me—the fixing of the Santa Gertrudis breed pointed the way. Already, there are Santa Gertrudis bulls in Fiji, Papua, New Guinea, and, I think, the Solomons.

But it is not the actual Santa Gertrudis that has brought a new horizon to these pastoral experiments—the new factor is the information made available by the King Ranch experiments, and proved in the Santa Gertrudis fixation. Cattlemen in the tropical islands,

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and in tropical Northern Australia are now going ahead with confidence, in mixing the European and Asian strains.

Lyle Johnston, for example, has some very fine cattle in his rubber plantations 30 miles from Port Moresby (1,500 ft. altitude)—mostly Cebu-Shorthorn cross, but they are not Santa Gertrudis. He is watching the characteristics of each generation with the fervour of a scientist.

In some respects, altitude matters a good deal. Cattle on the coastal belts meet conditions quite different from those, say, in the Eastern Highlands, where the rolling, kunai-clad hills (appearing as ideal cattle-country, from the air) are at from 5,000 to 6,000 feet.

But whether on coastal belt or Highlands mountain, cattle in the tropics are subject to tropical intestinal worms; and there seems also to be something in the angle of the sunshine which makes life different for an animal strain developed through the ages in a temperate zone, where there is much less bite in the midday sun.







TOP and CENTRE: Some of the animals produced on Mr. Johnston's Sogeri Rubber Plantation, 1,300 feet altitude, by crossing Shorthorn and Cebu strains.

BELOW: A typical heifer of the herd of 152 cattle landed in Lae, from Cairns, in November, and "overlanded" to the new Atkinson cattle-station in the high country at the top of the Markham Valley.

WITH problem No. 1 in course of solution, the experimenters turned to No. 2—that of establishing pastures.

This, in P-NG, was a really tricky one. Vast areas, free of jungle, are densely clothed with various types of the coarse, heavy grass called kunai. Seen from the air, it looks like ideal pasture; but it is practically useless for all purposes except thatching houses.

But Mick Leahy, and other early experimenters, discovered that if the kunai were burned off completely, and allowed to sprout again, the introduced cattle would feed contentedly on the young and tender shoots. They found that if certain grasses, like paspalum and kikuyu, and some clovers, were sown at the same time some of the grasses would take hold and choke the kunai, and become established.

It was and is a matter of trial and error.

The Leahys, for example, experimented for years. Mick, at Zenag (3,500 ft), exchanged notes with Jim, at Goroka (5,000 ft) and Danny, at Mount Hagen (6,000 ft); and between them they have learned quite a lot about the grasses that will thrive and beat the kunai at different altitudes.

Similarly, the plantation men and the Missions all over the coastal belts, from the Sepik to Bougainville, and from New Ireland down to Northeast Papua, have been experimenting with pasture for stock just as they experiment with cover crops for cocos, and all have contributed much to the pool of knowledge.

The Department of Agriculture, equipped with little besides zeal in the early post-war years, but now in charge of an enthusiastic field staff and generous funds, kept pace with private enterprise in the beginning; and in these later years unquestionably it has given valuable help and guidance to the infant pastoral industry.

But, for a considerable period, the Administration seemed to be more concerned with promoting animal husbandry among natives than in assisting the Europeans to really establish beef cattle.

I have seen the Administration's experimental cattle stations at Baiyer River in the Highlands; in the Markham Valley; in the Sogeri area, near Port Moresby; and I have heard much about the other places; and there is no doubt that the data and the actual animals which are being supplied by the Department through these stations to the interests planning cattle production are a contribution of enormous value. As one man who is planning for cattle said to me in December: "Larry Dwyer's field work really is paying off."

Maybe I came at the right time of year, or something; but the cattle to be seen in December, at the Department's cattle-station alongside the Sogeri Road really were impressive. That is low country—only a few hundred feet above sea-level. A matter of pasturage, careful breeding, and ceaseless watch against pests and diseases.

There is no reason why private enterprise, with money and knowledge, cannot reproduce these conditions.

AFTER years of study and experiment, Lyle Johnston believes that the Kokoda Valley—famous in war-time song and story—can be made a great cattle producer.

He says that there is an area there that is the bed of an old lake, about 30 miles by 10; its elevation is about 1,300 ft, and, under the right conditions, it would carry a beast to the acre. He has just sent in 84 grown animals and 16 calves, to establish a cattle-station there for the Kokoda Pastoral Company; and he is sending another 26 heifers, bought at Townsville, straight in to Kokoda.

The Kingswell family, now in Kokoda Valley, are taking up cattle-farming—Mr. Bert Kingswell already has between 30 and 40 Aberdeen Angus there now, and intends to build a herd.

(Continued on Page 127)



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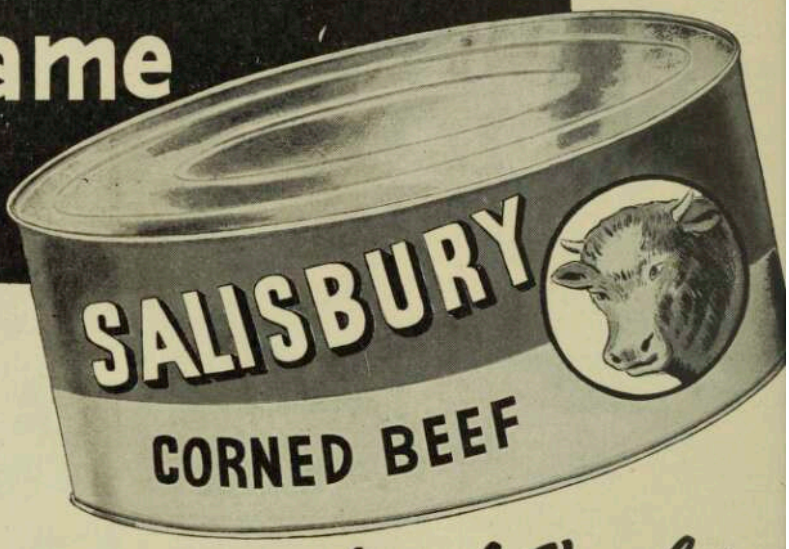
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THERE can be little profit now in these plantation cattle-herds, because of the limited market for beef. Until there is a large refrigeration unit close to cattle-stations and shipping ports, nothing can be done with the beef, beyond meeting local demands.

Lyle Johnstone, for instance, kills a beast occasionally for his plantation workers; but the latter, like all natives, have a strong preference for canned meat. There is a huge market in P-NG for canned meat; so maybe a cannery, to take care of local demand, should precede refrigeration planned to treat beef for export.

Port Moresby—a healthy, growing city—should consume all the fresh beef that can be grown within a hundred miles. But PM has no abattoirs or slaughterhouse. So, while excellent young beef cattle chew a placid cud in the Sogeri, the Port Moresby folk go to the "freezer" for the rump steak and rolled beef that have been brought from a thousand miles South.

MUCH of the third problem—finance—has been solved by the Administration in heroic fashion. It now pays to private enterprise a subsidy of £30 for every head of cattle which is imported into the country for breeding purposes.

For example, Messrs. R. L. Atkinson and Sons, North Queensland pastoralists, who shipped 150 head from Cairns to Lae in November, will collect £4,500 from Administration. That may not pay all costs of transportation, but it will help. The balance is in P-NG's favour. The establishment of 150 selected cattle on the high country between the Markham and the Ramu is worth immensely more than £4,500 in the future economy of NG.

Under the stimulus of the subsidy, cattle now are moving towards New Guinea, mostly from Queensland, in ever-increasing numbers. It is simply a question of providing land and pasturage; and, later on, canneries and refrigeration.

Most of the far-sighted cattlemen are taking advantage of this subsidy at once. Michael Leahy now has 600 head on the way from Queensland to his new cattle-station above the Markham

"AMONG the 1,100 cattle which we now have at Seven-Mile (out on the road to Sogeri), and with which we have been experimenting, are Jerseys, whole Shorthorn, Black Angus, Cebu and Cebu crosses," said Mr. Larry Dwyer, head of the Agriculture Department. "Every aspect of their breeding and development is made available to people in the Territory.

"Between Port Moresby and Galley Reach there is an area of 200,000 acres of which we do not know much—but it could be cattle country. The Lands Department is looking at another big area out beyond the Brown and Vanapa Rivers (northwest of Moresby), and roads are going in there—that could be suitable for cattle. I think there may be another large, suitable area in the Fly River Delta region.

"We believe there is a future for cattle; but in the beginning, at any rate, it is an enterprise for big corporations—the initial costs are very heavy.

"We are granting pastoral leases under the right conditions—we granted five in New Guinea, representing 13,310 acres, in 1953-54, and five more, representing 23,326 acres, in 1955-56; and two leases, representing 12,679 acres, in Papua in 1954-55.

"There soon will be 9,000 cattle in P-NG, including the 3,000 owned by the Department, and they are immensely better cattle than those here before the war; and there now are 10 dairy herds established. (Most of the bigger towns have a fresh milk supply).

"Much of the low country around Moresby, once regarded as swampy and useless, probably can be used for cattle-farming. We do not know positively, yet; but we suspect certain deficiencies in trace elements—remedies can be applied, once we know."

P-NG COPRA STABILISATION BOARD ELECTS CHAIRMAN

REPRESENTATIVE of Papuan copra producers, Mr. B. Fairfax-Ross, has been elected Chairman of the newly-constituted Copra Industry Stabilisation Board of Papua-New Guinea.

The inaugural meeting was held in Port Moresby on January 16.

The board has been set up to control distributions from the Copra Stabilisation Fund when and if it is ever considered that the state of the copra market is such as to warrant a bounty.

The fund amounts to £2,630,000 at present and is still being augmented from levies made on all copra exported from P-NG.

Members of the Board are:

Mr. C. L. Bailey and Mr. F. R. Wilson (representing New Guinea producers); Mr. B. E. Fairfax-Ross (representing Papua producers); Mr. H. H. Reeve, Treasurer and Director of Finance; Mr. R. E. P. Dwyer, Director of Agriculture, Stock and Fisheries.

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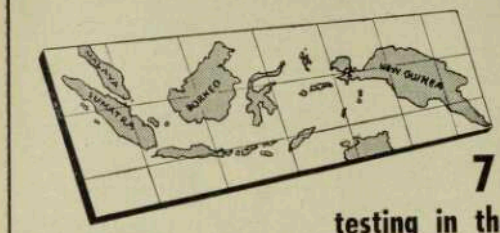
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SUVA PLANS MEMORIAL TO "SMITHY"

A NUMBER of public-spirited citizens in Fiji have opened a subscription list, with a view to placing in Albert Park—alongside Victoria Parade and opposite the Grand Pacific Hotel, where most travellers will see it—a stone memorial to Charles Kingsford Smith, Australia's most famous pioneer aviator.

The memorial will state simply that "Smithy," in the course of his (the first) Trans-Pacific flight arrived in Suva on a certain date in 1928, and performed the almost incredible feat of landing the *Southern Cross* safely in that pocket-handkerchief park.

It probably will say that Kingsford Smith was accompanied by Messrs. Ulm, Lyons and Warner and that "Smithy" also was the first man to fly across the Tasman Sea between Australia and New Zealand, and the first to fly the North Atlantic from England to New York.

It is an intriguing fact that "Smithy's" radio operator on that North Atlantic flight was John Stannage, and that Stannage now is manager of the Fiji Broadcasting Corporation in Suva, and is taking a leading part in organising the memorial to his old chief.

Mascot airport, in Sydney, is officially "Kingsford Smith Airport," but most people call it "Mascot," and there is no other memorial to "Smithy's" home town. There is a small plaque, not easily found, on the grandstand in Albert Park, Suva. The most notable memorial is the one erected by the American in San Francisco, starting-point of "Smithy's" most famous flight.

CRAZY WEATHER

Lae Lost a Yard of Rainfall

VILA, New Hebrides, had 265 days on which rain fell in 1956, the wet days producing in all 102.4 inches—the highest annual total since 1950.

Wettest month was March, which produced almost 22 inches in its 3 days.

Lae, New Guinea, on the other hand, had a virtual drought last year—36 inches below normal. Nonetheless they got 122 inches, or about 10 inches per month, and although this was not quite so damp as the average 175 inches per annum, Lae still does not qualify as a dust-bowl area.

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Territories' Talk Talk

(Continued from Page 32)

e done." As a rider I would add: ustice must appear to be im- artial.

Of the P-NG Supreme Court there an, naturally, be no question as to ts separateness from Administra- ion influence. There are times, owever, when that same certainty annot be expressed concerning the ower courts where presiding magis- rates are officers of an Adminis- ration Department.

The late "Jerry" Hogan, TNG's re-War CLO, and a bit of a rebel a his way, was consistently com- laining of top-level pressure be- ng attempted in matters concern- ng his department. But then that as in the bad old days and, with ge, the leopard may have changed s spots.

Little Sir Echo

Two Administration vessels, fitted ith echo-sounding devices, are to et busy soon charting the P-NG oasts. The job is expected to be nished some time in 1987.

The last peace-time hydrographic ork I remember seeing in action as a German naval vessel survey- ng Buka Passage in 1912. Local oophytes are busy little blighters nd there'll be some change in reef ormation since then. Some of the ld charts are misleading, especially long the east coast of Bougain- ille.

While in this area, by-the-way, he survey ship might have a go at ocating the old German Govern- ent steamer *Buka*, which was unk by the local Commissioner at he start of War I.

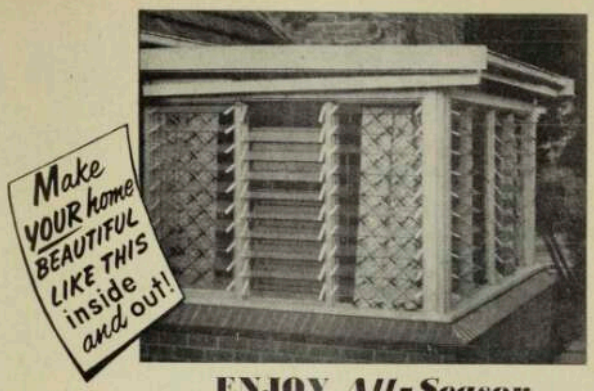
There was a rumour at one time hat a considerable amount of pecie went to the bottom of Roro- ana Bay with the vessel. The old apanese diver, Captain Komini, pent some time years ago trying o locate the treasure trove, but ailed. That was before we had odern diving gear.

Publicity In Big Lumps

The absence of P-NG news in ydney newspapers of recent months except, of course, murder and hooting in Rabaul), was men- ioned in January.

However, P-NG public relations ot going at full bore at the end f January with a 30-odd page sup- lement in the Sydney *Daily Tele- raph*, containing some good plugs or the Territory, its ideals, aspira- ions and accomplishments, as de- ined by Minister Hasluck and some f his henchmen.

(Over)



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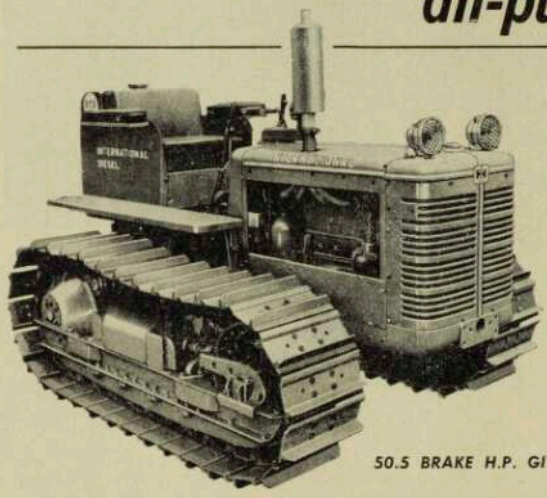
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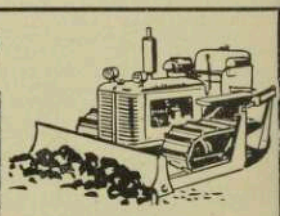
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PRETTY PORT MORESBY DEBS: At the Masonic Ball held in Port Moresby on January 12, Mrs. Normoyle, wife of Police-Commissioner C. Normoyle, presented these debutantes to the wife of the Administrator, Mrs. D. M. Cleland. They are (left to right): Misses Lynne Trebilco, Anne Brown Beresford, June Roberts, Kay Owen Turner, Annette Stoneham and Margaret Gunther. Flower-girl Christine Adams in front.

Photo: Papuan Prints.

It was well supported by local advertisers.

One sub-heading was a bit misleading when it read: "The Mandated Territories of New Guinea and Papua."

I couldn't agree more with Cassa" Townsend when he said (*PIM*, Jan., p. 94): "What is required is an Information Service to tell the truth fully, competently and, let it be added, with dignity."

I would add: and in an interesting manner to catch the eye of the ordinary man-in-the-street.

A Fair Air Fare

Question

P-NG's Administration policy of paying air fares for children attending Australian schools is getting under the skin of some outback Queensland parents, who want to know why such preferential treatment to P-NG and not to Q?

The snap answer, I should say, would be the P-NG PSA. No school fares; no staff.

Bits And Pieces

P-NG with its twenty-odd religious denominations shouldn't worry overmuch. South Africa, according to a top-ranking Church official, has 240 various denominations at work. . . Calling Henry Collins Cecil, one-time of Wewak, and other points in TNG. An English firm of solicitors in England is seeking his whereabouts. "Something of advantage." Well I remember him when he was skipper of the old-time *Nugaria* for the Exproboard, always with his cap at the Beatty angle. . . Passed on to her rest: Christina Margaret Furter, on January 20, at a private hospital in Mosman. She was the widow of Gottfried Furter, well-known German storekeeper in Rabaul. She was an Australian, they met in Kavieng in pre-War I days when she was a governess for a planter's family. . . Roderick Maclean, son of the late Dentist Ian Maclean, of Rabaul, and Mrs. Enid Maclean, of Collaroy, is engaged to Barbara Lois Cash, of Parramatta.

New High Commissioner of Micronesia

MR. DELMAS H. NUCKER was appointed High Commissioner of the American Trust Territory of Micronesia in November, 1956.

The post had been vacant since September, 1954, when Mr. Frank H. Midkiff resigned on the Administrative headquarters being transferred from Honolulu to Guam. Mr. Nucker has been Acting High Commissioner since then.

Mr. Nucker, 50, was associated with the Socony Vacuum Oil Co. from 1927 to 1942, later joining the Office of Price Administration, Washington, DC, and later, UNRA.

He joined the Dept. of the Interior in 1947.

Special Notice

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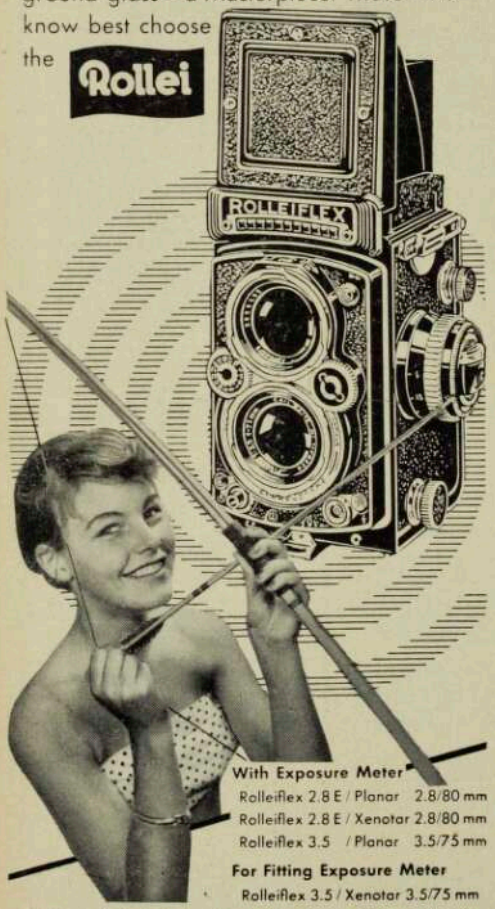
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Islands Representatives Meet in Melbourne



About 1,700 young people from Australia, Papua-New Guinea, Tonga, Fiji, New Hebrides, BSIP and Gilbert and Ellice Islands attended a Seventh Day Adventist Youth Congress in Melbourne at the end of December. They created considerable interest both at the Congress and in the city. They appeared on television and in radio and were the subject of many newspaper stories. All except a few were able to express themselves in good English. The photograph shows a group from North Queensland (on the left) and various Pacific islands. On the extreme right is Stephen Fine, headmaster of Beulah College in Tonga, and next to him is Saimone Vula, a church leader in East Fiji. He is wearing the uniform of the JMV Society, a church organisation similar to the Boy Scouts. In the centre of the front row is Andrew Kwenawa of the Gilbert Islands.

EDUCATIONAL ADVISER VISITS AUCKLAND

AT the request of the Tonga education authorities a senior education officer in New Zealand, Mr. C. T. Ford, of Canterbury University College, has recently been visiting Tonga.

He has been asked to advise on an improved scheme for the selection of Tongan students for higher education in New Zealand. The announcement implied that an unsatisfactorily high percentage of students go to New Zealand for Zealand do not make satisfactory progress.

Between 20 and 30 Tongan students go to New Zealand for higher education each year.

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. CALEDONIAN FLYING SAUCER

Only the Portholes Were Round

NOUMEA'S local paper reports that a colonist (unnamed), from the small agricultural entre of Sarremea, 100 miles from loumea, saw on the night of Jan- , at 22 hrs., what can only be escribed as a flying-saucer.

He was awakened by the persistent barking of his dogs and on investigating he saw on the road few yards from his house, a trange oblong form which gleamed ith a blinding light. The "form" as fitted with round port-holes.

The colonist barricaded himself a the house the moment the achine advanced towards him. ext morning he examined the place here he had seen the appartition nd found distinct traces which ould have been made by the ysterious machine. The marks are eculiar and cannot be associated ith any automobile known in the eighbourhood. The pattern is three heels in front and two at the ack.

To clinch it all the colonist declares that pumpkin plants in a neighbouring field have their leaves perforated, and show traces of burning.

The colonist is declared to be a sober man of integrity.

(This is the first time PIM has heard of oblong saucers, flying or otherwise Perhaps this particular New Caledonian visitor from Space should be called a Flying-Shoebox).

† Norfolk Island bean-seed production (which is the Island's main industry) is larger than average this year and the seed is of excellent quality. All seed exported is hand-sorted, and most of it goes to Australia, where high prices are expected.

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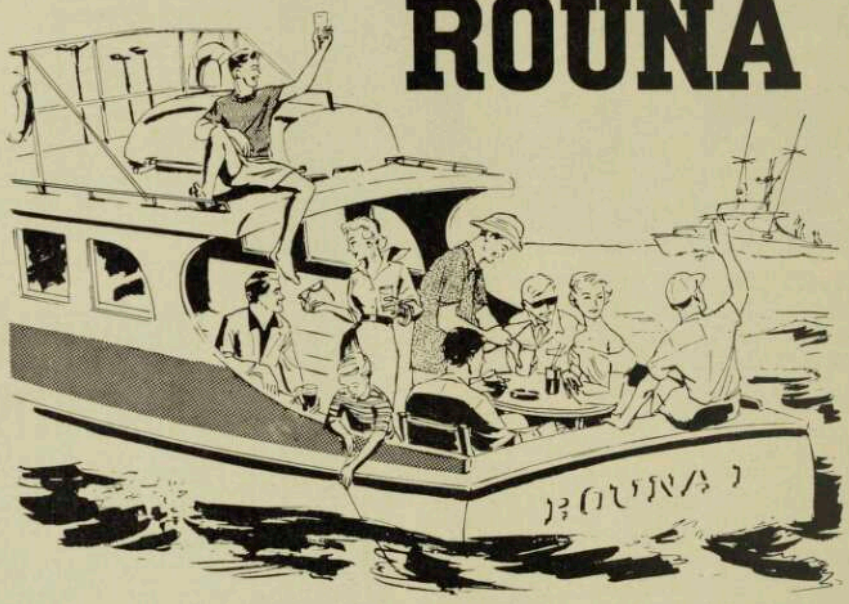
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N. CALEDONIAN CYCLONE

Flying Visit by "Gedeon"

RAIN which had been threatening since the New Year started to fall in New Caledonia on January 5. It continued steadily for 48 hours. The rain was the spearhead of a short but violent cyclone which hit the island late January 6.

The cyclone formed in the north of the Coral Sea and remained stationary near the Chesterfield Islands. It then slowly descended towards the northern end of New Caledonia some 100 kilometres off the coast. On the night of January 5, the depression, almost without warning, crossed New Caledonia from the West to the East with its centre about half-way up the island. It passed over the island towards the Loyalty Group and made off towards the south of the New Hebrides. Maximum wind velocity registered was 150 kilometres an hour at Noumea. It was certainly much higher towards the centre of the depression.

At Noumea which had been a month without rain, 212 mm. fell on the night of January 6. Yate, site of the hydro-electric plant, registered 300 mm.

Damage was less than expected, due mainly to the rapidity with which the depression passed over the island and out to sea. An appreciable amount of damage was done to crops in country centres; roads were washed out and many mining centres suffered damage.

It was New Caledonia's first cyclone of the season and one of the local papers christened it "Gedeon."

FIJI CREDIT SQUEEZE

Overcrowded Suva Bond Store

THERE has been less accommodation than ever in the sheds at Suva wharf recently because one of the sheds has had to be converted into an additional bond store.

The need for the extra bond store has been brought about by the credit squeeze, and the unfavourable trade balance at the end of November, when imports had totalled £15,000,000, against exports of only £9,000,000.

When the banks tightened up on overdrafts and advances, many Indian storekeepers with goods on the water found they could not make up the drafts, and were forced to bond their shipments.

These storekeepers are trying to clear current stocks to get enough cash to get their goods out of bond, but most of them seem to be going the wrong way about it. Although the sign, "Luto Sobu Rawarawa" (prices are very cheap) has been hung out in many places, very few storekeepers have, in fact, brought their prices down.

The larger and older-established stores, which are soundly financed are in a much better position to take up their bonded goods than their fellows, whose business "mushroomed" in the post-war boom.

NEW PACIFIC STAMPS

DURING 1957, New Caledonia and the New Hebrides will issue new postage stamps. New Caledonia will issue two stamps, one of three francs and the other of 14 francs.

The New Hebrides will issue a series of 16 stamps, the series being composed of 11 postage stamps and five surtax stamps. This series will replace the Elizabeth II Coronation set.

Tahiti will also have one new stamp, value three francs. Wallis and Futuna Islands will have three new stamps.

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N. CALEDONIA
LABOUR PROBLEM.

Polynesian Workers Brawl with Locals

BRAWLING between the differen native races in New Caledoni is becoming commonplace.

A serious disturbance occurre one night in mid-January betwee Tahitians, Wallis Islanders an native New Caledonians.

The fighting was fierce and fre and any weapon readily to han was utilised.

Considerable difficulty was ex perienced by the police in breakin up this pitched battle. At th height of the disturbance a parke car was seized and overturned.

Bad blood is quickly developin between these mixed races an nobody can advance a reason why Drink is probably at the root o the trouble.

The Wallis Islanders, in par ticular, are extremely troublesome They will harbour a grudge an take their revenge whenev opportunity presents itself. On Wallisian recently appeared i court for having fired a shot at hi employer. Others had been foun guilty of attacks in revenge for sup posed grievances, especially at th mines.

Recently three Tahitians wer sentenced to prison for having rape a white girl at the Yate hydro electric village.

Indonesian Labour for N. Hebrides

NEW HEBRIDES planters wh get less for their copra tha other South Pacific producer have much higher labour costs.

A native labourer gets from £1 to £15 per month plus keep an hospital expenses. These workers ar described as "slovenly and lazy."

It is reported that an effort wi be made to re-introduce Indonesia labour on three-years contracts, an Mr. J. Ratard, representing th Syndicate Agricole, was expected t fly to Djakarta early in Februar to begin negotiations.

Indonesian (as well as Tonkinese labour was employed in th Hebrides before the war but wa repatriated after it.

† The opening ceremony of th South Pacific Seventh Day Adventis Youth Congress in Melbourne i December was highlighted by parade of visitors from Tong Samoa, Cook Islands, Papua, Fij Gilbert Islands, Solomons, Ne Hebrides and New Zealand.

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DEATHS OF ISLANDS PEOPLE

MR. ALEXANDER DONALD CAMERON

Mr. Alexander Donald Cameron, who died in the Royal North Shore Hospital, Sydney, on January 23, at the age of 83, lived in Tonga for more than 40 years.

He was a son of the headmaster of the Tottenham Road Public School, and a brother of Captain E. P. Cameron, who was commodore of the Orient Line.

In 1901, he set out for Tonga, where he took up a position as manager of Burns Philp, in Nukualofa. Nine years later he started out on his own by founding the firm of Toga Maa Toga Kautaha, which exported copra, and also engaged in importing.

This organisation was ordered to close down, and lengthy litigation followed. Mr. Cameron, who had completed his autobiography shortly before his death, has given full details of events which led to the closing down of his company.

Mr. Cameron engaged in various business activities in Tonga until 1926, when he went to Sydney. He remained in Sydney for seven years, and then retired to live in Tonga. In 1950, he returned to Sydney to live with a married daughter.

He married Miss Clare Elizabeth Cocker, grand-daughter of the first British Representative in Tonga, in Launceston, Tasmania, in 1903.

Mr. Cameron is survived by his widow, four sons, all of whom served with the forces in the Second World War, and four daughters. The sons are Marshal (Tully, Queensland), Alexander Donald (England), Evan Cameron (Bell Bay, North Tasmania), and Dougall (Broad Beach, Queensland). The daughters are Mrs. Winton McDaid (Canada), Mrs. Margaret Mackay (Sydney), Mrs. Evelyn Dalton (Leeton, New South Wales), and Mrs. Trudie Stairman (Sydney).

MR. NORMAN WILDE

The death has occurred suddenly in Wau, New Guinea, of Mr. Norman Wilde, one of the best known residents of Morobe District. He was in his mid-50's.

For years he was engaged in mining and was one of the few in the Territory to indulge in private aviation. It was in this latter capacity that he took part in a phase of the Pacific War that, in the main, has gone unrecorded: the part played by civilian flyers in the evacuation of people caught by the Japanese invasion of New Guinea.

Wilde, in a Fox Moth, alone, and with another pre-war aviation pioneer, Eric Stephens, in an old monoplane which had belonged to the late C. T. Ulm, repeatedly ran the gauntlet of Jap planes to get in to Wau and Salamaua and out again to Moresby to carry, in all, about 200 people to safety.

If it had not been for men like Wilde, who did not wait on Government permission or instructions but went ahead with the material at hand, regardless of personal safety, many hundreds of New Guinea civilians would have fallen into the hands of the Japs.

Not long before his death, he had returned with his wife from a trip to Europe. Mr Wilde was a brother of Mrs. Doris Booth, MLC, and in partnership with her worked the mining properties around "Cliffside," on the Upper Bulolo, for many years.

MR. ROBERT CRAIG

The death occurred on January 5, at the Royal Albert Hospital, Melbourne, of Mr. Robert Craig, a well-known resident of Fiji.

Mr. Craig was born in Scotland and retained much of the accent of his homeland up to the time of his death.

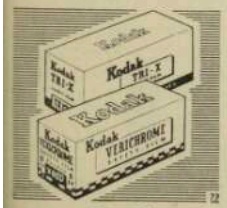
For several years he farmed at Tailevu and later at Navua. He then went to Suva and entered the Government service in the Economy Warfare Office during World War II, and afterwards in the Department of Agriculture.

He had been in ill-health for some time and retired in mid-1956.

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FEBRUARY, 1957—PACIFIC ISLANDS MONTHL

le was on a visit to his daughter, s Jean Maunder, in Melbourne, the time of his death.

MR. GEORGE GRANT

very popular chief steward in service of the Union Steam p Co. Ltd., Mr. George Grant, d at Auckland Hospital of a rt ailment on January 16.

Mr. Grant was chief steward of *Matua* and was very well known residents of Samoa, Fiji and ga who had travelled on the el.

e was previously in the Eastern le to India, and before that was many years a crew member of old *Tofua*.

MR. C. F. GAMSON

he death occurred in Sydney on uary 17 of Mr. Claude Frederick nson, a former resident of Fiji 36 years.

r. Gamson was born in Melrne in 1898 and went first to in 1913, where he joined Henry ks and Company. About 1919 joined the Colonial Sugar Reng Co. and remained with this pany until 1949 when he retired Sydney because of ill-health. He the CSR's first field officer heir pineapple venture at Lega a and remained there in that acity until retirement.

his younger days he was a -known horseman and rode at l race meetings. He was a good (winning the Governor's ial), an athlete of note and a good good tennis player.

1928, he was married to Miss Riley, daughter of a well-known toka resident.

e is survived by his wife and sons—David, who is a Sydney rtered Accountant, and Ian, is a master at The King's ool.

MR. F. ISOM

r. Frederick Isom, printer for Melanesian Mission, died at iara, in the BSIP, on December Mr. Isom went to the Islands as sionary printer in 1913, and ked there until his death, ex- for a period of 10 years.

ew had given such long and hful service to the mission as Isom and his wife. He toiled in heat and against all sorts of iculties to provide the diocese h very necessary books in the nacular.

Ir. Isom was born in Colchester, land. When he completed his renticeship as a printer he went the South Pacific to operate the sion press at Norfolk Island.

e remained at Norfolk until the sion headquarters transferred to Solomons. When the Japs inled the Solomons, in 1942, Mr. m left for Sydney, where he reined for 10 years. He settled at nfield, and set up a printing press Summer Hill, where he con-



Mr. and Mrs. Isom with their grand-daughter.

tinued his work of printing for the mission.

He then returned to the Solomons and re-established the Mission Press at Taroaniara in the Florida Group.

Shortly before his death he wrote a long article on printing for the missions in Melanesia. This was printed in the Australian Board of Missions Review.

Mr. Isom was 65 years of age when he died. He is survived by his widow, and one daughter, Mrs. R. Ayers, of Taroaniara, BSIP.

MR. ALBERT FIRTH JAGGER

Mr. Albert Firth Jagger died in Auckland on January 12, at an advanced age.

Through the firm of Jagger & Harvey Ltd., Mr. Jagger maintained a long business association with the Cook Islands (where the firm has a branch at Rarotonga), and with Niue.

Mr. Jagger was associated with the early shipping history of New Zealand, and was partner in a whaling company in northern New Zealand waters in the early days. He actively headed the present Island trading firm until very recently.

MR. HONG KONG SANG

The death occurred in Papeete, Tahiti, on January 4, of Mr. Hong Kong Sang, well-known Chinese merchant.

He had been found some days previously lying at the side of the road near a motor-cycle with head injuries. He was taken to hospital but did not regain consciousness.

MR. R. D. BAGNALL

The death occurred in Auckland on January 22 of a very well-known



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lawyer who practised in Fiji ar
who until recently acted as magi
trate.

Mr. Reginald Douglas Bagnell,
addition to being a very capab
lawyer, had in the 20 years spe
in Fiji gained useful experien
which he put to good use when
was asked by the Government
serve as a magistrate in 1952, 19
and 1954.

He practised at Labasa and in
and then retired to live in Sig
toka, eventually going to Suv
after which he became a relievi
magistrate.

Graduating in England,
practised in Palmerston North, N
Zealand and later joined the Auc
land legal firm of Russell, Campb
and McVeagh, and became
partner.

He served in the Royal Navy du
ing World War I.

When the news of his dea
reached Suva the Magistrate's Cou
adjourned for the day.

MR. DAVID COLLINS

A well known and very popul
Fiji civil servant, Mr. David Colli
lost his life at Kadavu on January

Mr. Collins, Registrar of C
operative Societies, was landi
from the *Adi Maopa*, at Dravu
Kadavu, and while going ashore
the ship's boat it capsized in rou
seas.

He was not found until
minutes later. He was taken asho
where artificial respiration w
applied, without result.

His body was flown back to Su
by the RNZAF.

Mr. Collins was born in Surr
England, in 1915, and after gradu
ing at Oxford joined the Colon
Service and went to Fiji in 1938

He served as a District Officer
District Commissioner in alm
every part of the Colony and bu
up a wide circle of friends.

His extensive knowledge of
led to his appointment as Regist
of Co-operative Societies in 1955

He was married and had f
children, the youngest only a f
weeks old.

MAJOR C. V. PHILLIPS

Major C. V. Phillips, Distr
Officer, Suva, died suddenly in
office on January 9.

He was born in Devonshire, E
land, in 1894. In 1916, he joi
the Army, retiring in 1923.

He held commercial appoi
ments in India until the Sec
World War, when he rejoined
army.

He went to Fiji in 1948.

He took a keen interest in
native race, and was the princi
organiser of the resettlement
Nabua of Fijians displaced by
1952 hurricane.

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CONSTABLE BENI

onstable Beni, a well known sonality in the Cook Islands, d at Pukapuka, on January 11, the age of 68.

eni was one of the branch of Pilato Ariki family and was ne time an Island Councillor of apuka. On June 30, 1955, he red from the Force at the age 6, having given 20 years of ex- ent service.

erious trouble broke out in apuka during the latter end of and again in 1949, when the A preached open sedition inst the NZ Government and eatened violence to the Resident nt and any who assisted him carrying out the law. Constable i was one of the five Pukapukan cemen who showed their loyalty the Administration during this bled period, and on his retire- it he was granted an annuity 20.

eath Sentence ecorded Against ellow River Killers

IE Papua-New Guinea Supreme Court, sitting at Wewak, has recorded the death sentence inst 40 Sepik natives for their der of a fishing party of 28 r natives on the Yellow River tributary of the Sepik) last ust.

ecording" of the death sentence -NG (as opposed to "pronounc- it), means that it is most un- ly that it will be carried out. hat will happen to these natives ost of whom are completely nitive—is a matter for decision the Administrator and the Min- for Territories.

er Flows Into New Caledonia

NSUMPTION of beer in New Caledonia has increased by over 100 per cent. since native New edonians became free to drink n any quantity they wish.

1956, the Colony imported ut 570,000 gallons of beer—about e as much as was imported in . Cost of this imported beer the equivalent of £A273,000.

o these figures must be added output of the local brewery, res of which are not available. s brewery works to capacity and ecently duplicated its plant.

ost of the imported beer is from ice-Lorraine. It is imported in les.

is curious to note that prior the Second World War, little was drunk in New Caledonia. little available was generally orted from Australia.



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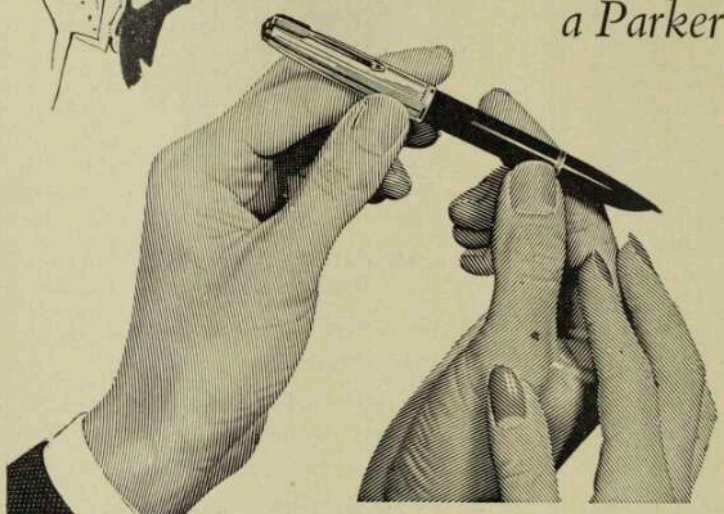
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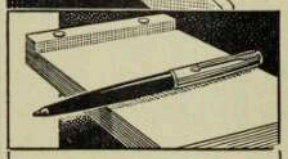
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USORI
LL

owers Hope To vert Close-down

From Our Suva Correspondent

DP representatives of the Colonial Sugar Refining Co. Ltd. met leaders of the Rewa district wers' associations prior to a e meeting of Indian growers at sori on January 21. The growers to consider the effect of the ing of Nausori mill, the CSR's st mill in Fiji.

he Company announced on Jan- y 10 that the Nausori Mill would e down at the end of the 1959 shing season, owing to unprofit- e operations over recent years, the poor prospects for the ure. (*PIM*, January, p. 23).

When the announcement was first de, the cane growers did not seem realise it fully, but the full im- ations of the closing of the Mill, it affects them, now seems to be ting in, and the majority of cane wers are very concerned.

t the meeting, Mr. Vishnu Deo, ior elected Indian MLC, and Pre- nt of the Farmers' Association the Southern District, men- ed the new areas that would be ilable for cane planting in the vani district, Tailevu and along new road now being opened up n Sawani to Vunidawa.

le said that he had asked Mr. G. Carver, one of the Company's cutives, who was then in Fiji, the cane growers could grow e cane during the coming three rs transition period. Mr. Carver replied that the growers could nt as much as they liked, but t the company did not plan to e cane after 1959. Mr. Carver ed that Malabar variety of e be restricted to low-lying badly drained lands and that eter varieties be grown in other as.

Mr. Vishnu Deo said that with re production, better drainage, with new cane areas in sight, Nausori Mill could be kept go-

FIJIANS BLAMED FOR MILL SHUT-DOWN

Y not growing enough cane and allowing their lands, which had reverted to native reserves, to w only weeds, the Fijians con- uted in part to the closing of Nausori Mill.

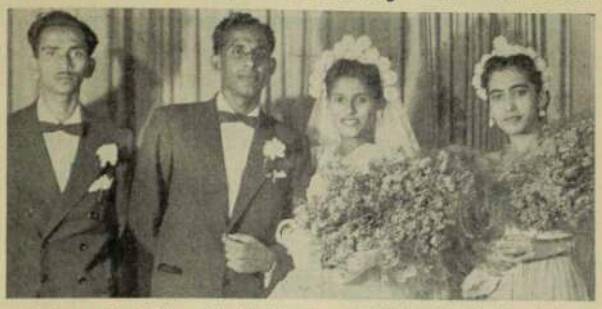
This was said at a meeting of e growers at Nausori on uary 19 by Mr. P. V. Hunt Sila, airman of the Tailevu, Rewa and itasiri Fijian Cane Growers' ion.

le said the Fijians did not have justification for their "moans ut land shortage."

le said they had failed in their duty to the Colony by leaving their lands idle.

"Most of the lands returned to us after the leases expired, and set aside for native reserves, are now covered in weeds," Sila said. He believed that if all canefarmers now pulled together and doubled or redoubled their sugar cane production there would be no need to close the mill.

Franklin-Chetty Wedding in Labasa



On January 19, at Labasa, Fiji, Miss Mary Saras Wati Chetty, eldest daughter of Mr. and Mrs. R. V. Chetty, of Labasa, was married to Albert Samuel Franklin, eldest son of Mr. and Mrs. J. K. Franklin, of Levuka. The bridesmaid was Miss Rachel Aysha Bi Yusuf, and the best-man Mr. Ben Shri Bhagwan. The ceremony was performed by a Methodist minister, Mr. P. K. Davis. This was the first Indian Methodist wedding in Labasa. —Photo by Vishnu's.

Fiji Re-Planning the Rewa

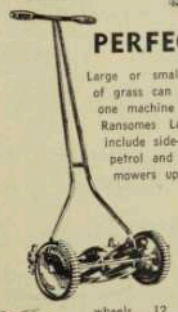
THERE is no better country in Fiji than the vast flats and terraces of the Rewa Valley and Delta; and the decision of the Colonial Sugar Refining Co. to close the Nausori sugar mill means that Fiji must face up squarely to the problem of how best to utilise Fiji's good land.

For various reasons—mostly climatic—the Rewa is not suitable for sugar culture. But it will grow a wide vairety of other profitable foodstuffs. There is a large population there, which must find a new means of subsistence.

Furthermore, Nausori is so close to Suva that it is virtually a suburb. Suva's economy will be rather heavily disturbed if, at the end of

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the three years' notice given by thi CSR Co. in January, the Rew country dwellers have not organise new sources of income, to take thi place of cane-sugar.

Some of the land is leased fro Fijians by the Indians; some worked by the Fijians; a considera able area is owned by the CSR Co Ownership of the land, naturally will bulk large in all consideration affecting its future use.

There is a problem of drainage The Rewa floods whenever there much rain in the interior; an much of the good land is either submerged or becomes swampy That is one of the reasons wh cane-growing is "out."

There is much public interest i the future of the Rewa; and thi Government is looked to for a lea Here is a chance to show how new agricultural economy could b evolved.

Sir Hugh Ragg, who knows hi Fiji as well as any man, has sug gested the formation of a Rew River Authority, to take charge the re-allocation of land, give direc tions regarding suitability and pro duction of crops, drainage, roadin and so on.

This could be a chance to tes out the argument that rearrange ment of native Fijian social an economic affairs could be effecte more quickly and efficiently Fijians were brought together much larger communities, whe they might be more easily educate and trained in farming an technical handicrafts.

It is certain that the Governmen in any attempt to re-arrange sub sistence living in the Rewa countr will have the support and acti co-operation of the powerful CS Company. That was promised Mr. Carver, when plans we under discussion in Suva late January.

Who Ordered Those Canned Singers?

WHEN MV *Citos* arrived Honiara, BSIP, on January she had one item on H manifest that caused more than o lifted eyebrow. It was "1 case canne preserved singers." It was consigne to a local Chinese store.

The question arises as to whet "canned" in this case can be take as meaning "tanked."

The BSIP *News Sheet* (fro which this item is lifted) vouch for the authenticity of the above

Citos was the first ship in months to call at Honiara with U and Hongkong cargo. She w carrying Christmas merchandi ordered by local Chinese firms—b she, unfortunately, was three wee too late.

Editors' Mailbag

(Continued from Page 16)

This whole question of New Hebrides flags appears to have become internationally complicated. It is worth noting, however, that neither the French nor the British erected an archway, with or without flags.

Two Have Had Sufficient Faith

Two readers have supplied the answer to "A Test For Those Of Little Faith" (Magazine Section, January), and have seen the picture of Christ on the Christmas Card. We are preparing a drawing for those whose faith does not come up to requirements and this will be published in the March issue of *PIM*.

Mr. C. Pocock, of Sydney, will have his subscription extended six months; and Mr. A. G. Shearer, of Suva, who buys his *PIM* from a bookstall, will be paid for his rough sketch. (That covers *PIM's* obligation in the matter).

Please Tell Canberra Your Wife's Birthplace!

Whether you are "cook's son, duke's son, son of a millionaire", and you wish to enter the Territory of Papua and New Guinea, if only for 24 hours, you must fill in and sign an "application for permit to enter." And I commend this form as a first-class example of bureaucratic idiocy (writes "Traveller").

Knowing that a "Permit" was needed, I sent for an application form; and I there was informed that, even if travelling alone, I must give my wife's maiden name, her birthplace, and the names, ages and addresses of all my children; the places where I have resided in the last five years; my height in ordinary boots; how I am marked; the colour of my hair and of my eyes; and so forth.

I telephoned the Sydney office of the Department of Territories, and explained that I was merely making a business trip to the Territory—so surely all these details were not necessary. The lady informed me, very snappily, that I had to answer every question, and get the form there within a certain time, or there would be no Permit. No Permit, no plane ticket.

So then I telephoned a high official, and spoke my mind freely.

"But why didn't you inquire sooner?" he said. "Of course you can have a Permit. Just fill in lines numbered So-and-so, and send it in, and you can pick up the Permit immediately."

I thanked him; and got my Permit accordingly.

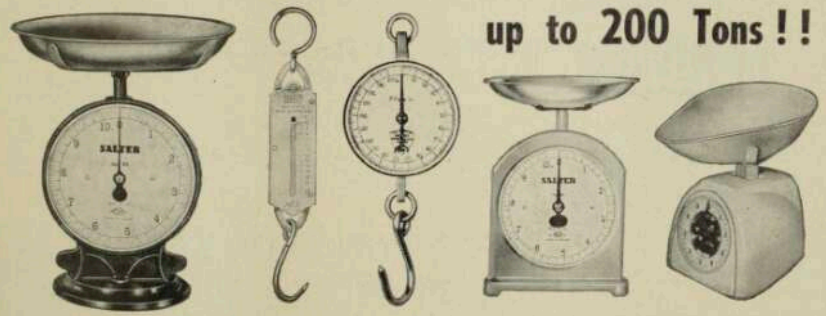
I learned later that, if you are well-known, and know the ropes, this Permit business is a mere formality. The form is designed in the way described to prevent unknown, undesirable people getting into the precious Territory without screening.

Obviously, there should be two forms of application, just as there are in other South Pacific Territories — one for persons travelling on a Passport, who propose to make only a short stay, and can produce either a return ticket, or evidence of sufficient means to pay for residence and a return fare; and another (of the kind now in use) for persons planning an indefinite stay.

If the Australian Department of Territories wants evidence of how such a system works efficiently, without harassing business men and tourists planning a short stay in the Territory, it should apply to the Immigration Department of Fiji, or the Islands Territories Department of New Zealand.

(The PIM has commented at various times on this irritating and time-wasting Australian practice. But the head of the dear old ostrich still is buried in the sand, and its feathered behind is not influenced by any kind of criticism.—EDITOR).

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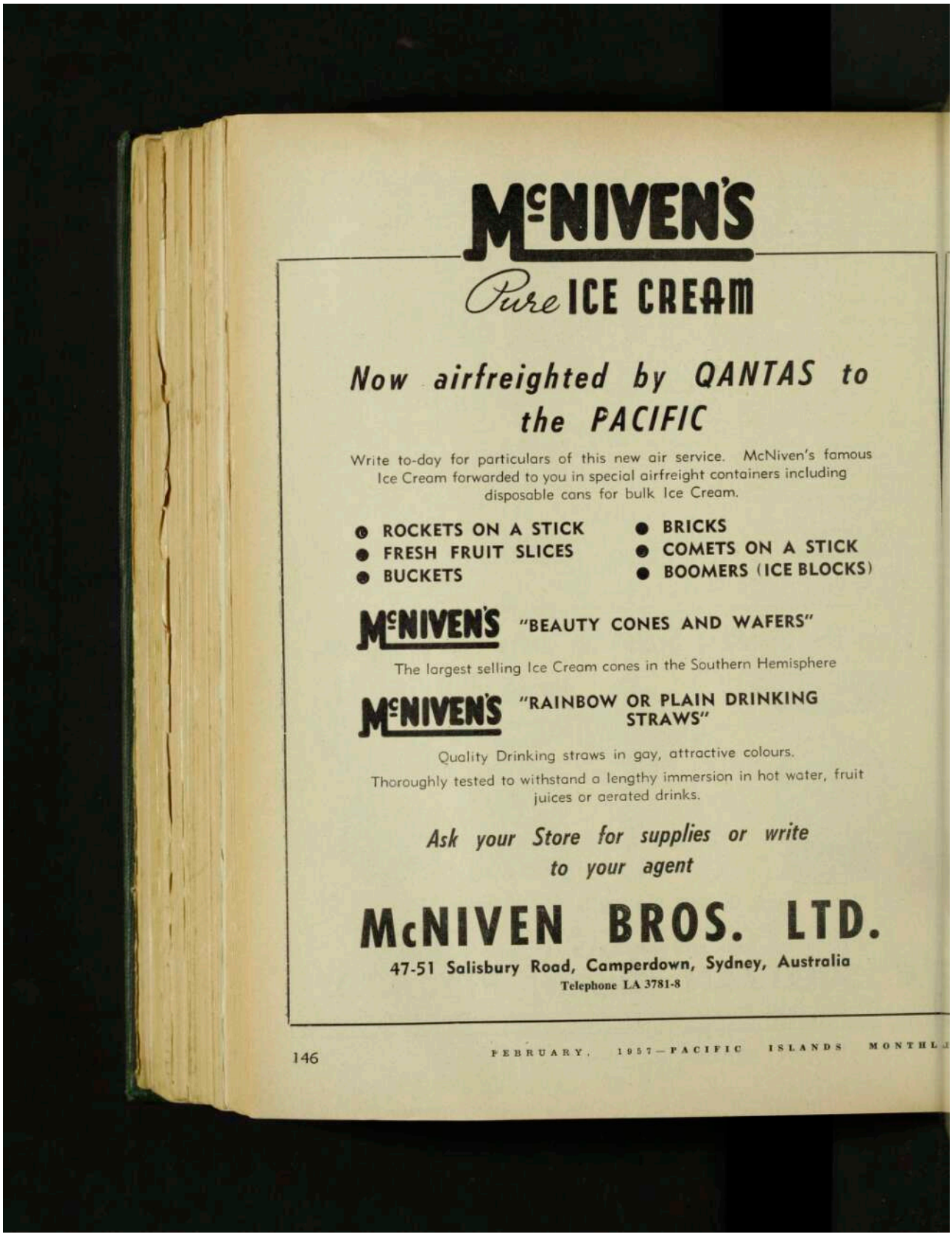
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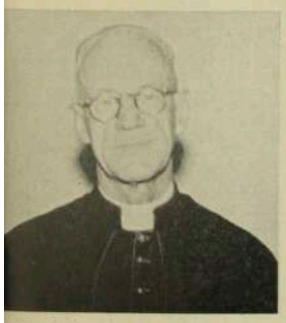
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NEW RC BISHOPS FOR PACIFIC

THREE new Bishops for the Roman Catholic province of Oceania have been named by the Pope. They are Monsignors Francis John Doyle, MSC, who will become Titular Bishop of Onuphus, and Vicar Apostolic of Samarai (Papua); Ignatius Doggett, OFM, who will be Titular Bishop of Mundinizza and Vicar Apostolic of Aitape (New Guinea); and Pierre Martin, SM, who will be Titular Bishop of Selinus and Vicar Apostolic of New Caledonia.

The Apostolic Delegate in Australia, New Zealand and Oceania, Archbishop R. Carboni, will consecrate Bishop-elect Doyle at the Sacred Heart Church, Randwick, on February 25, and Bishop-elect Doggett at the Franciscan Church of Mary Immaculate, Waverley, on February 26.





TOP, Monsignor I. Doggett, Bishop-elect of Aitape; and, BELOW, Monsignor F. J. Doyle, Bishop-elect of Samarai.

Monsignor Doyle went to Samarai from Sacred Heart, Randwick, in 1951, as the first Prefect Apostolic, and now that the status of the area has been raised he becomes first Vicar Apostolic.

He was ordained to the priesthood at St. Mary's Cathedral, Sydney, in 1926, and then spent 10 years on Thursday Island. His Thursday Island service was followed by eight years as rector of the Downland College, Toowoomba, Queensland, and some years in Darwin, and at Randwick, NSW.

Bishop O'Loughlin, of Darwin, and Bishop Sorin, of the Yule Mission, Papua, will assist Archbishop Carboni at the consecration.

Monsignor Doggett was born at Rydal, New South Wales, 48 years ago. His early studies were at St. Bonaventure's College, Rydal, and later at Holy Cross College, Rydal. At the end of 1926 he went to Ireland and there entered the Franciscan Novitiate at Killarney, and from there to Rome, where he was ordained to the priesthood in 1933.

After ordination he went to the Louvain University, Belgium, to study canon law. However, he was recalled to Australia after 12 months to become Master of Students and Professor of Canon Law at St. Paschal's College, Melbourne. (Over)

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After holding various offices in his Order in Australia he was chosen as the first Superior of the new established Franciscan Mission in New Guinea. This was in 1946. A small band of six priests accompanied him. There were then three stations only, but these have increased to 21, with 25 Fathers, five Brothers and eight Sisters at work in the area.

In 1952, when the area was elevated to a Prefecture, Monsignor Doggett became first Prefect Apostolic. In December, 1956, the mission became a Vicariate, and he became first Vicar Apostolic.

Monsignor Martin is a French survivor of Dachau concentration camp in the Second World War.

Spontaneous Fire In Copra Meal

THE fire in Carpenters' Copra-meal store, in Walu Bay, west of the Suva docks, late in January was an outstanding example of spontaneous combustion.

About 2,000 tons of coconut meal from the crushing mill, had accumulated there, awaiting shipment to New Zealand. There had been heavy rain; and some water got through to the sacks. The combined result of wetness, the hot season and enormous weight (the sacks were stacked very high) caused fire to generate in the bottom layers of bagged meal.

Early morning workers on Sunday, January 20, saw smoke coming from the top of the store, and gave the alarm.

The fire did not blaze; but there was a stubborn smoulder. Thousands of bags were shifted hurriedly outside—it was still raining—before the seat of the trouble was reached.

Just as the smouldering bags were being taken out, another fire developed similarly in another part of the store. The job of stamping out the trouble went on for two days.

A few hours after the fire was noticed—on the Sunday—a ship came in for the 2,000 tons of meal. But it could not load. Most of the sacks—even those well way from the fires—were too hot for placing on a ship. The process of spontaneous combustion had affected a large proportion of the copra meal at the lower tiers.

+ Three Capuchins from the United States have arrived in New Guinea to join their Order's missions. They are the Rev. Father Gregory Roger Smith, OFM, Gale Stakem, OFM, and Brother Claude Mattingly, OFM. The Capuchin Mission of Papua comprises the whole of the Southern Highlands

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Passengers of "Matua" wait quietly in the wn of January 21 to get into the ship's ats after "Matua" had run onto Duff Reef few hours earlier (see "Shipping News", is issue).

It was good luck that four American stroyers, heading for Suva, were only a few les way at the time. And it was extraordinary luck that, since the "Matua" was destined to go on that reef, that she went on in that particular spot.

The Americans sent down a diver to see what had happened to the "Matua's" bottom. He reported that there were rough lumps of coral stretching away on both sides, all big and ugly enough to have torn through the ship's plates; but, in that particular place, the ship was resting easily and quite undamaged in a bank of coral sand. She was pulled off without much effort. The destroyers took off all her passengers, and in Suva USS Co. manager Butler and a busy company had organised accommodation for them in the lounge and lower rooms of the Grand Pacific Hotel (then empty and undergoing renovation).

By the time the "Matua" tied up it was plain that the ship was completely unharmed; and within an hour or two the greatly relieved passengers were going back to their cabins, and settling down for an uneventful voyage to Auckland.

Photo: Eric S. Adams.

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PORT MORESBY residents may now, if they wish, spend an hour each Sunday morning chatting to their friends in Australia (at 10/- per minute), and through Australia, to the world.

The regular daily radio-telephone service between Australia and Moresby has now been extended to take in an extra hour on Sundays between 9.45 a.m. and 10.45 a.m. Service began on January 27.

P-NG radio-telephone service, like the Australian mainland service, can now provide connections with the Soviet Union. Residents of the Territory may therefore ring up friends in Russia. Whether they get any answer is, of course, another matter.

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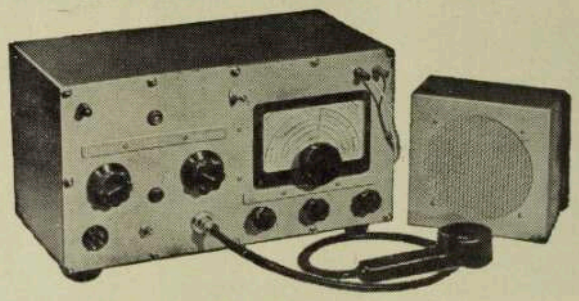
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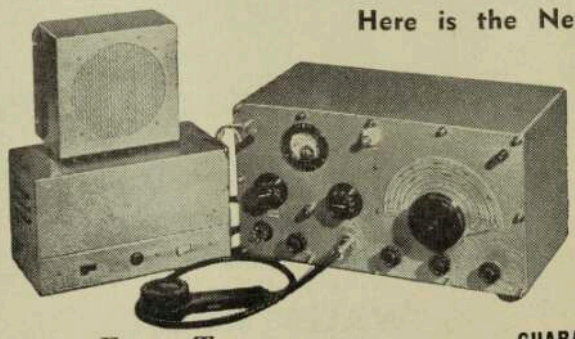


SHIP TO SHORE

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Brown-Ward Wedding



At St. Clement's Church, Mosman, Sydney, ecently, Mr. Donald Brown married Miss Norah ard, only daughter of Mrs. E. K. Ward of rfolk Is. The bride is shown signing the gister after the ceremony.
The bride's mother is a descendant of the v. George Hunn Nobbs, first missionary or tcairn Island.

McDonald-Stevens Wedding

THE marriage took place in St. Paul's Cathedral, Melbourne, on February 6, of Mr. Jack cDonald, of Rabaul, New Guinea, Miss Ann Stevens, of Ararat, Vic., d formerly of the teaching staff the CSR Co., Lautoka, Fiji, and e Suva Girls' Grammar School. Dean Barton Babbage conducted e ceremony.

Mr. McDonald is a son of Mrs. E. cDonald, now of Sydney, but rmerly on the staff of CSR Co., d Northern Hotels Ltd., Fiji.

Mr. McDonald has been on the aff of Works and Housing Department for the past 12 years and e and his wife will make their ome in Rabaul.

Mr. C. W. Cayzer, General-Manger of the Emperor Goldmining o., has been appointed a Member the Fiji Executive Council.

McDonald-Ignatius Wedding

At the Roman Catholic Church in Pt. Moresby, Papua, on December 28, Miss Vickie Ignatius was married to Mr. Gregory McDonald.
Photo: Papuan Prints.



Dismissal Followed Pay-Roll Negligence

THE pay clerk of the Samoan Public Works Department, Motu Su'a (on the temporary staff), who was in charge of the pay-roll of the Public Works which was stolen at Fagamalo, Savai'i, some time ago, has been dismissed from the service after a full examination of the circumstances surrounding the theft. The Public Service Commissioner found that Motu Su'a had opened the clothes-box in which the cash box was to be locked and on account of his intoxicated condition omitted to place the cash box in the clothes box before relocking the latter.

His conduct greatly facilitated the subsequent theft of the money. Motu Su'a was therefore adjudged guilty of negligence and dismissed.



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Modern Shops For Fiji Country Town



A block of six modern shops which were built recently in Nasea, Labasa, Fiji, for Messrs. Jagannath, Nanhu and Jaduram. This is the first building of its kind in Nasea township. The six shops have been occupied by Indian merchants. Photo: Magan B. Patel.

† A Niue Islander, Malami Viliami, 46, was to have appeared in the Magistrate's Court in Auckland on February 13 for the lower court hearing of a charge of murder against him. He was alleged to have murdered Luitohi Joseph, at Devonport, on January 11.

DEPTH BOMBS

Fiji War Relics For Delousing

DISCOVERY of unexploded 325-pound American "depth bombs" in the Laucala Bay-Nuku Buco passage area, Fiji, caused a slight "panic" early this month. Suva's Acting Harbour Master, Captain E. L. James, acted promptly in closing the area until the bombs were "deloused."

The bombs are believed to have been dropped from a Catalina during the Second World War. One was thought to have been dropped accidentally, and two were discharged to try to explode the first.

Airmen from the Royal New Zealand Air Force base at Laucala Bay found two of the bombs while they were spear-fishing in the area.

A RNZAF spokesman said that the fins and fuses of the bombs were still complete.

The bombs were set to explode at a certain depth, and if a ship's anchor caught hold of one of them and dragged it into deep water it might explode. An attempt was to be made to explode the two bombs in shallow water. The third, at the time of going to press, had not been located.

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SPAL Still Has Plans Despite UK Blundering Over Christmas Is.

The following notes on the plans of South Pacific Air Lines, which intended to run a flying-boat service from Honolulu to Papeete via Christmas Island, are from Captain Bryan Monkton, formerly of Trans Oceanic Airways and later an executive vice-president of SPAL. He has now resigned from the latter company and is at present in Sydney.

THE plans of South Pacific Air Lines to establish the long-awaited regular air service between Honolulu and Tahiti are still suffering as a result of the decision of the British Government to use Christmas Island as a nuclear test site.

SPAL—an American airline company—received full authority from the US Civil Aeronautics Board to establish regular scheduled air services over this route in August, 1953. It planned to operate this service with Solent four-engined flying-boats direct into Papeete harbour, and received strong support from the local Tahitian Government and from France as any proposal to use landplanes would have involved the re-activation of the war-time strip on 170-mile distant Bora Bora, and the attendant problem of transporting the passengers by sea or amphibian from there to Tahiti; or the Government would have been faced with the construction of a land airport on Tahiti itself at a possible cost of about $4 million.

However, although the use of the Solents avoided this problem, these aircraft did not have the economical range to fly the 2,600 miles between Honolulu and Tahiti non-stop and so it was planned to refuel at Christmas Island, a large flat coral atoll enclosing extensive lagoons for flying-boat operation and ideally situated almost at the half-way point along the route.

At that time, Christmas Island was one of the territories whose ownership was mildly disputed by Britain and the US. During the Second World War it had become a condominium, shared jointly by these two nations, and the US Air Force had built an airfield and other fairly extensive installations on the island.

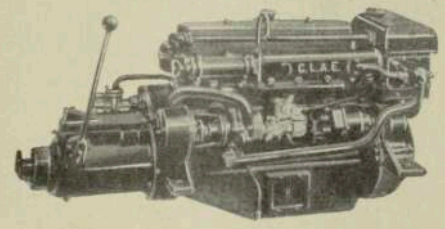
At the end of the war the US forces eventually moved out and left the airfield and buildings in the somewhat doubtful care of the British authorities. Then the Gilbert and Ellice Island Colony Government took over the coconut plantations and, with a labour force of about 200 Gilbertese, started to produce copra again from the 1-million or more trees, most of which had been planted on the island by former residents.

When SPAL proposed to build a flying-boat base and other facilities on the island it approached both the US State Dept. and the British Colonial Office for the necessary authority.

The US gave SPAL an indefinite lease of the former US Air Force installations for a peppercorn rental, on condition that SPAL maintained the landplane field in a reasonably satisfactory condition to permit occasional aircraft to land there.

The British, through the High Commissioner for the Western Pacific, entered into an agreement with SPAL granting the company the lease of an area of land on which to establish the shore in-

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stallations—radio station, power house, personnel living quarters and passenger accommodation—as well as landing rights and the use of the seaplane operating area.

This agreement was to remain in force for as long as the CAB certificate, granting the franchise on the route, remained valid, the present certificate being due to expire in 1960.

On this understanding SPAL acquired three Solent flying-boats and other allied operating equipment and started the lengthy procedure of obtaining US certification for these British-built aircraft.

At the end of 1955, the aircraft were almost ready to go into service and SPAL began to prepare the route. A large volume of equipment for the base at Christmas Island—cranes, tractors, diesel generators, tank trucks, radio towers and transmitters, buildings, refrigerators and the hundred and one other things necessary for such an operation—was assembled in Honolulu and in February, 1956 was dispatched to the island by barge and tug.

At the same time a party of 25 construction workers and technicians, under SPAL engineer R. S. Hills, flew to Christmas Island by chartered DC4 and set up camp on the site of the base.

With the arrival of the main equipment, construction work was commenced and by the end of April the base was 80 per cent. completed. The power-house was operating, station living quarters finished. The powerful 1,000-watt radio beacon was on the air and the storage tanks almost ready to receive bulk supplies of aviation gasoline. A tentative date for the inauguration of the service had been set for August, 1956.

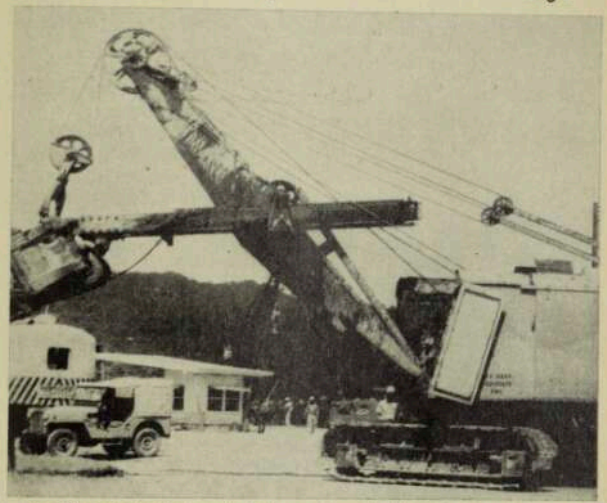
WHEN without warning, it was announced that the British Government intended to use the island as a base for making the first British aerial H-bomb drop.

Later SPAL was informed officially through the US State Department that they could not use the island as a base until after the conclusion of the atomic tests and that all SPAL men must be off the island by June 1, 1956.

No commercial aircraft being available for charter at the time, SPAL had to appeal to the US Coast Guard and as a result an RY3 transport aircraft took everyone back to Honolulu. No time was available to take measures to protect the valuable equipment which had to be more or less abandoned, but the RAF and Royal Engineers who moved in almost straight away no doubt made good use of it.

At first SPAL considered that it might be better to await the conclusion of the tests, scheduled to finish about August, 1957, rather than go to the expense and trouble of reorganising with new equipment. But now the airline has been informed that the present tests may be repeated from time to time in the future and that each time a test is scheduled, commercial flying operations to the island would have to cease. Such a restriction would be quite unfeasible, of course, and the airline has decided to reorganise its plans to permit the

E. Samoa Prepares for Jet Age



One unit of the $1,000,000-worth of heavy equipment landed at Pago Pago in January from "Northwestern Victory". The equipment, on loan from the US Navy, was taken from Guam and will be used to construct Eastern Samoa's new airport at Tafuna which will be the first in the South Pacific built for the big jet airliners of the future.

Photo: Pan American Prints.

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operation of the route without the use of Christmas Island.

Alternative plans have entailed the use of such islands as Palmyra, Fanning or Penrhyn as refuelling bases for the flying-boats but each has certain distinct disadvantages, principal of which is the uneven stage lengths involved with resulting loss in payload.

Now, the plan most favoured involves the use of a long-range landplane direct from Honolulu to Bora Bora and the basing of a Solent flying-boat in Papeete to make the connection between there and the remote airfield.

An order for a Lockheed Super Constellation Model "G" has been placed by Dollar Associates, the parent company of SPAL, and the delivery of this aircraft is expected in May of this year.

IT is fairly obvious that the British authority which is concerned with the planning of nuclear tests such as that which is scheduled to take place on Christmas Island must have known of the forthcoming experiments long before SPAL moved into the island and, in fact, probably before even the SPAL agreement with the Colonial Office was signed.

It appears that this is a very clear case of official bungling and one where the right hand did not know what the left was up to.

Having made the blunder and completely upset the plans of the airline and deprived Tahiti of its much-needed air service, it might be thought that the British Government would hasten to make amends by promptly paying the rightful claim of SPAL for compensation in the matter.

But it is now almost a year since the rug was jerked out from under the airline's feet and it has not seen a penny to repay it for the equipment left on the island or the loss of profits and prestige. The SPAL claim is for about 200,000 dollars. In any case it is difficult to understand why, with a dozen other suitable islands to choose from, it had to be Christmas Island.

† Some wily Indians in Fiji, disqualified as bus and taxi drivers, have been beating the traffic authorities by using other men's driving licenses. The Police Department now has come back with a new system which will not be so simply circumvented. From January onwards, every public-service-vehicle driving-license must carry with it a certified photograph of the license-holder. All licenses not carrying such identification became forthwith invalid. It was a drastic remedy—but it appears to have been effective.

Samoan Pigeons to be Protected

THE Samoan Government has announced that the existing restrictions on pigeon shooting, introduced because of the indiscriminate shooting of the only game birds in Samoa, should continue to be enforced for the 1957 season. The pigeon shooting season will be open in 1957 for three months only, instead of for four months as in 1956; 1958 will be a completely closed year.

At present there are stocks of some 230,000 rounds of ammunition in stock in the Territory. There are 1900 licensed firearms.

The restrictions are intended to prevent the complete extinction of the indigenous pigeon and the Government intends to review the position from time to time and take further steps if considered necessary.

† The engagement was announced recently in Sydney of Margaret Anne Petrie Ragg, eldest daughter of Mr. and Mrs. D. P. Ragg, St. Ives, Sydney, and formerly of Lautoka, Fiji, to James Alfred Dixon, only son of Mr. and Mrs. James R. Dixon, of Randwick, Sydney. Miss Ragg is a granddaughter of Sir Hugh and Lady Ragg, of Tamavua, Suva. The wedding is planned for mid-June in Sydney.

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BRITISH
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Mechanising Copra Cutting

LITTLE has been heard of the coconut de-husking and cutting machines that received considerable publicity in the Pacific a few years ago.

One was the invention of a Tahiti man; the other American. There was some disagreement over patent rights.

In spite of these machines, almost all copra on South Pacific plantations is still being cut by hand, although cost of labour is now high.

It is reported that the Tyneside Foundry and Engineering Co., Ltd., manufacturers of the famous Chula copra dryers and Huttenbach Rubber Machinery, are at present working on a machine for de-husking and cutting coconuts. The project is still in the experimental stage, but if it should ever become a commercial proposition the reputation of its manufacturers is such that it will cause considerable interest among planters.

THOSE OLD DAYS IN PAPUA

Indefatigable writer, Nixonwestwood (now residing in England) comments on Mr. A. P. Lyons's historical article in PIM, Sept., 1956:—

"He omits mention of some men who were prominent in Papua then I refer to Guy Owen Manning, Arthur Jewell, Garrioch, and William Cunningham Bruce . . .

"Lyons, when he was RM of the Western Division, had the task of seeking the natives who were supposed to have killed Dreschler and Bell. That they were killed is certain; but those inland natives were not so uncivilised that they did not know how to cover up their tracks. Lyons could only report what he saw—but that was enough. Lyons had a pretty unpleasant experience in a country that, at that time, was practically under two forms of Government control . . .

"I am certain that that photograph on page 88 of September PIM is a copy of one of Guy Manning's pictures; and the year is around 1909-10. It is not earlier, because there are telephone poles and if you can find out when they were erected, you will be close to the date.

"The photograph shows the old Bottom pub still there; but the new pub, built for Tom McCrann, is shown, and other buildings which were not erected until after 1910.

"There was an open space below the new pub, and differences of opinion often were settled there on Sunday mornings. 'Handsome Harry' and 'Yorkie' Booth were opponents there one Sunday; but 'Handsome' was no match for 'Yorkie'—he did not last three rounds. Jimmie Wallace also planned to take on Joe Sloane there; but Joe was 18 in. taller than Jimmy, and in deference to public opinion, the fight was called off."

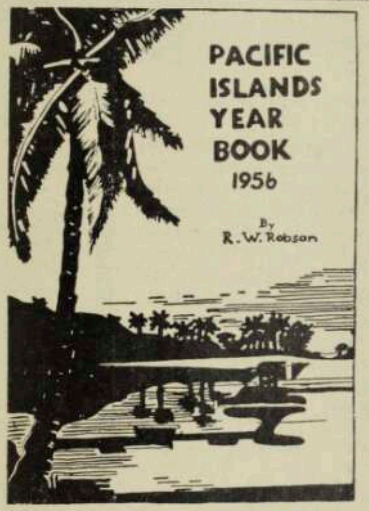
† A New Zealand Civil Aviation Bureau DC3 aircraft carried a special cargo of live trochus shells to Aitutaki from Fiji during December.

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In PIM's current year (August, 1956, to July, 1957) we will award £15 for the best news photograph; and another £15 for the best cover-picture published in the magazine during the period.

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(For full particulars see page 61, September, 1956, issue.)



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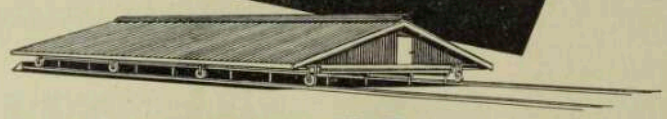
The 1956 (Seventh) Edition contains 480 pages and numerous maps. In addition to providing authentic information relating to Administrations, Geography, History, Industries, Trade and Commerce (full statistics and lists of main Trading Firms), the P.I. Year Book has a number of Special Sections, such 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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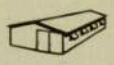


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Islanders Gather at Sydney Function

These photographs, taken at a recent gathering of the Polynesian Association, Sydney, show TOP (left to right): Mr. and Mrs. Eric Swan—Mrs. Swan was Marjorie Strachan, of Butaritari, Gilbert Islands, descendant of the well-known Raymond family. Miss Noeline Grant dancing with Michael Jiwan, both of Suva. Mrs. Rose Anness, formerly of Lambasa and Suva, with her son Gerald.

LOWER: Mrs. Dora Blacklock, formerly Miss Malley of Suva, with Mr. Ernie Shields. Mr. and Mrs. D. Allen, of Suva (Mrs. Allen was formerly Miss Mary Stevens). (The two people in the photo extreme right were un-named).

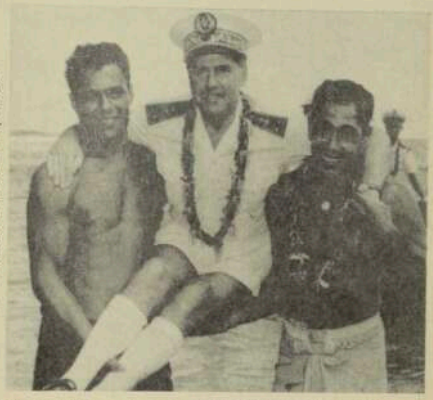
Photos: Bayside Studio.



170 Years Later

AT RIGHT: Admiral Lautrec Montfa, French Navy Commander in the Pacific, is carried ashore at Asu (or Massacre) Bay, Tutuila, American Samoa, scene of the murder, in 1787, of some of La Perouse's men by local Samoans. The Admiral was paying a visit to American Samoa in his flag-ship, "Dumont D'urville". A memorial service was held at Asu Bay beside the memorial (left).

Photos: Pan American Prints.



TRAINING FIJI TRADESMEN

THE Department of Education in Fiji has instituted a training scheme for mechanics under which certificates can be granted. An apprenticeship system may also be set up.

There has been criticism over the years about the absence of such a system, and this absence has resulted in a very low standard of workmanship.

Shipping owners, building contractors and garage workshop foremen have been most vociferous in their complaints at the lack of adequately trained tradesmen.

One building contractor said that for every two men on the job he had to have another and more qualified man to repair mistakes the first two men made.

Tongan heavyweight boxer Sitione Lave knocked out Guenther Nuernberg in the first round of a heavyweight contest in Germany on November 30.

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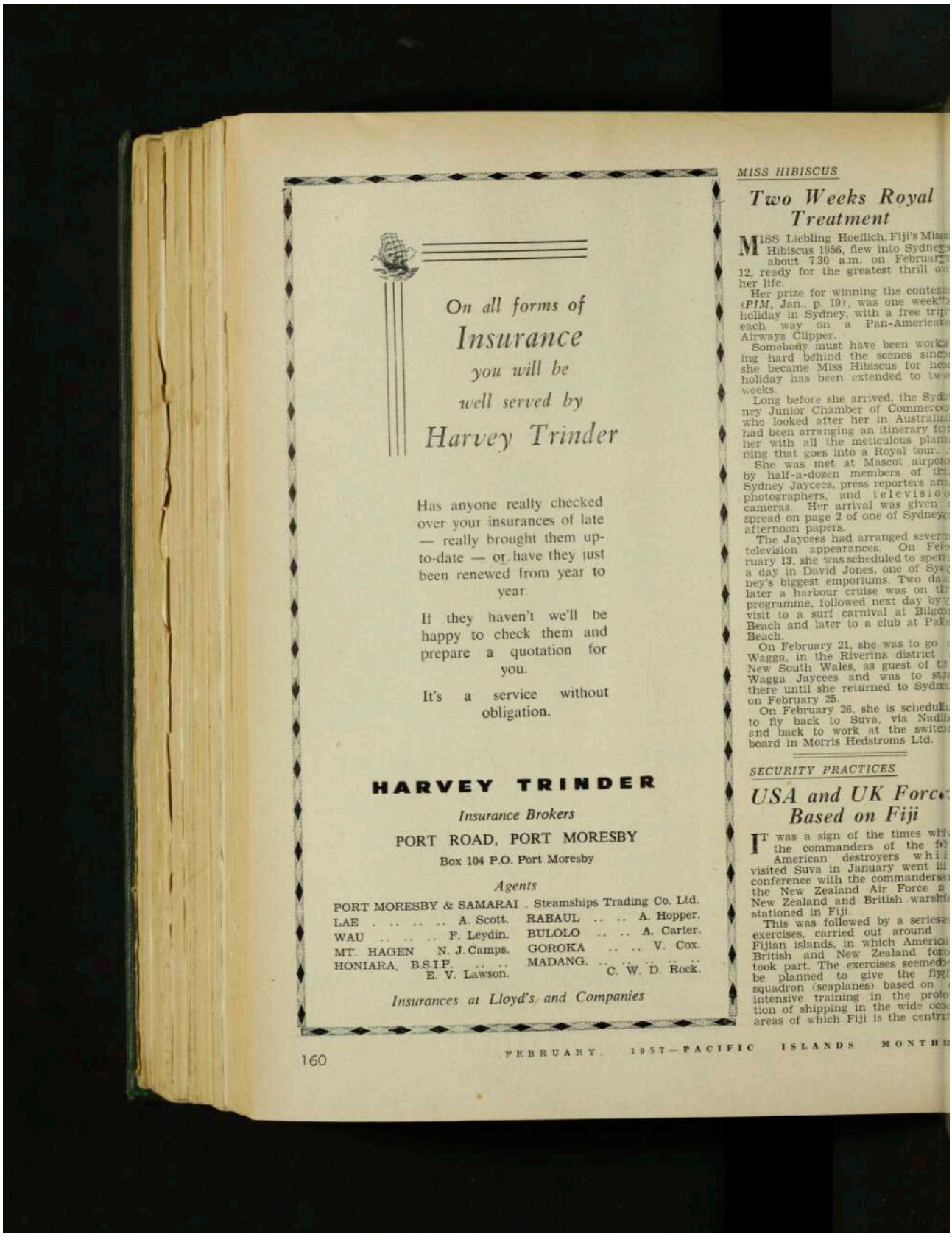
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MISS HIBISCUS

Two Weeks Royal Treatment

MISS Liebling Hoeflich, Fiji's Miss Hibiscus 1956, flew into Sydney about 7.30 a.m. on February 12, ready for the greatest thrill of her life.

Her prize for winning the contest (*PIM*, Jan., p. 19), was one week's holiday in Sydney, with a free trip each way on a Pan-American Airways Clipper.

Somebody must have been working hard behind the scenes since she became Miss Hibiscus for new holiday has been extended to two weeks.

Long before she arrived, the Sydney Junior Chamber of Commerce who looked after her in Australia had been arranging an itinerary for her with all the meticulous planning that goes into a Royal tour.

She was met at Mascot airport by half-a-dozen members of the Sydney Jaycees, press reporters and photographers, and television cameras. Her arrival was given a spread on page 2 of one of Sydney's afternoon papers.

The Jaycees had arranged several television appearances. On February 13, she was scheduled to spend a day in David Jones, one of Sydney's biggest emporiums. Two days later a harbour cruise was on the programme, followed next day by a visit to a surf carnival at Bilgola Beach and later to a club at Palm Beach.

On February 21, she was to go to Wagga, in the Riverina district of New South Wales, as guest of the Wagga Jaycees and was to stay there until she returned to Sydney on February 25.

On February 26, she is scheduled to fly back to Suva, via Nadi, and back to work at the switchboard in Morris Hedstroms Ltd.

SECURITY PRACTICES

USA and UK Forces Based on Fiji

IT was a sign of the times when the commanders of the fleet of American destroyers which visited Suva in January went into conference with the commanders of the New Zealand Air Force and New Zealand and British warships stationed in Fiji.

This was followed by a series of exercises, carried out around the Fijian islands, in which American, British and New Zealand forces took part. The exercises seemed to be planned to give the flying squadron (seaplanes) based on Fiji intensive training in the protection of shipping in the wide ocean areas of which Fiji is the centre.

END OF AN ERA

The Last Greig ies On Fanning Is.

VE are indebted to Burns Philp's Islands Agencies Department and to Mr. P. F. D. Palmer, manager of Fanning Island antations Ltd., for this story of e late Hugh Greig, who died at nning last August 14. The death Greig could be taken as an end a particular Pacific phase, re-lling as it does a time when a ung man could sail the South as and select for himself a whole land.

Hugh Greig was born at English rbour, Fanning Island, on Sep-mber 25, 1885, and was the eldest n of George B. Greig (born 63), who in turn, was the eldest n of William Greig, who settled English Harbour about 1857.

William Greig was a young rshire Scot and there are several rsions of how he and a young nerican, George Bicknell, with om he was associated for so ng, went to Fanning Island. One rsion is that they were both sea-en aboard a trading vessel and ok jobs as coopers with Captain hn English, who had taken up sidence there about 1855.

Legend has it that at some later ge Fanning Island was handed er to William Greig, and Wash-g Island to George Bicknell on e death of Capt. English, in lieu wages due.

Another version is that Greig rived at Fanning first and was er joined by the American. Both en died on Fanning, William eig in July, 1892. Greig had rried Teanauatu, a sister of the ng of Manihiki, and had three ns, who carried on at Fanning. e descendants of Bicknell, how-er, moved away and his heir sold s interests in Washington Is. to "man in Suva," who in turn ld them to Father Rougier.

Hugh Greig joined Fanning land Plantations Ltd. under Mr. arold Gow, in 1936. He had been ployed continuously there until s death, with one recruiting trip Suva and Tarawa in 1938, a riod in charge at Washington land during 1937-38, and a short p to Honolulu in 1948. The rest his life appears to have been ent in or about the old family at at English Harbour—to which was very attached.

Between 1904 and 1916, he served an operator with the old Pacific ble Board, during which time he ent some months at Suva in this rvice.

His most spectacular exploit was e skin-diving for the severed ends the Pacific Cable which had been stroyed by the German cruiser



Death on a small Pacific island is an intimate and personal thing affecting all. Here Hugh Greig's coffin, covered in cloth, probably from the local store, is lowered into a coral grave. The Red Ensign that covers the coffin has an interesting history. It belongs to Mr. Palmer and in one corner is embroidered: "M.V. Rogeia, 1927-37". The work was done by Mission girls in North Buka, New Guinea, and presented to Mr. Palmer when he ended 10 years' service on the vessel for Choiseul Plantations.

Nuremburg, a few days after the outbreak of war in August, 1914. Communication was re-established within hours as a direct result of Greig's efforts, and aided considerably in the eventual destruction of the German squadron off the Falkland Islands.

† Two old Fiji families were united in marriage recently when Miss Edith Evening, daughter of Mr. and Mrs. G. Evening, of Wailoku, was married to Mr. Morris Lockington, son of Mr. and Mrs. T. Lockington, of Navesi.

¶ Captain A. L. Hansard, Bandmaster of the Fiji Military Forces for over 11 years, has retired from the FMF after 30 years, and has gone to live on the Viro coconut plantation on Ovalau Island, Fiji, which he purchased recently.

WANTED

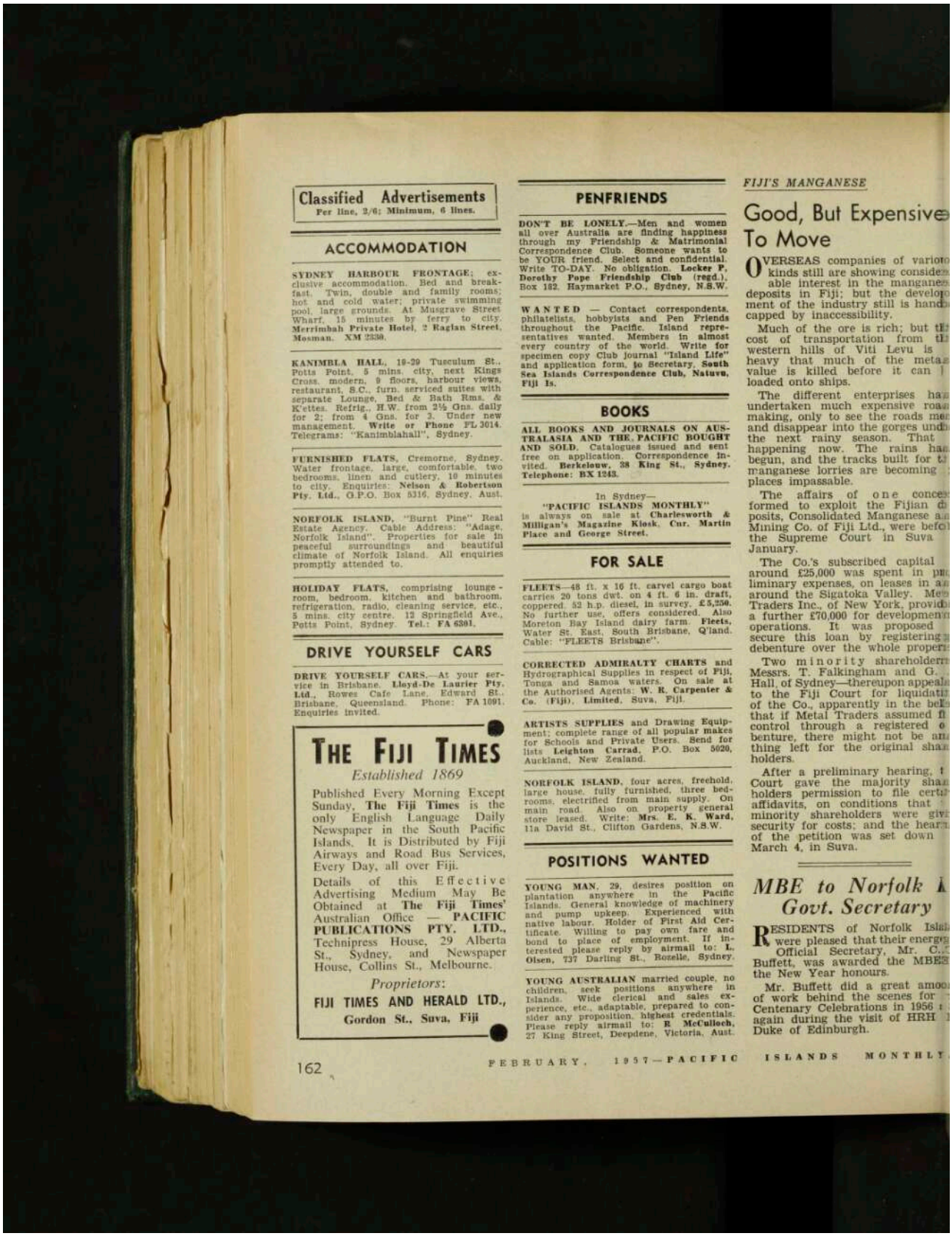
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FIJI'S MANGANESE

Good, But Expensive To Move

OVERSEAS companies of various kinds still are showing considerable interest in the manganese deposits in Fiji; but the development of the industry still is handicapped by inaccessibility.

Much of the ore is rich; but the cost of transportation from the western hills of Viti Levu is so heavy that much of the metal value is killed before it can be loaded onto ships.

The different enterprises have undertaken much expensive road-making, only to see the roads meet and disappear into the gorges under the next rainy season. That is happening now. The rains have begun, and the tracks built for the manganese lorries are becoming impassable.

The affairs of one concern formed to exploit the Fijian deposits, Consolidated Manganese and Mining Co. of Fiji Ltd., were before the Supreme Court in Suva in January.

The Co.'s subscribed capital of around £25,000 was spent in preliminary expenses, on leases in and around the Sigatoka Valley. Metal Traders Inc., of New York, provided a further £70,000 for development operations. It was proposed to secure this loan by registering a debenture over the whole property.

Two minority shareholders, Messrs. T. Falkingham and G. Hall, of Sydney—thereupon appealed to the Fiji Court for liquidation of the Co., apparently in the belief that if Metal Traders assumed full control through a registered debenture, there might not be anything left for the original shareholders.

After a preliminary hearing, the Court gave the majority shareholders permission to file certain affidavits, on conditions that the minority shareholders were given security for costs; and the hearing of the petition was set down for March 4, in Suva.

MBE to Norfolk Island Govt. Secretary

RESIDENTS of Norfolk Island were pleased that their energetic Official Secretary, Mr. C. Buffett, was awarded the MBE in the New Year honours.

Mr. Buffett did a great amount of work behind the scenes for the Centenary Celebrations in 1956 and again during the visit of HRH the Duke of Edinburgh.

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COPRA

(1957 MOF price not yet finalised).

Price negotiated between British Ministry of Food and British South Pacific Territories for 1956 was £Stg.58/10/- FOB main ports—a reduction of 10% on the 1955 price. Stabilisation funds and other charges reduce the actual prices to producers to those given below, per ton:

PAPUA - NEW GUINEA:—Hot Air £A62/10/-; FMS (Sun-dried) £A61/15/-; Smoked £A59.

FIJI:—Plantation £F57/5/6 for top grade; FMS £F57; moister grades £F55/18/- to £F54/2/- minimum.

W. SAMOA:—Sellers: 22/6-23/6 per 100 lbs. Exporters: £S41 and £S47 f.o.b. Apia, for two grades.

E. SAMOA:—Producers receive 5 cents lb. ($US112 or £A50 approx. per long ton), Periodic bonus, if average proceeds exceed Govt. buying price and expenses.

SOLOMONS:—Honiara/Gizo: Hot Air £A61/10/-; Mixed HA/FM £A57; FM £A52/10/-.

NEW HEBRIDES:—Buying price on Jan. 14 fell from 6,750 Pac. francs (£A47/5/-) to 6,300 Pac. francs (£A44/2/-) delivered Vila/Santo. European price 20,000 Met. francs (£A88/10/-) c.i.f. per short ton.

FRENCH OCEANIA:—Recent prices were: Top grade 10.50 Pac. francs per kilo (£A62/15/- per long ton) f.o.b., Papeete; minimum for lowest grade 5.35 Pac. francs (£A39 per long ton).

TONGA:—A Grade, £T52/5/-; B Grade, £T46/3/-.

COOK IS.:—Local price is based on £NZ58/14/4 (£Stg.38/10/-) per ton f.o.b., in bulk. Outer islands copra producers receive approx. 2¾d NZ per lb. equal to £NZ30 per ton.

COCOA:—Islands prices are based on the rate for Accra cocoa which on Feb. 8 was £Stg.185 per ton, c.i.f. London.

P.-N.G.: Good grade, £A230, ex wharf Sydney.

W. SAM.: Jan. 17, £Stg.210, f.o.b. Apia.

COFFEE:—P.-N.G.: Top grade quote No. 1: 6/6-6/9; quote No. 2: 6/9 per lb.

PEANUTS:—P.-N.G.: Virginia bunch, in shell, large, well cleaned, 1/9 per lb. del. Sydney; other 1.3-1/4 del. Sydney.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Feb. 8, was: No. 1 RSS, spot, 89½ Straits cents (33d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on February 11: New crop, c.i.f. Sydney, Tahiti White and Yellow label, processed, standard packs, 56/-. Green, 54/- per lb.

RICE (Australian):—Price adjusted May 1 each year. P.-N.G.: Dry brown and dressed, 112 lb. bags, 5 tons and over, £62 per ton, f.o.b.; under 5 tons £63/10/- per ton. Vitamized and enriched white, 112 lb. bags, 5 tons and over, £68/10/- per ton f.o.b.; under 5 tons, £69 per ton. Other Pac. Islands: Dry, brown, etc., £70 per ton, f.o.b. Sydney or Melbourne.

PEARL SHELL.—Prices between the majority of the Torres Strait producers and Otto Gerdau Co. (USA) for 1956, remained as for 1955, i.e.: Sound grades: £A736; D, £A390; E, £A300; EE, £A228; all f.o.b., Australian ports; Feb. 11, 1957 quotation by independent pearlers: Sound £A925; D, £A690; E, £A475; EE, £A380. Cook Is.-Manihiki: Lagoon re opening Jan. 1, 1957. Tuamotus: 175 185 Pac. francs per kilo (£A1,000-£A1,06 per long ton) f.o.b. Papeete.

TROCHUS:—One Sydney agent on Feb 11 quoted, in store: N. Heb., £A56 N.G., £A540; and B.S.I., £A545 all f.a.q another quoted: N.G., £A550; f.a.q.

GREEN SNAIL:—Quote No. 1: S Pacific, in store, Sydney, £A485, subje to rejects. Quote No. 2: £A490.

LONDON AND U.S. PRICES

Copra:—London, February 5: Straits Malaya, c.i.f. European continent, de weights, Feb./Mar. £Stg.67 (seller Philippines, in bulk, Feb./Mar. $180. (seller), New York, Feb. 1: Philippine c.i.f., U.S. Pacific Coast ports, $1 (nominal).

Coconut Oil:—London, Feb. 5: Strait crude, c.i.f. bulk, Feb./Mar. £Stg.94/5 per ton sellers. Ceylon, in bulk, c.i. United Kingdom-North European port Feb./Mar. £Stg.102/10/- (nominal).

Cocoa:—London, Jan. 19: Gold Coa good fermented, Jan./Mar., 175/- Stg. p 50 kilos (sellers), c.i.f. basis Nth. Co tinental ports. Accra/Lagos futur (May), buyers, £Stg.177/10/- long ton.

Coffee:—London, Jan. 19: Uganda (u washed native Robusta) f.a.q. Jan. shi ment £Stg.251; Feb. £Stg.250 per t f.o.b. Mombasa, Santos 520/- Stg. p 50 kilos in bond London.

Rubber.—London: Feb. 8: Spot buye Stg.26½d lb. (nominal). July/Sept. 25 Feb. 25⅞d.

Trochus:—London, Dec. 19: Singapo £Stg.685 long ton, c.i.f.

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	FIJI Aug., '39	June, '55	Jan. 8, '5
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Bulolo	b124/-	b47/-	b43/-
N.G.G. Ltd.	b1/10	s1/9	b1/9
Oil Search	b3/11	s9/-	b10/3
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Oriomo Oil	b5/-	s4/6	s5/6
Papuan Apin.	b4/11	s3/-	b3/-
Placer Dev.	b68/6	s295/-	b125/-
Sandy Creek	b1/6	s9d	b2d

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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, £99/ S. £101/10/-. Samoa-NZ, basis £100 B. £100; S. £100/10/-. Samoa-Fiji, b £100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH BA (Pt. Moresby, Lae, Rabaul, Goroka, Bul Kavieng, Madang, Wewak), BANK OF N (branches: Port Moresby, Lae, Bul Rabaul, Madang, Samarai, Gore agencies: Wau, Boroko, Kokopo) and BANK (Port Moresby) quote exchan rate Australia-Papua-NG: 10/- per £A

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