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AFRICA



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Qantas or your Travel Agent will issue one ticket, valid for twelve months, to take you right around the world. You can travel in a hurry, or make stopovers, spending as much time in each country as you like.

Qantas smooths out travel difficulties—of language, foreign etiquette and customs.

Fly to the playgrounds and markets of the world with Qantas, Australia's Overseas Airline.

QANTAS

AUSTRALIA'S OVERSEAS AIRLINE

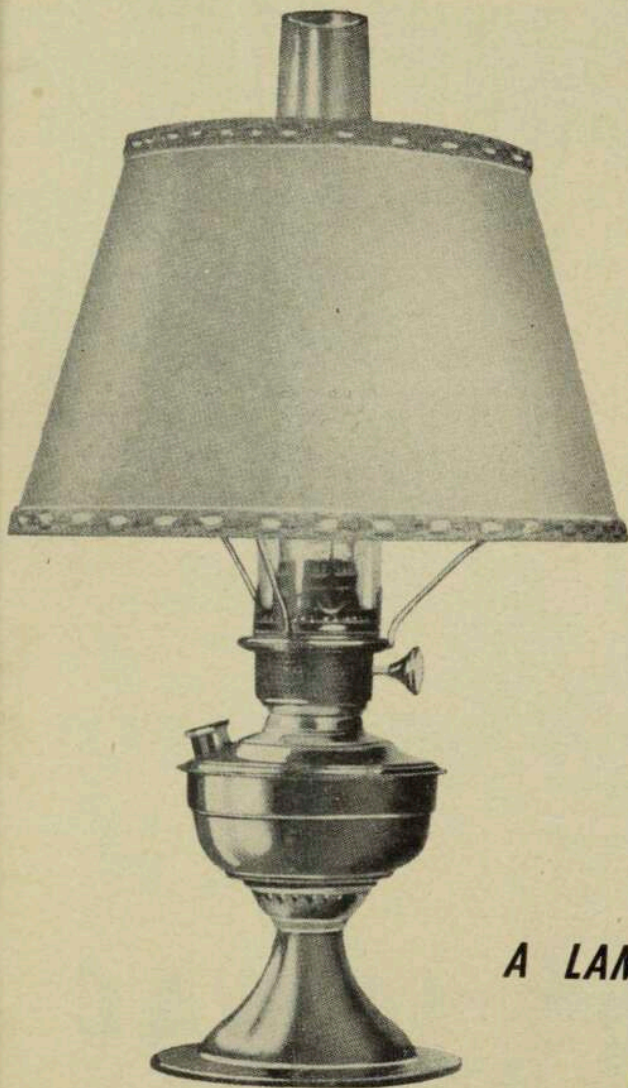
QANTAS EMPIRE AIRWAYS LTD. IN ASSOCIATION WITH B.O.A.C. AND TEAL

Q50.84.37

PACIFIC ISLANDS MONTHLY—JULY, 1957

Coleman

KERO-MAN TABLE LAMP



*Brilliant yet pleasant
incandescent white
light.*

*No pumping or pre-heating
necessary.*

Burns ordinary Kerosene.

*Heat-resisting glass
chimney.*

Centre draught feature.

Polished Brass finish.

A LAMP OF LASTING QUALITY

MADE IN ENGLAND

Representatives for Pacific Islands

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SYDNEY

ROBERT GILLESPIE PTY LTD

PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS

PACIFIC ISLANDS MONTHLY—JULY, 1957

1

Tour *New Zealand* by air with N.A.C.

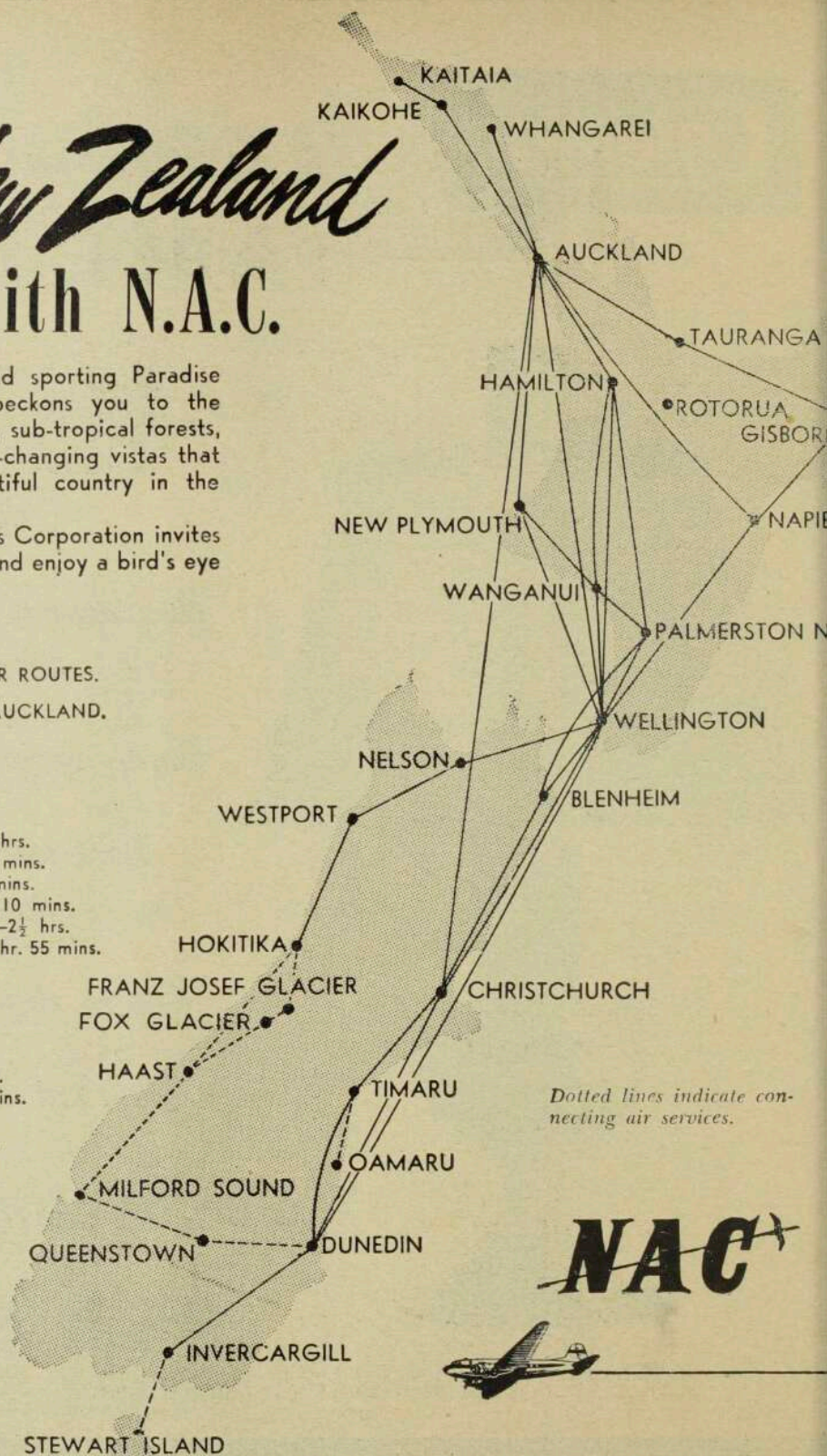
New Zealand, scenic and sporting Paradise of the South Pacific, beckons you to the mountains, lakes, glaciers, sub-tropical forests, thermal regions and ever-changing vistas that make it the most beautiful country in the world.

And the National Airways Corporation invites you to travel in comfort and enjoy a bird's eye view of this beauty.

THE NAC NETWORK OF AIR ROUTES.

Flying miles and time from AUCKLAND.

Kaitiā—142 miles—1½ hrs.
Kaikohe—106 miles—1 hr.
Whangarei—72 miles—¾ hr.
Tauranga—106 miles—1 hr.
Hamilton—84 miles—¾ hr.
New Plymouth—160 miles—1½ hrs.
Gisborne—226 miles—1 hr. 35 mins.
Napier—222 miles—1 hr. 35 mins.
Wanganui—240 miles—2 hrs. 10 mins.
Palmerston North—280 miles—2½ hrs.
WELLINGTON—287 miles—1 hr. 55 mins.
Nelson—383 miles—3½ hrs.
Blenheim—359 miles—3 hrs.
Westport—478 miles—4 hrs.
Hokitika—553 miles—5 hrs.
CHRISTCHURCH—
479 miles—3 hrs. 20 mins.
Timaru—571 miles—4 hrs. 5 mins.
DUNEDIN—
677 miles—4 hrs. 50 mins.
Invercargill—
784 miles—5 hrs. 40 mins.



Dotted lines indicate connecting air services.

NAC



NEW ZEALAND NATIONAL AIRWAYS CORPORATION

Only LAN-CHOO TEA gives you this

DOUBLE ECONOMY



YOU SAVE THAT EXTRA SPOONFUL

every time you make tea
with LAN-CHOO. That's real
economy!

SAVE THIS LABEL

and share in the LAN-CHOO
BONUS PLAN—over 350 useful
presents to choose from.



LAN-CHOO

Ceylon's Choicest Tea

McNIVEN'S

Pure **ICE CREAM**

*Now airfreighted by QANTAS to
the PACIFIC*

Write to-day for particulars of this new air service. McNiven's famous Ice Cream forwarded to you in special airfreight containers including disposable cans for bulk Ice Cream.

- ROCKETS ON A STICK
- FRESH FRUIT SLICES
- BUCKETS
- BRICKS
- COMETS ON A STICK
- BOOMERS (ICE BLOCKS)

McNIVEN'S "BEAUTY CONES AND WAFERS"

The largest selling Ice Cream cones in the Southern Hemisphere

McNIVEN'S "RAINBOW OR PLAIN DRINKING STRAWS"

Quality Drinking straws in gay, attractive colours.

Thoroughly tested to withstand a lengthy immersion in hot water, fruit juices or aerated drinks.

*Ask your Store for supplies or write
to your agent*

McNIVEN BROS. LTD.

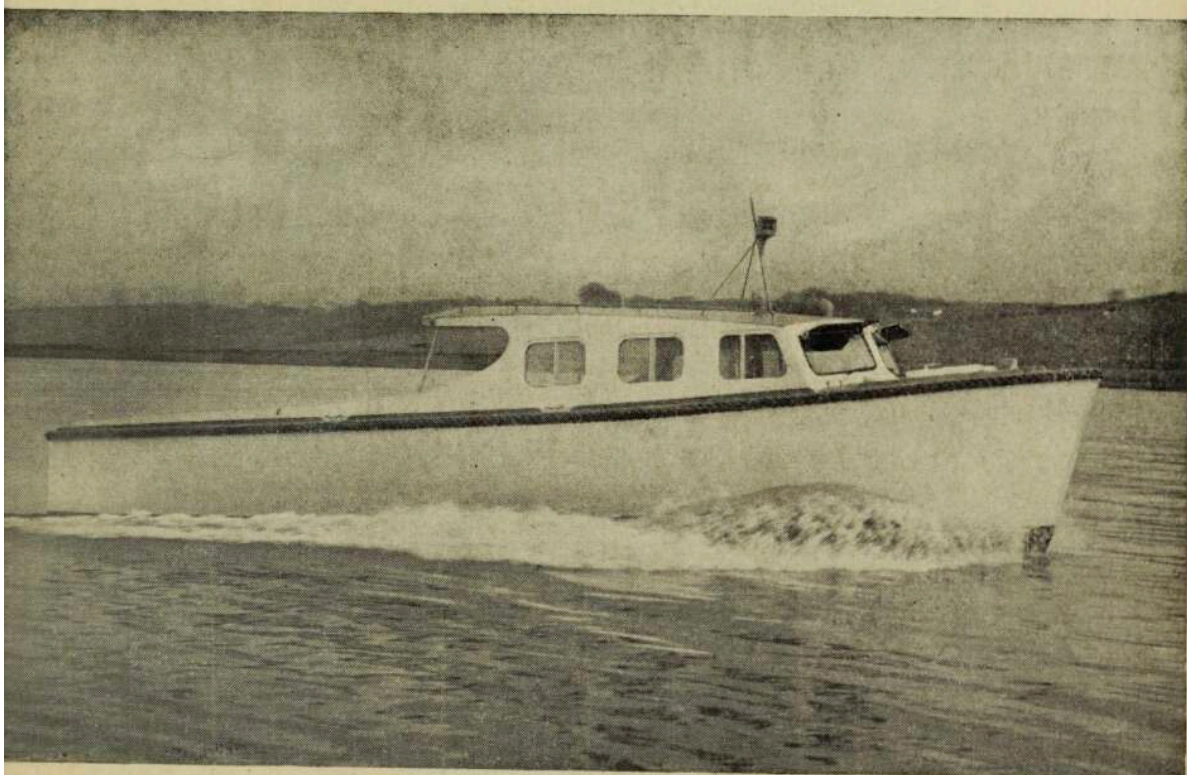
47-51 Salisbury Road, Camperdown, Sydney, Australia
Telephone LA 3781-8

British Aluminium in "Shellsprite"

"Shellsprite" is a 32-foot general purpose launch designed for service in West Africa.

Powered by twin Parsons Porbeagle diesels derated to develop 42 h.p. at 1800 rev/min, she has a cruising speed of 12.4 knots.

All-aluminium construction provides immunity from attack by teredo and other marine borers, as well as high resistance to sea water.



Built by Universal Shipyards (Solent) Ltd. to the order of Shell Tankers Limited for The Shell Company of West Africa Ltd.



The BRITISH ALUMINIUM Co Ltd

NORFOLK HOUSE ST JAMES'S SQUARE LONDON ENGLAND

OFFICE OF THE PACIFIC AREA REPRESENTATIVE

BOX NO 7022 GPO SYDNEY NEW SOUTH WALES AUSTRALIA

Agents :— FIJI : W. R. Carpenter & Co. (Fiji) Ltd., Suva I

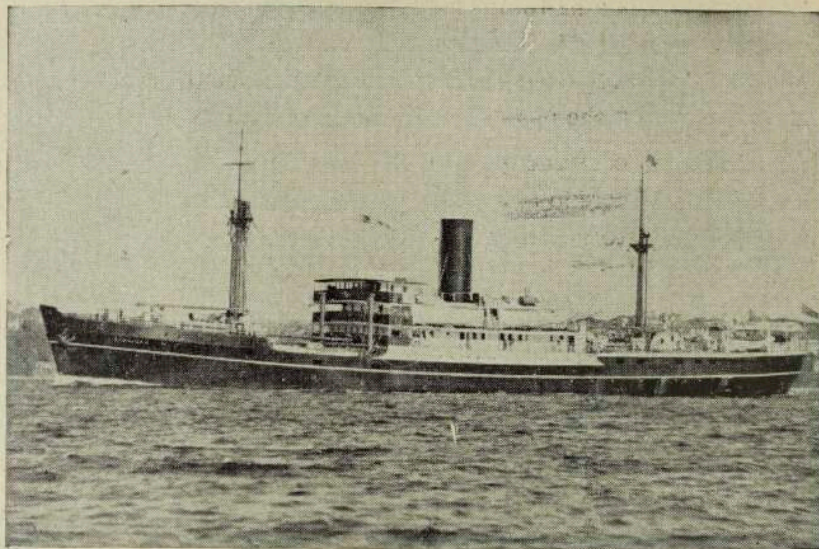
NEW GUINEA : New Guinea Co., Rabaul, Lae Madang Kuring

PAPUA : Island Products Ltd., Port Moresby

P I C I S L A N D S M O N T H L Y — J U L Y , 1 9 5 7

THE CHINA NAVIGATION CO. LTD.

(A British Company incorporated within the United Kingdom)



NEW GUINEA AUSTRALIA LINE

Passenger and Cargo Liners

Regular Services between AUSTRALIA and NEW GUINEA

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

JAPAN — HONGKONG — NEW GUINEA

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

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

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

Calls at Samarai subject to inducement.

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

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

AGENTS

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

Shipping Time-Tables

allings are approximate and may vary by as much as two weeks.

Sydney-Papua-N. Guinea

Montoro sails from Sydney for Port Moresby, Samarai, Rabaul, Lae. Next Sydney sailing approx.

Malekuka sails from Sydney for Port Moresby, Samarai, Kavieng, Wewak, Madang, Lae. Next Sydney sailing approx. Aug. 15.

Malaita sails from Sydney for Port Moresby, Samarai, Kavieng, Wewak, Madang, Lae. Next Sydney sailing approx. Aug. 23.

Bulolo, modern liner, sails about six weeks: Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Madang, Lae. Next Sydney sailing approx. Sept.

Is from Burns, Philp & Co. Ltd., 100 George St., Sydney.

Soochow: Next Sydney sailing July 13, Brisbane, Port Moresby, Samarai, Shansi: Next Sydney sailing July 13, Port Moresby, Samarai, Rabaul, Madang, Lae.

Is from Swire and Yull Pty. Ltd., 100 George St., Sydney.

Sydney-Dutch N.G.

Weeks service by MV's Sigli, Silin, Sibigo and Sinabang carrying passengers and cargo from E. Australian ports: Hollandia and Sorong, DNG (with and/or Manokwari if inducement), Borneo, Bangkok, Singapore, thence direct. Next Sydney sailings: July 26, Sigli Aug. 20, Sinabang

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

Far East-S.W. Pacific-Australia

SS Fengning: Leaves Sydney August 6 for Brisbane August 10, Lae August 16, Madang August 18, Rabaul August 21, thence Hongkong.

SS Funing: Southbound due Madang August 25, Rabaul August 27, Lae August 31, Port Moresby September 6.

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

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

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; south-bound vessels call at Hongkong, Manila,

Sandakan, Rabaul, Lae, Brisbane, Sydney, and Melbourne, with quarterly calls at Gizo (opt.), Honiara and Vanikoro.

Milos: Southbound due Lae July 30, Rabaul Aug. 4, Honiara Aug. 8, Vanikoro Aug. 13, Brisbane Aug. 17, Sydney Aug. 21. Delos: Southbound due Rabaul Oct. 5, Lae Oct. 9, Brisbane Oct. 14, Sydney Oct. 17.

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 Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next sailing from Auckland: Aug. 5.

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington, and return to Auckland. Next sailing from Auckland: Aug. 31.

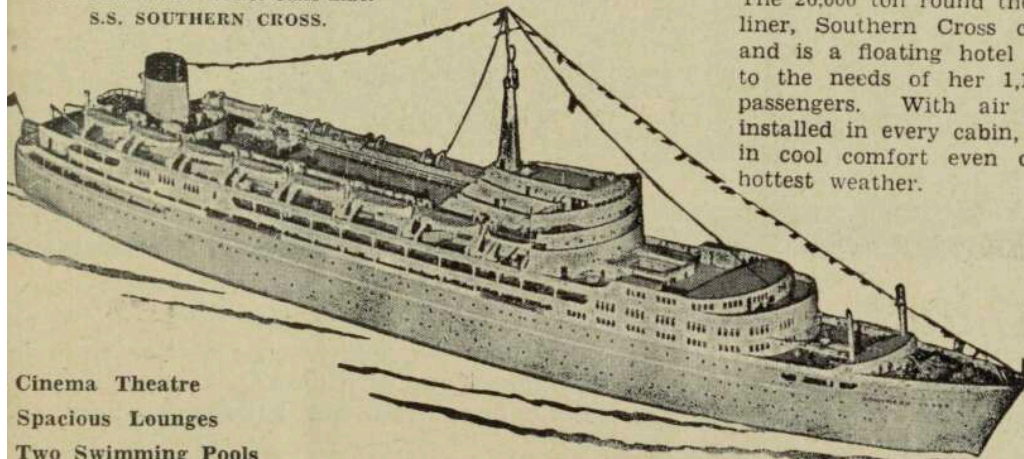
Australia - New Zealand - Canada - USA

Sailings of Orient Line Passenger Ships, 1957.

		ORONSAY	ORION	ORSOVA
SYDNEY	depart	—	Aug. 6	—
AUCKLAND	arr/dep	—	Aug. 10	—
SUVA	arr/dep	—	Aug. 14	—
HONOLULU	arr/dep	July 23	Aug. 20	—
VANCOUVER	arrive	July 29	Aug. 27	—
	depart	July 30	Aug. 27	Sep. 16
SAN FRANCISCO	arr	Aug. 1	Aug. 30	Sep. 12
	depart	Aug. 2	Aug. 31	Sep. 13
HONOLULU	arr/dep	Aug. 6	Sep. 5	Sep. 21
SUVA	arr/dep	Aug. 13	Sep. 13	Sep. 28
AUCKLAND	arr/dep	Aug. 16	Sep. 16	Oct. 1
SYDNEY	arrive	Aug. 19	Sep. 20	Oct. 4

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

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



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

Cinema Theatre
Spacious Lounges
Two Swimming Pools
Unencumbered Sports Decks

for full particulars apply:

FIJI

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

TAHITI

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

Travel Shaw Savill

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

N. Zealand-Cook Is.

The passenger vessel *Maul Pomare* maintains a regular service between Auckland and the Cook Islands. Full details on application to NZ Government Department of Island Territories in Wellington, or to any office of the Union SS Co. of NZ Ltd.

Sydney-New Hebrides-BSI-Rabaul, Etc.

MV *Tulagi*, 10 passengers, leaves Sydney for Norfolk, Vila, Santo, Honiara, Tenaru, Yandina, Loavie, Pepesala, Somata, Gizo, Bougainville ports. Next Sydney sailing approx. Aug. 26. Details from Burns, Philp & Co., 7 Bridge Street, Sydney.

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes, coming from Marseilles, via West and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. At present on this run are the ships, *Tahitien*, *Caledonien* and *Polynesie*. Next sailing from Sydney Aug. 10, *Caledonien* Nov. 10. MV *Polynesie* (Messageries Maritimes) maintains about monthly passenger services between Sydney and Noumea via the New Hebrides. Next Sydney sailing Aug. 2, Aug. 23. Details from Sydney agents: Messageries Maritimes, 36 Grosvenor Street, Sydney.

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

Shaw Savill's new one-class all-passenger liner *Southern Cross* makes four round-the-world voyages per year, two east-bound, then two east-bound, calling at Suva and Papeete every trip. Next voyage Suva Oct. 29, Tahiti Nov. 2-3.

N. America-Fiji-Hebrides,

Pacific Islands Transport Line's *Thorsisle* and *Thorshall* maintain regular service from Pacific Coast American ports, with sailings over 10 days. Some ports depend on cargoes off. *Thorsisle*: Due Papeete Aug. 3-7, Alofa Aug. 13-15, Pago Pago Aug. 17-18, Suva Aug. 21-22, Lae Aug. 23-24, Noumea Aug. 27-30, Lae 4-6, San Francisco (inbound) Sep. 2. *Thorshall*: New Westminster Sep. 2, San Francisco Sep. 17-22, Los Angeles 24-25, Papeete Oct. 6-8, Apia Oct. 10, Pago Pago Oct. 13, Suva Oct. 16.

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THORSHALL"

Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada

and

TAHITI — SAMOA — FIJI — NEW CALEDONIA —
NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti.

SUVA—Morris Hedstrom Ltd.

PORT VILA—Comptoirs Francais des
Nouvelles Hebrides.

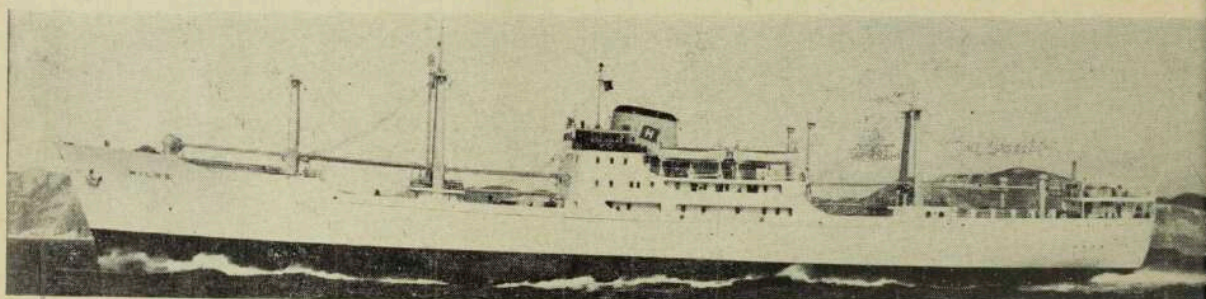
APIA—Morris Hedstrom Ltd.

NOUMEA—Etablissements Ballande.

LAE—Burns Philp (New Guinea) Ltd.

SYDNEY—Birt & Co. (Pty.) Ltd.

AUSTRALIA - WEST PACIFIC LINE



"M.V. MILOS"

THE A.W.P.L. FLEET now comprises the modern Swedish Motor Vessels "Aros", "Citos", "Delos" and "Milos" which offer the fastest regular passenger-cargo service from Australia to Main Japanese Ports via Manila and Hong Kong. On the return voyage calls are made at Hong Kong, Manila, Sandakan, Rabaul, Lae, and thence to Brisbane, Sydney and Melbourne.

Quarterly calls are made at Honiara and Vanikoro on the Southbound voyage.

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSSEN AGENCY PTY. LTD., 63 Pitt St., Sydney. Phone: BU 638. Branch Office at Melbourne: 51 William St. Phone: MB 2840.
AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.
ISLAND AGENTS: Madang, Mr. A. Strachan; Lae, Mr. R. Tebb; Rabaul, Town Transport Ltd.; Honiara, British Solomon Islands Trading Corporation.
FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

Oct. 23-26, Townsville Oct. 30-
San Francisco (inbound) Nov. 23.
Is from General Steamships Cor-
n Ltd., 432 California St., San
co, USA, and Island Agents.

S-Tahiti-Pago Pago-Fiji- Australia

on-Oceanic Line of San Francisco
is a regular five-weeks passenger-
service from Los Angeles with the
t, Alameda, Sierra and Sonoma.
n terminal ports vary with cargoes
. Vessels call at Papeete, Pago
and Suva, depending on cargoes.
ailing from Sydney: Sierra late
Alameda mid-Sep.

ydney-Fiji-Vancouver

e Shipowners, Ltd., of Suva (sub-
of W. R. Carpenter & Co.) operate
ce three times yearly with the
ton, 98-passenger vessel Lakemba
the above route. Accommodation
ely First Class, two-berth cabins.
ailing from Sydney, late Oct.,
ls at Suva, Lautoka and Honolulu.
s from American Trading & Ship-
s Pty., Ltd., 19 Bridge St., Sydney.

ydney-(or NZ)-North America

four cargo vessels, Waihemu,
t, Waikawa, and Waitomo, owned
erated by the Union Steam Ship
NZ Ltd., maintain a monthly
across the Pacific, from Sydney
ouwer and USA ports, via Suva,
Nukualofa, and Apia, as cargoes

offer. Occasional calls are made at Fan-
ning Island. They have limited passenger
accommodation. Next sailing: Waikawa Aug.
2, Waihemu, late Aug. (Fiji and Vancouver
only). The Waitemata, from NZ ports,
makes 3-4 trips yearly to Vancouver, via
Rarotonga and Papeete.

Honolulu-Papeete

The 242-ton auxiliary schooner Te Vega,
American-owned, operates a luxury pas-
senger 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.

N. America-Hawaii-Fiji-Samoa- Tahiti-N. Zealand-Australia

Matson Line's Mariposa and Monterey
make round passenger trips from Pacific
North Coast American ports to Australia,
via Pacific Islands ports and New Zealand.

Mariposa: Auckland July 27, Suva July
30, Pago Pago July 31, Honolulu Aug. 5-6,
San Francisco Aug. 11.

LONDON-SUVA

FIJI DIRECT SERVICE

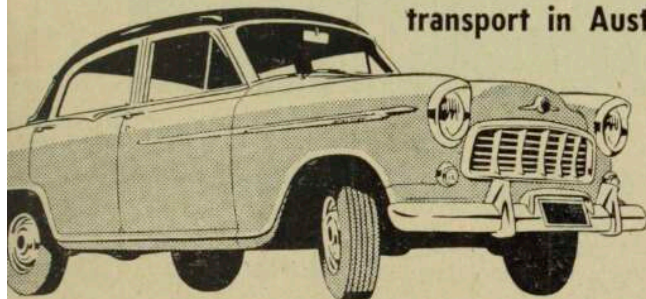
VIA
PANAMA

For Sailings and Further Particulars Apply To:—

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

own a Car on Your Holidays **AND SAVE!**

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



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

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Australia's Largest Used-car Organisation
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1. Buy a guaranteed used car on Low Deposit.
2. Drive it ALL your holidays.
3. Broadway Motors will buy it back when you leave.

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

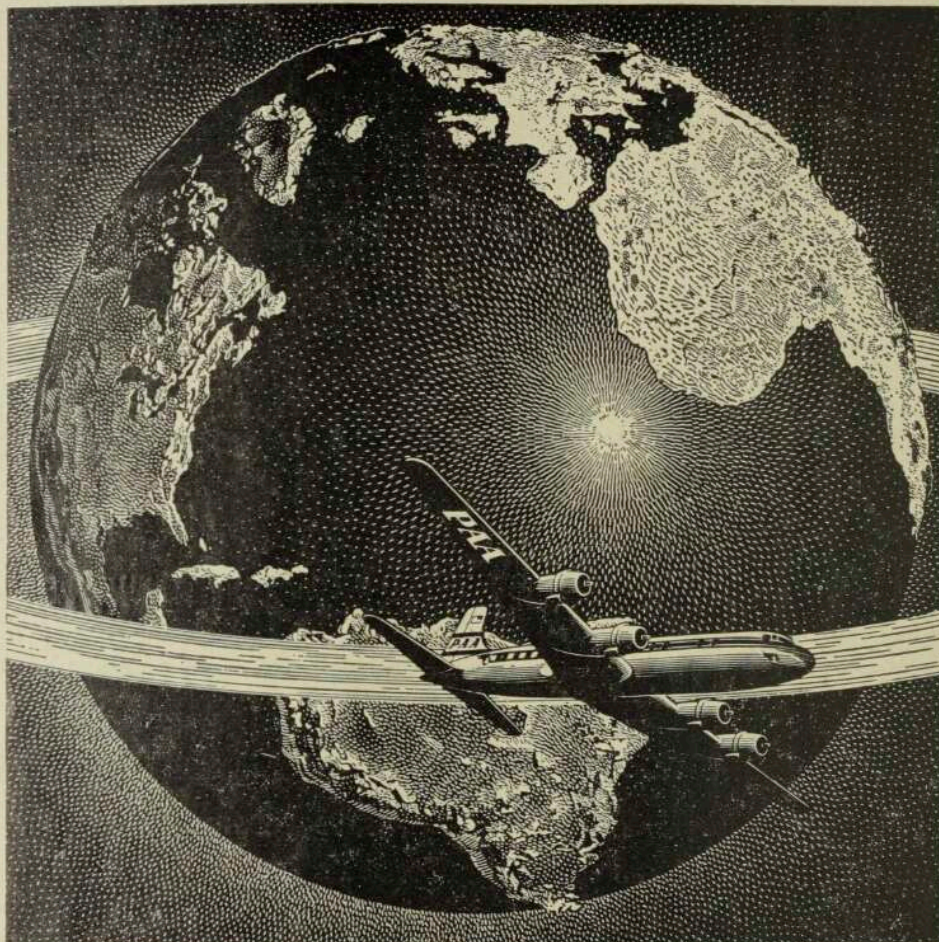
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Special Islands' Plan without obligation.

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ADDRESS _____

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WORLD-WIDE LEADERSHIP

Wherever in the world you're going, go Pan American — the airline that gives you the priceless advantage of round-the-world experience on every flight.

First across the Pacific, first across the Atlantic, first throughout Latin America and first round the world — Pan American's record of flying experience is unmatched by any other airline anywhere.

Choose the Leader on your next flight overseas. For fares and reservations, call your travel agent or Pan American.

Pan American World Airways, Inc., Ltd., Incorporated in U. S. A.

Finest Service Round the World

PAN AMERICAN

WORLD'S MOST EXPERIENCED AIRLINE

interrey: San Francisco July 24, Los Angeles July 25, Papeete Aug. 2-4, Auckland Aug. 10, Sydney Aug. 13-16, Auckland Aug. 19-20, Suva Aug. 23, Pago Pago Aug. 29-30, Honolulu Aug. 29-30, San Francisco Aug. 31.
Calls from Matson Lines, Berger & Co., 82 Elizabeth Street, Sydney.

AIRWAYS TIME-TABLES TRANS-PACIFIC SERVICES Australia (or NZ)-Fiji- Hawaii-N. America

First and Tourist Class available on all Services.)

BY PAN-AMERICAN AIRWAYS

(Strato Clippers, using Sleeperettes and Berths*)

Tues., Thurs., Fri.: Sydney, Nadi, Johnston Is., Honolulu, San Francisco, Los Angeles, Seattle, Portland.

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

DC4 from Auckland connects, arriving Sun., Tues., Thurs., departing Nadi Thurs., Sun. DC4 shuttle service weekly connects Nadi and Tafuna (American Samoa).

Flights: July 25, Aug. 8, 22, etc.

BY QANTAS EMPIRE AIRWAYS

(Super Constellation Service)

NORTHWARDS

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

SOUTHWARDS

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

AL DC6 services between Auckland and Nadi connect at Nadi Tues., and southwards; Wed. and Sat. southwards.

Wed. and Fri. services ex Sydney at San Francisco with BOAC to London departing San Francisco and Sat. BOAC service, ex London and Thu. connect at San Francisco with Qantas Thu. and Sat. services.

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

Wed.: Sydney, Auckland, Nadi, Honolulu, Vancouver, Amsterdam.
Sun.: Leaves Vancouver for Auckland and Sydney by same route.
(Crosses date-line en route).

ADDITIONAL SERVICES IN THE PACIFIC

Sydney-New Guinea

Service by Qantas Empire Airways (Skymasters)

NORTHWARDS

Mon. Arrive: Brisbane, 9.10 p.m.
Dep. 6.30 p.m.
Lae, 10.10 p.m.

Tues.

Arrive: Townsville, 1.50 a.m.
Dep. 11.45 p.m. Pt. Moresby, 6.35 a.m.
Lae, 9 a.m.

Tues., Fri., Sat.

Arrive: Brisbane, 10.40 p.m.
Dep. 8 p.m. Pt. Moresby, 6.35 a.m.
Lae, 9 a.m.

Wed., Sat., Sun.

Dep. 7.35 a.m. Lae, 9 a.m.

Thurs.
Depart: Sydney, 8 p.m. Brisbane, midnight.
Fri.
Cairns, 6.15 a.m. Pt. Moresby, 9.5 a.m.
Lae, 11.30 a.m.

SOUTHWARDS

Tues.
Depart: Lae, 10.30 a.m. Pt. Moresby, 12.30 p.m.
Townsville, 5.45 p.m. Brisbane, 10.10 p.m.
Wed.
Sydney, 12.50 a.m.

Wed., Sun.
Depart: Lae, 10.30 a.m. Pt. Moresby, 12.30 p.m.
Brisbane, 8.30 p.m. Sydney, 11.10 p.m.
Fri.
Lae, 12.45 p.m. Pt. Moresby, 2 p.m.
Brisbane, 10.20 p.m. Sydney, 1 a.m. (Sat.)

Sat.
Depart: Lae, 10.30 a.m. Pt. Moresby, 12.30 p.m.
Cairns, 4.50 p.m. Brisbane, 10.10 p.m.
Sun.
Sydney, 12.50 a.m.

3. P-NG Internal Services

Operated by Qantas

LAE-HOLLANDIA (Dutch New Guinea) (DC3)

Alt. Wed. (July 24, Aug. 7, 21, etc.).
Departs Lae 11.00 a.m., calls at Madang and Wewak, and arrives at Hollandia 3.30 p.m. Every alternate Thursday (July 25, Aug. 8, 22, 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. (July 24, Aug. 7, 21, etc.).
Dep. Lae, 8.00 a.m.: Finschhafen, Rabaul, Kavieng, arr. Manus 3.00 p.m.
Every alt. Sat. (July 27, Aug. 10, 24, etc.) departs Manus 8 a.m. and with calls at Kavieng, Rabaul and Finschhafen, arrives Lae at 2.50 p.m.

PORT MORESBY-KIKORI (Catalina)

Via Yule Is., Kerema, Vaimuru: Alt. Fri. returning same day (Aug. 2, 16, 30, etc.).

PORT MORESBY-DARU (Catalina)

Via Kerema, Kikori: Alt. Fri. returning Daru-Port Moresby direct same day (July 26, Aug. 9, 23, etc.).

PORT MORESBY-SAMARAI (Catalina)

Pt. Moresby, Samarai, Pt. Moresby: Alt. Tues. (July 30, Aug. 13, 27, etc.).

PORT MORESBY-RABAU (Catalina)

Alt. Tues. (July 23, Aug. 6, 20, etc.).
Port Moresby-Moewe Harbour-Talasea-Jacquinot Bay-Rabaul, returning via same ports (July 25, Aug. 8, 22, etc.).

NEW BRITAIN-BOUGAINVILLE (Catalina)

Alt. Wed. (July 24, Aug. 7, 21, etc.) Rabaul, Buka, Teopasino, Kieta, Buin. Returning same day.

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

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Tues.: Dep. Rabaul 6.30 a.m., direct to Madang, arr. 9.25 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 (D.H. Beaver)

Dep. Lae: Mon. 7.30 a.m., Tues. 11 a.m.
Dep. Wau: Mon. 8.55 a.m., Tues., 12.25 p.m. Bulolo is omitted on return flights which take 30 minutes, Wau-Lae.

LAE-BULOLO-WAU-PT. MORESBY (DC3)

Dep. Lae Wed. and Sat. 9 a.m. via Bulolo, Wau to Port Moresby, returning via same route.

MADANG-GOROKA (DC3)

Tuesdays: Depart Madang 2 p.m., arrive Goroka 2.35 a.m., returning same day; depart Goroka 3 p.m., arr. Madang 3.35 p.m.

NEW GUINEA-NEW BRITAIN-BOUGAINVILLE (DC3)

Fridays: Depart Lae 1.30 p.m., Finschhafen 2.20 p.m., arrive Rabaul 4.30 p.m.

Saturdays: Depart Rabaul 5.45 a.m., direct to Lae, arr. 8.25 a.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. Thursdays (Aug. 1, 15, 29, etc.).

Dep. Lae 8 a.m., Finschhafen, Rabaul, Buka, Rabaul, arr. 2.55 p.m.

Alt. Thurs. (July 25, Aug. 8, 22, etc.).

Dep. Lae 8 a.m., Finschhafen, Rabaul, arr. 11.5 a.m.

Alt. Fri. (July 26, Aug. 9, 23, etc.).

Dep. Rabaul 8 a.m., Madang, Goroka, Lae, arr. 1.20 p.m.

Alt. Fri. (Aug. 2, 16, 30, etc.). Departs Rabaul 8 a.m., Madang, Goroka, Lae, arr. 1.20 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—remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Tues.: Depart Rabaul at 6.30 a.m. for Madang, Wewak, Madang, Goroka, Lae.

Wed.: Depart Lae 7 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul.

Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Optional call at Goroka on this flight.

Thurs.: Depart Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Fri.: Depart Lae at 7 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul—

remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Sat.: Depart Rabaul at 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines.
(Super Constellation Service)

A weekly service between Sydney and Amsterdam with a call at Biak (DNG) and Manila (Philippines).

DC3 aircraft link Biak with Hollandia, Sorong, Merauke, Tenah Merah, Manokwari, Noemfoer, Ransiki, Genjem, and Kokonao.

5. N. Guinea-Solomons

By Qantas with DC3 Aircraft.

(Three flights every four weeks)

Mon. (July 29, Aug. 12, 19, 26, etc.) Lae

dep. 6 a.m.: Finschhafen, Rabaul, Buka, Vella Lavella, Yandina, Honiara (BSI), arriving 5.25 p.m.
Tuesday (July 30, Aug. 13, 20, 27, etc.)
Honiara dep. 7 a.m.: Yandina, Vella Lavella, Buka, Rabaul, Lae, arriving 3.35 p.m.

6. Paris-Saigon-Noumea-Auckland

By Transports Aeriens Intercontinentaux. DC6B aircraft depart Paris every week (July 22, 29, etc.) for Athens, Karachi, Saigon, Darwin, Brisbane, Noumea, Auckland. Leaves Auckland on return July 26, Aug. 2, etc.

7. Sydney-Lord Howe Is.

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

8. Sydney-Norfolk Is.

By Qantas, with Skymasters
Alt. Sat.: Dep. Sydney midnight, arr. NI 6.45 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 12 below).

9. Sydney-Noumea

By Qantas, with Skymasters (Three flights every four weeks)
Thurs. (July 25, Aug. 8, 15, 22, etc.) Sydney dep. 11.30 p.m., arriving Tontouta, 7 a.m. Fri. (July 26, Aug. 9, 16, 23, etc.)
Fri. (July 26, Aug. 9, 16, 23, etc.) Tontouta dep. 9.00 a.m., arriving Sydney, 2.50 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 10.20 a.m., arrive Santo 12.5 p.m., depart Santo 1.30 p.m., arrive Tontouta 4.40 p.m.

11. New Caledonia-Fiji-Wallis Is.

TAI with DC3 Aircraft (Irregular Service)
Next flights: Sept. 1, Nov. 3.

12. Norfolk Is.-Auckland

TEAL, by Qantas (charter)
Alt. Sun.: Return flight Norfolk (dep. 8 a.m.) Auckland (arr. 11.45 a.m., dep. 1.15 p.m.) Norfolk (arr. 4.15 p.m.). (See Table 8 above).

13. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft.
Tue., Wed., Thu.: Departs Auckland 9.30 a.m., arr. Sydney 1.00 p.m.
Sat., Sun.: Dep. Auckland 11.30 a.m., arr. Sydney 3.00 p.m.
Sun.: Dep. Sydney 10.00 a.m., arr. Auckland 5.00 p.m.
Tue., Thu.: Dep. Sydney 3.00 p.m., arr. Auckland 10.00 p.m.
Mon., Fri.: Dep. Sydney 11.30 p.m., arr. Auckland 6.30 a.m. next day.

14. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft.
Mon./Fri.: Dep. Christchurch 5.00 arr. Sydney 8.40 p.m.
Mon.: Dep. Sydney 8.00 a.m., arr. Christchurch 3.10 p.m.
Wed.: Dep. Sydney 3.00 p.m., arr. Christchurch 10.10 p.m.

15 Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft.
Thurs.: Dep. Christchurch 11.30 a.m. Melbourne 4.00 p.m.
Fri.: Dep. Melbourne 7.30 a.m., Christchurch 3.00 p.m.

16. New Zealand-Fiji

Tasman Empire Airways, with DC6 aircraft.
Tues., Fri.: Dep. Auckland 4 p.m. Nadi 9 p.m.
Wed., Sat.: Dep. Nadi 10.30 a.m. Auckland 3.30 p.m.

Pan-American Airways, with Skymasters
Sun., Tues., Thurs.: Dep. Auckland 3 arr. Nadi 10.15 p.m.
Mon., Wed., Sat.: Dep. Nadi, 9.45 arr. Auckland 5.10 p.m.

17. Fiji-Tahiti

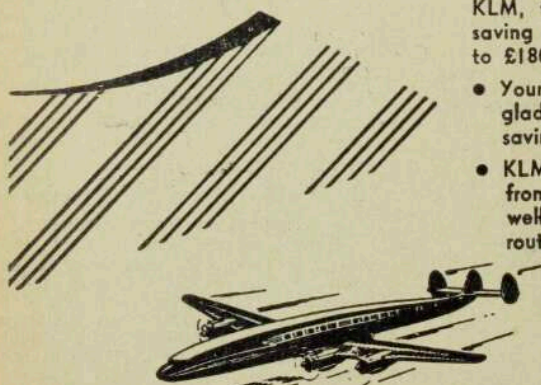
Tasman Empire Airways, with Solent aircraft.
Service normally fortnightly, with flights as required.
Departs Suva Fri. 9 a.m., crosses line, arrives Satapuala (W. S. Thurs 1.55 p.m., departs Fri. 2 arrives Aitutaki (Cook Is.) 7.30

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parts 9.30 a.m., arrives Papeete (Tahiti) 2 p.m. Departs Papeete Sun. 10 a.m., arrives Aitutaki 11 a.m., parts 12.30 p.m., arrives Satapuala 5 a.m., departs Mon. 8 a.m., crosses date-line, arrives Suva Tues., 10.55 a.m. Suva July 26, Aug. 8, 29. Leaves Papeete July 28, Aug. 11, Sept. 1.

18. Fiji-Samoa

Tasman Empire Airways, with Solent Aircraft.
Suva 6 a.m., arr. Satapuala 11.5 a.m.
Satapuala 1.30 p.m., arr. Suva 4.35 p.m.
Flights from Suva July 23, Sept. 1, crossing International Date Line leaving Satapuala July 22, Sept. 1.

19. Fiji Internal Airways

Fiji Airways, Ltd., Drovor Aircraft.
Nadi-Suva: Two flights daily except Sat., one flight.
Nadi: Tues., Wed., Fri. (additional to the above return flights).
Suva: Wed., Thurs., Sat.
Labasa-Suva: Daily.
Taveuni-Suva: Fri., Sun.
Taveuni-Savusavu-Suva: Wed.
Savusavu-Taveuni-Suva: Thurs.
Labasa-Savusavu-Labasa-Suva: Sat., Thurs.
Labasa-Taveuni-Labasa-Suva: Fri.
Savusavu-Suva: Mon., Tues.
Savusavu-Labasa-Savusavu-Suva: Sat., Sun.

French Oceania Inter-Island Service

Aerienne Interinsulaire (RAI), with Amphibious Catalina weekly service to the Leeward

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

21. N. Caledonia-Loyalty Is. Internal Service

Societe Caledonienne de Transports Aeriens (TRANSPAC), with Rapide aircraft.
Noumea (Magenta), Lifou (Chepenehe), Noumea: Tues. a.m.
Noumea, Mare (Tadine), Noumea: Tues. p.m.
Noumea, Mare, Lifou, Noumea, or Noumea, Lifou, Mare, Noumea, alternatively, Thurs. a.m.
Noumea, Koumac, Noumea (with conditional call at Plaine des Galacs): Fri. a.m.
Noumea, Lifou, Ouvea Is.: Wed. mornings.
Noumea, Poindimie, Noumea (with conditional call at Houailou): Fri. p.m.
Noumea, Ile des Pins, Noumea: Saturday and Sunday afternoons.

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, Agana, Guam.

† Mr. Tony A. Bambridge, secretary of the Lepers' Trust of Bard in Tahiti, has received a grant of £500 from New Zealand for leprosy patients in Tahiti.

Approximate Airways Fares

	FROM SYDNEY (Aust. currency) TO—			
	Single		Return Table	
	£	s. d.	£	s. d. No.
Moresby	51	5 0	92	5 0 2
Lae	62	15 0	112	19 0 2
Rabaul	72	9 0	130	9 0 2, 3
Noumea	51	4 0	92	4 0 9
Honiara	94	5 0	169	13 0 2, 5
Norfolk Is. . .	27	10 0	49	10 0 8
Lord Howe . .	12	15 0	25	10 0 7
Nadi	76	0 0	136	16 0 1
Suva	81	3 0	147	2 0 1, 19
Auckland . . .	52	10 0	94	10 0 13
Christchurch .	52	10 0	94	10 0 14

	FROM SYDNEY (Aust. currency) TO—			
	Single		Return Table	
	£	s. d.	£	s. d. No.
Honolulu . . .	252	5 0	454	1 0 1
S. Francisco .	312	10 0	562	10 0 1
Vancouver . .	312	10 0	562	10 0 1
Apia	109	5 0	197	14 0 1, 17
Papeete	107	10 0	193	10 0 16, 17
Aitutaki	146	3 0	264	2 0 1, 17
Biak	90	0 0	162	0 0 4

	FROM AUCKLAND (NZ currency) TO—			
	Single		Return Table	
	£	s. d.	£	s. d. No.
Apia	55	10 0	99	18 0 16, 17
Aitutaki	85	14 0	154	6 0 16, 17
Nadi	39	7 0	70	17 0 16
Norfolk Is. . .	19	15 0	35	11 0 12
Papeete	107	10 0	195	10 0 16, 17

	FROM SUVA (Fiji currency) TO—			
	Single		Return Table	
	£	s. d.	£	s. d. No.
Apia	25	0 0	45	0 0 17, 18
Aitutaki	57	15 0	103	19 0 17
Papeete	82	14 0	148	18 0 17

Fares quoted are First-Class. Cheaper Tourist Class fares (approx. 20 per cent. lower) are available to most ports. Fares to points east of Nadi include air connection to Suva by Fiji Airways.

NOTE: To obtain the equivalent of Australian currency in other currencies (Sterling, Fiji, New Zealand, French Pacific francs) see last page of this journal.

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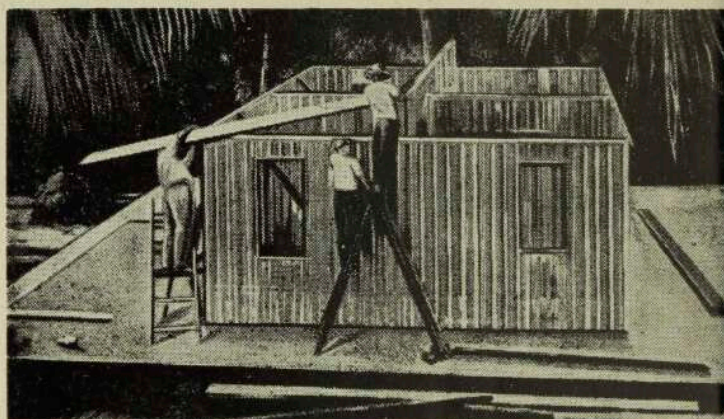
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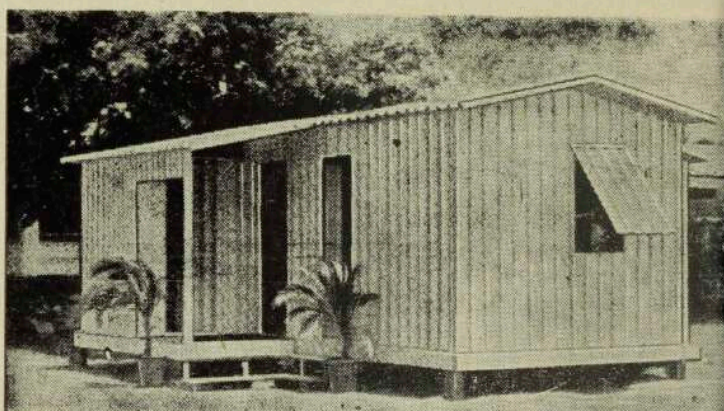
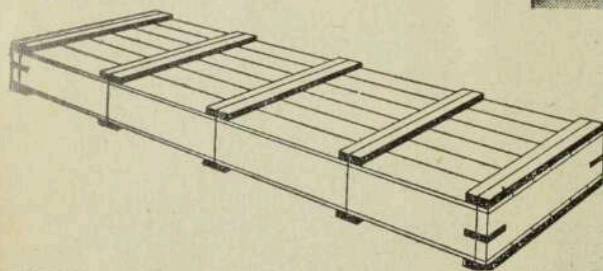


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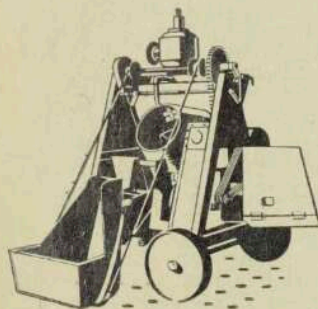
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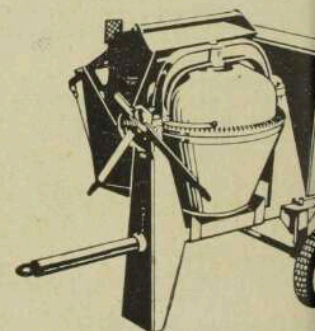
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Editorial...

AUSTRALIA SHOULD LEAD MOVE TOWARDS S. PACIFIC FEDERATION

THE following recent events may not seem to be connected, or very significant; but they all fit the background of a picture of great importance to the future of the South Pacific countries as a whole:

One of Australia's leading firms of stockbrokers has underwritten a new development loans. Some insignificant politician at the United Nations headquarters has been screeching again at Australia (though the Trusteeship Council) that Australia is not quickly moving over a measure of self-government to the New Guinea peoples.

The Prime Ministers of India and Ceylon did not attend the session of the Commonwealth Prime Ministers' Conference in London where the Commonwealth's defence was the chief item on the agenda. There is increasing anti-British pressure upon the new, self-governing machinery which Great Britain has given to Singapore and Malaya—with a growing probability of anti-British, pro-Communist elements will get possession of the governments in both States.

Another powerful Australian social institution has entered into the industry—namely, Carlton and United Breweries Ltd., in association with W. R. Carpenter & Co. Ltd. The organised government, based on an elected Parliament, now has completely collapsed in Indonesia, a governing council—dominated at the moment by the Moslems—has taken over. But Communist influence grows steadily—a popular election in June gave the Communists a much larger share of the council and they control Djakarta city.

Australia's Prime Minister, R. G. Menzies, and Foreign Minister, R. G. Casey, in public statements respectively in London and in Canberra, stated Australia's lack of confidence in the United Nations, and Australia's growing belief that her security lies in a closer relationship to some sections of the Commonwealth and to the United States. Even as these statements were being published, it was announced that henceforth American warships would enter and leave Australian ports without tonnage and salutes—in other words, these are bases now open for free use of the United States.

Thus now bring these apparently disconnected events into focus, as part of our South Pacific picture. They disclose these things,

which no man who knows the Pacific can deny:

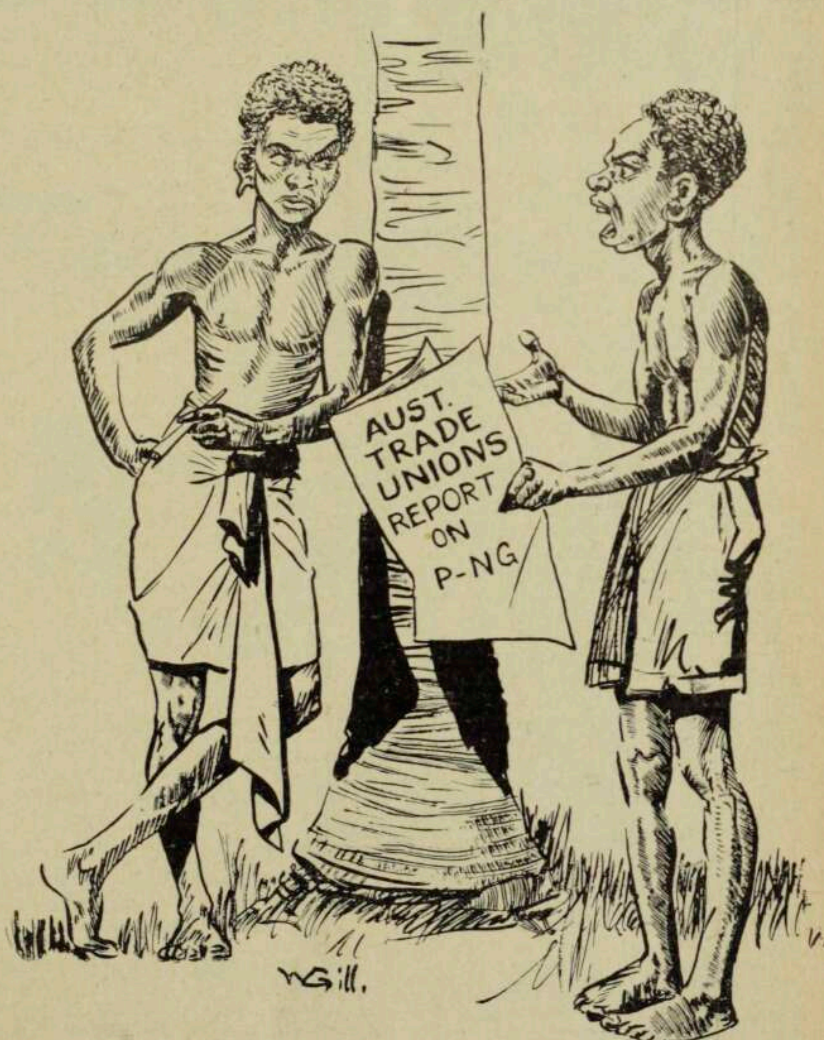
British power in Asia has gone, or is going. Much of Asia is either anti-British, or pro-Communist, or both. Asia extends from the Arctic Circle to Indonesia (on the north-west coast of Australia), thus providing a vast, hostile barrier between Western Europe, and the line of European nations which Britain and France have established in the South Pacific, and of which Australia is the natural leader.

Political and strategic developments which have followed World

War II and the "communisation" of Asia have made the United States the protector of the non-Communist European countries established in the South Pacific. There is no physical or political barrier between North America and the South Pacific Islands.

The great island of New Guinea, and the Melanesian archipelagoes (especially New Britain, New Ireland, the Solomon Islands and the New Hebrides) represent the South Pacific's natural defence line against Asia. They should be—and must be—under the direct control of Australia, and her fellow-nations of the South Pacific.

The sooner the useless and irritating connection between the UNO Trusteeship Council, on the one hand, and New Guinea and Western Samoa, on the other, is challenged and ended, the sooner may we expect to see the nations concerned (Great Britain, United States, The Netherlands, France, Australia and



"They want us to have their conditions—housing shortages, income tax, garnishees, doctors' bills and 40 hours' work a week—FOR LIFE!"

New Zealand) making a more realistic approach to the growing problem involved in the future security of the European communities in the South Pacific.

If no clear-cut over-all plan is adopted at an early date for the protection of the South Pacific-European countries against aggression, and the education and training of the indigenous peoples in self-government, these South Pacific-European countries (including Australia and New Zealand) will be overwhelmed by Asia.

At present, the Islands of the South Pacific are administered or supervised by the six nations named, as 16 separate Territories:

BRITAIN—Fiji (Crown Colony), Solomon Islands (Protectorate), Gilbert and Ellice Islands (Crown Colony).

FRANCE—New Caledonia and Dependencies (Colony), French Oceania (Colony).

AUSTRALIA—Papua (Territory), Norfolk Island (Territory).

NEW ZEALAND—Cook Islands (Territory).

UNITED STATES—Eastern Samoa (Territory).

NETHERLANDS—Western New Guinea (Territory).

UNITED NATIONS TRUSTEESHIPS—New Guinea (Australia), Western Samoa (New Zealand), Micronesia (United States), Nauru (Britain, Australia and New Zealand, jointly).

INDEPENDENT KINGDOM, under British Protection—Tonga.

CONDOMINIUM—New Hebrides (Britain and France, jointly); Canton Island (United States and Britain, jointly).

The problem is the protection of those 16 Territories, and of Australia and New Zealand, against aggression—especially from Asia; and the development, socially and economically, of the 16 Territories.

The shape and character of the problem seem to indicate the problem's answer—namely, that instead of the 16 Territories being separately and often very clumsily administered or supervised from London, Paris, Canberra, Washington, The Hague and Wellington, they should become the special care of a South Pacific Federation.

It would be a simple matter to form a Federation of the British South Pacific Territories, like the New West Indies Federation. Given goodwill and understanding, and a tolerant approach, it should not be too difficult to form the French and Dutch and American Territories into a Federation, along with the British, even although the 16 represent a veritable hotchpotch of administrative forms. It would represent a tremendous forward step in the status and security and development of the South Pacific Islands.

IMMEDIATELY, for example, the indigenous people of the different groups, and the Fiji-born Indians, the New Guinea-born Chinese, the "local-born" of Samoa, the mixed-race folk of all the Islands, would become full citizens of an important country (the South Pacific Federation), carrying their own passports, instead of being the semi-apologetic residents of small islands

Territories, pushed around by arrogant Customs and Immigration officials in half the ports of the world.

The sixteen Territories might remain as administrative divisions, responsible to one government, located in a selected capital city. There should be complete freedom of trade and communication between all the Territories of the South Pacific Federation. The Federation would have its own judicial and education and health systems, instead of the unhappy patchwork by which these systems now are so often represented.

With the menace of Asia looming in the north-west, some such plan must be made, and put into operation soon, if the Western European culture and freedoms are to survive in the South Pacific.

The time is ripe for this forward move—only leadership and direction are needed. Already, by their achievements through the South Pacific Commission, and by the constructive quality of their thinking in relation to South Pacific Islands affairs, the six nations which formed and now sustain the South Pacific Commission have indicated their readiness to consider a South Pacific Federation plan.

THERE is a duty upon Australia to take a leading part in this movement. Australia, with her 10 million population, and her wealth and energy and enterprise, and through the ease with which she can co-operate with her smaller sister, New Zealand, is the South Pacific's natural leader.

Already, she has done a creditable job in Papua and New Guinea; and, had it not been for her unwillingness to engage in anything like "imperialist" expansion, she would by now be doing a similar job in the nearby Solomon Islands (starving under remote Whitehall control) and New Hebrides (similarly stifled under the bumbling Condominium).

Incidentally, how many people know that the Australian Government owns a very large area of good land in New Hebrides?

It is worth nothing that, while the Australian politicians literally run away from any extended responsibilities in the adjoining Pacific Islands, Australian merchants and investors simply cannot be kept out. Much of the economic set-up in Solomons and New Hebrides is Australian—the Solomons currency is Australian.

ECONOMICALLY, the British Colony of Fiji is almost wholly Australian. Remove the business organisations and investments of Colonial Sugar Refining Co. Ltd., Burns Philp & Co. Ltd., W. R. Carpenter & Co. Ltd., Emperor Mines Ltd. (and associated concerns), Bank of NSW, Australian and NZ Bank, and some smaller

Australian organisations, and there would be very little left of NZ, the Bank of New Zealand and Tasman Empire Airways—there would be nothing left.

Britain's main contribution, Solomons, Gilbert and Ellice and Hebrides, over many decades, have been skilled administrative personnel plus some generous development loans. But little else.

In so many words, Britain has been governing her South Pacific Islands for a long time—and it faithfully and efficiently—for the benefit of Australia and New Zealand. Sentiment has some but on cold economic basis Britain is the loser. This is a fact to be remembered, when a South Pacific Federation is discussed.

THERE could be compromise adjustment and an amicable settlement between Britain, Australia, New Zealand and the United States, in relation to their respective interests. The Dutch and the Americans easily could get closer together in the future administration and care of Western and Eastern New Guinea.

But the French, super-sensitive in such things by habit and temperament, almost certainly would not accept any suggestion that they should surrender any sovereignty or any commercial privileges in New Caledonia, New Hebrides and French Oceania in order to open the way for greater security against Asia, smoother administration and greater advancement of citizenship for the people born in the Islands.

On the other hand, the French have displayed qualities in connection with the South Pacific Commission which suggest they now may be ready to make sacrifices in order to promote a bigger and a more authoritative South Pacific Commission—namely, a South Pacific Federation.

THE chief obstacle probably will be a certain class of Australian "public man"—the pinhead type, who, in the Trades Hall type, which means all national considerations in favour of "working-class" conditions.

Australia would have to take leadership in breaking away from the UNO Trusteeship Council in forming a South Pacific Federation; but, at the first move in those directions, we should hear the clamour of the little back-country politician, who would see in it the "exploitation of the natives", a "threat to Australian imperialism", the "creation of new markets for monopolistic capitalists", and so forth; so that even leaders of the like Mr. R. G. Menzies, may be frightened away from such a move.

But the changes in Asia during the last ten years, the growing demands in the Islands for a

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PRA FALLS 7½%

TH the year more than half gone, the 1957 price for copra sold under the British Ministry of Agriculture Agreement was finally announced on July 3.

forecast in June *PIM*, produced a little better than anticipated and the fall from the 1956 price is 7½ per cent., and not the 10 per cent. allowable under the Agreement, and tentatively put effect by most of the local marketing authorities early in the year.

view of the fact that "free market" price is currently around 13 c.i.f. European ports, Islands producers may consider that they have done well, although they have to wait an extraordinary long time to find out that they have.

price will be based this year (last year of the Agreement) at 15s.5d f.o.b. Island ports, or 16s.0d in Australian currency.

on this amount, the Islands Administrations deduct various costs for export taxes, stabilisation funds, etc. Therefore, the amounts actually paid in the different territories vary considerably. The Government has announced that the price for copra will be £F52/5/6 for Prime Grade; and £F52 for other grades.

This amount is calculated to compensate growers for the fact that during the last four months negotiations were taking place, they were paid on the assumption that the fall would be the full 10 per cent. It also includes an amount for balances previously accrued.

Fiji Copra Board will go out of existence at the end of this year (the MOF Agreement) and has announced that it will review the matter of copra prices in September as it does not wish to end its existence with either a debit or credit.

and on the 1956 price actually paid to Papua-New Guinea producers, the 7½ per cent. fall should mean that the price for the three grades, Hot Air, FMS and Smoked, is (approx.) £57/16/-, £57/2/-

(continued from previous page)

of self-government, and the increasing increase of Asian communities in practically every Islands territory, all add up to this: Unless the six Western nations with their Pacific interests take united action soon to consolidate their hold on the South Pacific, the South Pacific's European communities (including Australia) will be engulfed by the Asian flood, before the end of the 20th century.

and £54/11/4 respectively. (1956 prices were £62/10/-, £61/15/-, and £59).

Producers can, however, expect additional benefits. It was announced in mid-June that final prices for 1956 had been fixed at £2/16/6 higher than actually paid. This was due to satisfactory trading results.

And under legislation recently passed by the Legislative Council, the Board will be able to pay to producers, on a pro rata basis, profits on trading for the years as far back as 1952. These profits have been held as reserves.

LONDON TALKS

Talks between representatives of South Pacific producers and UK oil-millers are proceeding in London (*PIM*, June p. 25), but no announcement had been made on progress up until July 10.

A RNZAF Sunderland flying-boat from Laucala Bay, Fiji, dropped a replacement part over the Rarotonga airstrip on July 3 for the frigate, HMNZS *Pukaki*. *Pukaki*, on her way from Christmas Island to Auckland, had a breakdown in her water distilling plant.

BIRTHDAY HONOURS

Knighthood for HCWP

THE highest award in this year's Queen's Birthday Honours went to the High Commissioner for the Western Pacific, who thereby became Sir John Gutch, KCMG.

His appointment, as HCWP, in succession to Sir Robert Stanley, was announced in May, 1955, and he took up his appointment towards the end of that year. He joined the Colonial Service in 1928 and had had posts in Gold Coast, Palestine, Cyrenaica and British Guiana.

Shortly after the Birthday Honours were announced, Sir John and Lady Gutch left Honiara, BSIP, for leave in the UK. They travelled the hard way, by WPHC ship to Canton Island via the Gilbert and Ellice Islands Colony.

OTHER HONOURS

There were two other BSIP honours announced:

OBE: Venerable Archdeacon H. V. C. Reynolds (Officer); and Mr. Frederick Henry Sims (Member).

It's an Old Fijian Custom . . .



This might be regarded as one of the perils of Colonial governorship. The Governor of Fiji, Sir Ronald Garvey, and Lady Garvey, are shown here being carried ashore at Somosomo, Taveuni. The occasion was the recent installation of Ratu Penaia Ganilau as Roko Tui of the province of Cakaudrove. Ratu Penaia, with the rank of Lieut-Colonel, was the last Commanding Officer of the 1st Fijian Infantry Battalion which returned to Fiji last year after 4½ years' service in Malaya.

Photo: Public Relations Office.

THE EDITORS' MAILBAG

P-NG and that Oxford Atlas

Geologist G. A. V. Stanley says yes, he knew that at the time he wrote his criticism of the Oxford Atlas he knew that there was a later edition. (PIM, May, p. 18). But he is still not satisfied with that. He says:

Of the mistakes and omissions to which I drew attention all remain (in the revised edition) except:

1. On Plate 66, the political boundary between Indonesia and Netherlands New Guinea (West Irian) has been added, and accords, more or less, with the same boundary shown on Plate 61.

2. The inland town of Balwa (misprint for Bulwa?) has been deleted, but Wau and Bulolo have not been inserted. The mythical inland town of Mugulo remains.

3. Samarai, it is true, has been removed from the Mainland by deleting the black dot, and it is now impossible, even with a lens, to tell which of the islands around about is this very important centre. For good measure, in revising, Daru has been deleted (black dot and all), while nearby Bugi and Pagona remain.

It is pleasing to know that the interest of the Australian Branch of the Oxford University Press has been aroused, and the substitution of Katoomba for the town of Blue

Mountains (on Plate 71), is a step in the right direction.

Some attention might be given to the Structure Map of Great Britain, which at present is a repulsive, meaningless jumble; and there is good grounds for complaint that Sicily (Plate 38), is not entirely as depicted.

But this sort of thing could go on indefinitely, and it is clear that what is really needed is some careful editing of the proofs by persons with local cartographic knowledge.

The Ghost that Walked Like a Puss-Puss

The time was when Australian publications could print anything about Papua or New Guinea and get away with it. But not now.

In these days of air-freighted newspapers and magazines, even to the remotest parts of the Territory, woe betide anyone who shoots off his mouth or gets his facts crossed up.

E. J. Hackforth of Port Moresby encloses a small clipping from the magazine *People* of May 15, with his letter of June 1.

The clipping says:

The Samarai Hotel, which serves the 60-odd white inhabitants of the 56-acre coral atoll, Samarai, Papua, is believed by many to be haunted. The natives swear that a dim-dim (white man) "goes walkabout all same puss-puss" (noiselessly). The hotel was originally shipped, in pieces, to Samarai from Cooktown Queensland, where it was also reputed to be

haunted. Its owner there was Jack Elliott, a tin-miner who made two fortunes among them before he was 35. To keep his name around him he boarded them "on the 1" until he sold out.—J.E.B., NSW.

And Mr. Hackforth says

Apparently the author got his facts from Hans Andersen and Admiralty Chart No. 1111.

There is no Samarai Hotel and hasn't since the war. There is, however, a C. Guest House but it would be a brave man that haunted Julie Hansen. And surely enough, coral atolls are scarce in these 1 and Samarai is certainly not one of them. Furthermore, if anyone told a coon in S that anything went "walkabout all same puss", he would think that they were not

Don't Get Flippant With Uncle Sam

Now we have managed to get Calgary into the wrong section of North America, and Mrs. M. Woods, of Vancouver, has written to tell us about this and several other matters where we don't measure up:

I recently came across the December, 1957 issue of the "Pacific Islands Monthly" which was most interested in its contents. I like to express the hope, however, that the anti-American attitude is not typical of publications on your side of the ocean.

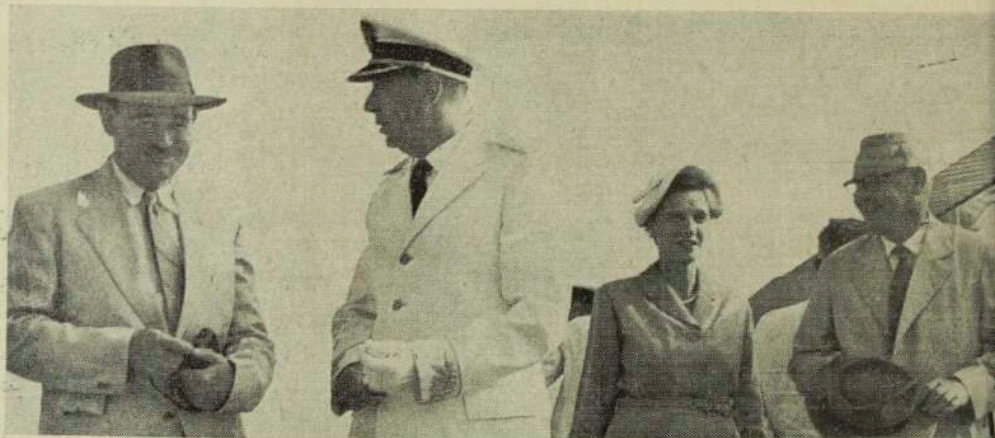
Your comments on the New York Independent's letter were boorish, to say the least, and the insolent tone of your reply to a commentary written by the "Sydney Morning Herald" on his visit to the "Mariposa" could have been signed "Tokyo Rose" and would have passed without question.

I am amazed at the ignorance expressed in your Editorial and horrified at statements such as "does any informed man believe to-day that another great war can be avoided?". I only can—it MUST—be avoided although I am willing to agree that blind prejudice is the kind of statement with which the "Pacific Islands Monthly" is often guilty.

(Continued on Page 158)

Australian Minister for Territories Visits Netherlands New Guinea

In a Cessna plane—owned by the (American) Roman Catholic Mission of the Divine Word and flown by Father De Ruyter—the Australian Minister for Territories, Mr. Paul Hasluck, landed on Hollandia airport, NNG, on June 30. His was a courtesy visit, to the Governor of Netherlands New Guinea, Dr. Jan van Baal. Mr. Hasluck was accompanied by the Administrator of Papua-New Guinea, Brigadier D. M. Cleland and by Parliamentary Under-Secretary Mr. John Howse. It was the first time a foreign Minister visited Netherlands NG. Photo shows Mr. Hasluck, Dr. van Baal, Mrs. van Baal and Brigadier Cleland.



The Australian party was welcomed at the airport by the Governor and Mrs. van Baal; by the vice-president of the Board of Department-Directors, Mr. J. C. Baarspul; the Governmental Secretary, Dr. A. Loosjes; the Commander-in-Chief of the Royal Dutch Navy in Netherlands New Guinea, Rear-Admiral A. M. Valkenburg; and the Resident-Commissioner of Hollandia, Mr. S. van der Goot. Two cameramen of the Information Service at Hollandia

made shots for Australian and Dutch TV.

The Australians stayed at Government House during their visit. They inspected the new hospital and the new Government House (both under construction), the Residential Quarters, the Central Training School of the General Police in Base G, the Elementary School of Navigation at Pancake Hill and the Malaria Control Centre in Hollandia Binnen.

At a press conference, Mr. Hasluck said that Australia hoped to be neighbours of the Dutch for a long time to come. The interests

of Western New Guinea are best served in the hands of the Dutch, he said, and "It is important that Australia and the Netherlands will closely co-operate in their development fields".

An evening reception at Government House concluded the visit. Mr. Hasluck and Brigadier Cleland returned July 2 to Australia. Mr. Howse stayed a few days in Netherlands New Guinea to make brief visits to Biak and Manokwari.

Photo: Wim Tas

Decision

Privy Council

CO. PAYS HEAVILY FOR UNWANTED AMENITIES

From this time forward, the Colonial Sugar Refining Co. will, apparently, be expected to pay the Lautoka Town Council pound £7,000 per annum. In return the company will get its garbage collected.

It appears to be the outcome of a Privy Council decision, recently announced.

The Colonial Sugar Company, of Australia, at times has given proof of great social consciousness. It has done a good deal, in Fiji, to help the communities around its sugar mills with amenities, and a higher standard of living.

Probably it is not so happy in Lautoka. If it would consent to let the town council bite the hand that feeds it, it might say something about Lautoka biting the hand that feeds it.

Long time ago, the Co. built a sugar mill near the then township of Lautoka. Lautoka is chiefly on the cane-growers, the mill-workers, and the ties of the port from which the cane is shipped.

The cane-fields extended north and south, and the mill's output passed the town of Lautoka. Presently, the boundaries of the town crept up to within a distance of the boundaries of 700 acres or so held by the Co.

These 700 acres contained not only the mill and a typical CSR settlement—houses for the staff, recreation grounds, first-class roads, water, light and drainage—but also the lands.

On the Lautoka Town Council, always seeking funds, and encouraged by the Government, a brain-wave. It would bring CSR Co.'s property within the area, and rate it!

The Co.'s reaction was not pleasant. It did not want to be taxed in the town—it already paid all the amenities the town provided. It pointed out that it would have been no town if it had been mentioned, if there had been any.

No promises were sought, but the Council extended its boundaries, and suggested a rating.

The Co. argued that the land should be valued as if no mill were there. But valuer S. A. Tetzner was worth £161,297, and they had to law about it. (Messrs. Scott and Co. for CSR, Messrs. Munro, Warren, Leys, and Mode for the Council).

The case in 1953-54, shuttled back and forth between Supreme Court and local Magistrate. The valuer stuck to his £161,000, and the magistrate made it £110,493; but the Co. still protested that the real value, if the presence of the mill was ignored, was much less.

Eventually, a case was stated for the Privy Council by way of appeal from the Supreme Court. It has taken years to get a decision.

The decision was announced from London at the beginning of July. A press report says "the rating valuation of £110,439 Stg. set by the magistrate's court, in respect of 650 acres of land, was affirmed".

It is considerably less than the £161,000, but a lot more than the land would be worth if there was no sugar mill in those parts.

Head Office of the CSR Co., in Sydney, said philosophically that that should be the end of a very long argument. The Co., on the chance that it would have to pay, has been making provision for this annual charge, in its accounts, for years. It anticipated, on the rate of 1/4d in the £ on the apparently confirmed valuation, that it would have to pay £7,000 per annum.

"We shall get nothing from the Town Council except garbage collection", said a spokesman. "It's a lot to pay for garbage collection".

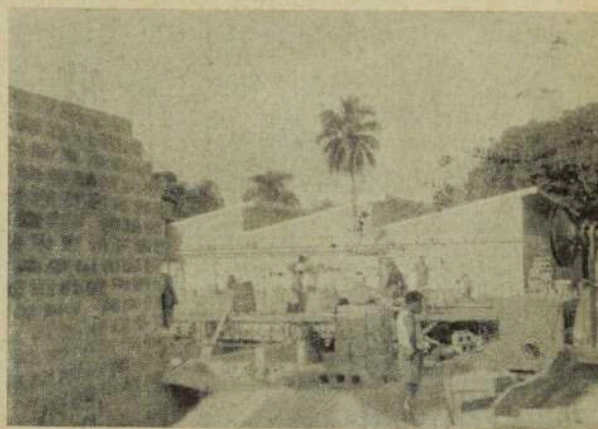
The Council will receive arrears of rates over three or four years, plus a very large amount representing legal costs covering some years of argument.



For the Fruit Trade

Rarotonga's new cool-store is now on its way. This stage was reached mid-June. In background is the Rarotonga freezer.

Photo: W. H. Percival.



TAHITI HOTEL DEAL

Les Tropiques Sold to Honolulu Interests

THE hotel "Les Tropiques," outside Papeete, Tahiti, together with a large block of land, has been sold to Don Beach (Don the Beachcomber), hotel-keeper of Hawaii.

Beach is associated in the deal with C. F. Rehnborg, of Nutrilite Products, at Buena Park, California.

"Les Tropiques" will now carry the name of "Beachcomber Blue Lagoon Hotel", and will be brought up to International tourist standard.

It is also planned to construct 45 bungalow-type rooms, complete with bathrooms.

Reservations are already being received for the new hotel—amongst them a congress of 45 Chicago dentists for next November.—*Noumea Correspondent.*

AN UNSURPRISING ANNOUNCEMENT

Brown River Lease to T. Flower

THE patience of Mr. Tom Flower has at last been rewarded: he has been awarded the Brown River timber leases, about 25 miles from Port Moresby.

Mr. Flower discovered this stand of timber several years ago but under existing regulations in the Territory was compelled to submit a public tender for it and to wait until officialdom graciously permitted him to proceed.

Conditions of the lease are that he shall establish a sawmill within 12 months.

Mr. Flower has been in P-NG since 1926; before the war on the New Guinea side; and since the war, in Port Moresby.

The lease is over 44,000 acres.

Ansett's NG

Service

NEGOTIATIONS WITH ANA INTRUDE

ANSETT Airways whose application to extend its airline operations from Cairns (Qld) to Port Moresby, was refused by the Australian Department of Civil Aviation in June, was, in early July, pre-occupied on an even bigger project. But it is understood that the company has re-applied to DCA for permission to operate to New Guinea.

Ansett has made an offer to buy out Australian National Airways, Australia's longest established and biggest private airline, for about £3,000,000. The matter is (July 11) still under discussion although the suggestion is that ANA will want more than that sum.

Ansett's offer to ANA followed an Australian rejection of ANA's have-your-cake-and-eat-it-too plan to the Australian Government whereby the latter was to form a holding company to take over all the shares of all existing airlines in exchange for shares in the holding company.

The proposal was practicable only if all Australian airline companies agreed to be a party to it. The Minister for Civil Aviation said that at least one major airline refused to do this. (The airline is believed to be Ansett).

ANA's proposal was somewhat extraordinary in view of the fact that during the Australian Labour Government's post-war spree of nationalising key industries, ANA fought vigorously to preserve its identity.

The company then had the active support of all believers in private enterprise. When Mr. Chifley found that nationalising ANA contravened the provisions of the Australian Constitution, he authorised the formation of Trans Australia Airlines, which has operated in competition with ANA since 1946.

The Labour Government saw that all Government business was pushed TAA's way, but the Liberal Government in 1952, under the Airline Agreement Act, gave ANA a share of this business.

Although there was initially a prejudice against TAA by the people who traditionally use air services, this company, on its own merits, has risen in public favour in recent years due, to some extent, to the introduction of a more popular type of aircraft than ANA; and in 1955-56 TAA made more profit than the private

What Does It Mean?

THE NEW STATUS OF NEW GUINEA CHINESE

Residents of Papua only now are trying to understand the real meaning of a statement made recently by the Australian Minister of Territories (Mr. Hasluck), about the status of the New Guinea Chinese. They are seriously alarmed.

HITHERTO, the Chinese residents in New Guinea had the status of "Australian protected persons". They had all the privileges of citizenship in New Guinea, they had the right to vote for persons seeking election to the Legislative Council; but, so far as admission to Australia, or the Australian Territory of Papua, was concerned they were in the same position as any other non-European people—except in special circumstances, they could not come in as permanent residents.

Now, for reasons not made clear, the Australian Government has decided that Chinese permanent residents of New Guinea (a Trusteeship Territory, governed by Australia under UNO supervision), who seek and are granted Australian nationalisation, shall have the status of Australian citizens.

But the Minister, in making this official statement, added that this, of course, would not affect the present immigration laws.

company.

In 1955-56, ANA still made a profit, but it was a profit that the shipping interests that virtually control ANA believe too small. They think that the capital tied up in ANA could be more profitably employed elsewhere, and before the Australian Cabinet announced its decision on the proposed merger, it was stated that if ANA could not get what it wanted, it would get out of the airline business.

WHERE does Ansett come in, in this business of Australian internal airways? Probably it is a question that can be answered only by Mr. Reg Ansett himself. But if Ansett does come out of the present negotiations well, it will be a triumph for a very rugged type of Australian private enterprise.

Ansett, regarded as the poorer cousin of Australian airlines, has used smaller planes, along the back lanes of interstate aerial transport; has charged much lower fares than the major airlines and while it has built up a reputation for not asking favours, it has provided the public with efficient air services in all the Eastern States.

(See letter p. 157 this issue)

THE highest official opinion in Papua—backed by the wise legal practitioners there—is that the promised Commonwealth enactment will give the New Guinea Chinese (of whom there now are between 3,000 and 4,000) the right to enter Australia and Australia's Territories (including Papua), and reside there.

To say that the European residents of Papua, and the few natives capable of expressing an opinion, are disturbed, is to put it mildly.

Always, hitherto, the New Guinea Chinese have been kept out of Papua. The establishments of the European traders and the Chinese traders are all over the Territory, right up to the border of Papua. They run practically all the native trade stores; they are the chief artisans of New Guinea; to an increasing degree, they are becoming shipowners and planters.

They are not a bad influence on the long-range political effect of their settlement in any country. They take possession of land in Singapore is the largest and most notable example. They are not British; but there is not room in any country for Chinese settlements and Western European settlers.

THE leading non-official member of the Port Moresby Chinese community is quite outspoken. "If this means what it seems to mean, then it is going to be a lot of Australian enterprise in Papua—the Chinese will take over," he said.

• When it was pointed out that the admittance of the large Japanese community in Hawaii and the Western States to full American citizenship had strengthened rather than weakened the United States, the Papuans simply pointed to the White Australia Policy. "Is this the beginning of the end of that?" asked. If the Chinese could enter Papua, they also could enter Australia, they argued.

It is certain that questions will be asked in the next Australian session of Australia's Parliament.

One question probably will be: the Chinese born in New Guinea can so easily acquire Australian citizenship now, why cannot

(Continued on Page 28)

EW
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s and Allowances

Fiji Civil Servants

TS top civil servants stand to gain handsome increases in salary as a result of a report by Mr. W. D. Carew.

Carew was appointed in December, 1956, to review the salaries paid to the senior posts of the civil service, and the posts in Fiji Police Force.

He recommended increases in the top posts range from £50 to £1,000 per annum, in Fijian currency.

Some of the new salaries recommended are, in the amount of the increase in brackets:

Justice, £3,600 (£800); Colonial Secretary, £3,500 (£900); Financial Secretary, £3,200 (£2,400); Pusiine Judge, £3,100 (£800); Secretary for Medical Services, £3,100 (£800); Directors for Affairs, £3,100 (£800); Public Works, £3,000 (£750); Commissioner of Police, £3,000 (£750); Director of Lands, £3,000 (£900); onal scale, £900-£1,802 (£225-£661).

Some of the new rates recommended for police, with previous salaries in brackets, are:

Commissioned Officers.—Deputy Commissioner, plus inducement allowance of £300; Senior Superintendent, £1,775, rising £75 a year to £2,000 (£1,600); Assistant Superintendent, £1,450, rising by £50 a year to £1,700 (£1,300-£1,500); Deputy Superintendent, and Assistant Superintendent, £840 (£750-£1,300); Pay and Quartermaster, £1,400 (£960-£1,200); Bandmaster, £840, with promotion bar at £1,100; Inspector, £840-£1,050 (£750-£960).

Non-Commissioned Officers.—Inspector, £600-£840 (£400-£720); Sergeant, £360 (£360); Sergeant, £410-£550 (£312-£410); Corporal, £305-£410 (£252-£300); Private, £188-£360 (£168-£264), except that those with Senior Cambridge qualification equivalent should enter at £212 a year.

In his report, Mr. Carew went on to say that the need for introducing incentive allowances to allow Fiji to compete in the overseas market for services. If the local or basic rate of salary would not attract the best talent from overseas, an added inducement had to be offered to them.

The Government accepted the recommendation to pay the allowance (and treat it as a pensionable emolument), and proposed that it should not depend on the domicile of the incumbent officer holding the post, but should be a straightforward allowance attaching to the post, irrespective of the identity or origin of the incumbent officer holding the post.

Mr. Carew's report, with modifications prepared by the Government, was submitted to the next meeting of the Legislative Council, held for July 23.

The new salary rates approved will operate from the month after they are approved.

No NG Annexation

AUSTRALIA IS DIPLOMATICALLY SATISFIED WITH UN TRUSTEESHIP

The Australian Government is satisfied that, under the present circumstances, Australia's interests are best served by the maintenance of the New Guinea Territory under United Nations Trusteeship.

THIS is the crux of the answer given to the National Executive of the RSSAILA by the Australian Minister for External Affairs (Mr. Casey).

It was in reply to a resolution moved by Mr. R. F. Bunting, president of the P-NG State branch of the RSSAILA, and seconded by Mr. W. Yeo, of the NSW Branch, that New Guinea should be annexed by Australia.

The Minister said: "... the situation is that the Government considers, firstly, that the annexation of the Trust Territory of New Guinea would involve the renunciation of the international obligations which Australia has assumed voluntarily in respect of the Territory; and secondly, that Australia's defence interest would not be significantly enhanced by the annexation of New Guinea."

Editorial Note:

The complete uselessness of

the Trusteeship system, and the mischievous manner in which it is used by irresponsible or self-seeking members of the United Nations is discussed at considerable length in this issue (page 69) in a review of a book by Sir Alan Burns. It is also dealt with in the leading article this issue.

It is said in newspaper circles that one believes something only when it has been denied by the diplomats three times. And that attitude of mind should be brought to bear on the Minister's statement. Forced to give an answer, he probably could say no less.

However, the Australian Government, and particularly its Prime Minister, have taken the lead in condemning the vacillating policies of the United Nations; and there is no evidence to show that they are particularly enamoured of that section of it called the Trusteeship Council.

DO YOU REMEMBER?

From PIM of
20 Years ago



JULY, 1937, appears to have been a pretty dull month in the South Pacific—judged from 20 years further on, at any rate.

In New Guinea, of course, the Rabaul eruption was still on the public mind, and the arguments as to whether the town should or should not remain the capital of the territory were only then getting into gear.

Here are some other extracts from the PIM of 20 years ago:—

This was the month that America's famous woman aviator, Mrs. Amelia Earhart Putnam, with navigator Noonan, disappeared in the central Pacific on a round-the-world-flight. She left Lae, New Guinea, on July 3, on a 2,600-mile hop to Howland Island and was never seen again although one of the biggest searches in history was carried out by Americans and others. For years, there were rumours of castaways, believed to be Mrs. Putnam and Noonan, living on remote islands.

Sir Charles Rosenthal was appointed Administrator of Norfolk Is. Sir Charles had had a distinguished military career during World War I and a distinguished public career after it—but he had not had any Islands administrative experience and PIM wanted to know—then as it has wanted to know many times since—why the post should not go to a senior member of the Papuan or New Guinea Administrations.

The United States had lodged formal claim to Canton Island formerly regarded as (more or less) British. Britain was reasserting her claim and was being supported by New Zealand. US, British and NZ flags were all currently flying over the atoll which until the advent of the air-age was regarded as worthless.

A new Legislative system had begun in Fiji. The unofficial members were to be partly elected and partly nominated by the governor, in the case of Indian and European members; and all Fijian members were to be nominated, as before, but the number was to be increased from three to five.

Norfolk Island had something in 1937 that it has not got to-day—a weekly newspaper. Called the "N.I. Weekly", it was under the editorship of Mr. B. Grubb. It was the successor to the "Norfolk Island Times" which a couple of years previously had been "strangled by red tape" and NI ordinances that prevented the Island having the freedom usually enjoyed by the Press in British countries.

The air age had arrived in Western Samoa—via the vessel "Wairuna". A plane, a DH 53, had been purchased from the NSW Aero Club by Mr. J. M. H. Bower, District Commissioner at Upolu, who had got his pilot's licence in New Zealand. What he intended to do with the plane is not clear, as it is unlikely that there were many (or any) airstrips in W. Samoa in 1937.

On the
Up—and UpAIR FARES AND
SHIPPING FREIGHT

RESIDENTS of Papua-New Guinea will be hit by recent announcements of rises in air-plane fares and in shipping freight rates.

The rises have, in both cases, been attributed to higher operating costs, particularly higher wages.

People who use TEAL and Qantas planes in other parts of the Pacific will also be affected.

The Qantas fares from Sydney to Papua-New Guinea, Noumea and the BSIP have risen by between 8 and 15 per cent., and the Qantas-TEAL fare from Sydney to Coral Route airports by from 11 to 20 per cent. TEAL fares from Auckland to the Coral Route are up by from 5 to 12 per cent.; and from Suva to the Coral Route by from 16 to 20 per cent.

The fares quoted below are the new single and return fares, with the amount of the increase in each case given in brackets.—

Qantas, from Sydney to: Port Moresby, £51/5/- (£4/14/-); £92/5/- (£8/15/-); Lae, £62/15/- (£7/8/-); £112/19/- (£13/6/-); Rabaul, £72/9/- (£7/10/-); £130/9/- (£13/10/-); Noumea, £51/4/- (£4/9/-); £92/4/- (£6/9/-); Honiara, £94/5/- (£13/18/-); £169/13/- (£25/-); Suva, £81/3/- (—), £147/2/- (£5/3/-). Fares are quoted in Australian currency.

Qantas-Teal, from Sydney to: Apia, £109/5/- (£11/18/-); £197/14/- (£22/11/-); Papeete, £174/5/- (£34/3/-); £314/14/- (£34/3/-); Aitutaki, £146/3/- (£26/15/-); £264/2/- (£52/3/-). Fares are quoted in Australian currency.

TEAL, from Auckland to: Apia, £55/10/- (£2/10/-); £99/18/- (£4/10/-); Aitutaki, £85/14/- (£8/-); £154/6/- (£14/8/-); Papeete, £107/10/- (£110/10/-); £193/10/- (£18/18/-). Fares are quoted in NZ currency.

TEAL, from Suva to: Aitutaki, £57/15/- (£8/18/-); £103/19/- (£16/-); Papeete, £82/14/- (£11/2/-); £148/18/- (£20/-). Fares are quoted in Fiji currency.

Freight rates on vessels trading between Australian and Papua-New Guinea ports will rise by 10/- per ton—to £11/10/- per ton, on the northbound voyage; and by 5/- per ton—to £11/5/- on the southbound voyage. Rises are effective August 1. Passenger fares remain "as is".

LATE NEWS

GOILALA MYSTERY STILL
VERY MYSTERIOUS

THE mysterious doings at Goilala Sub-district, Papua, into which an equally mysterious investigation was started in May, have not been made public, although Crown Law Officer S. H. Johnson has made his report (see PIM June, p. 138).

Mr. Johnson said in Port Moresby, mid-July, that in 40 pages he had made recommendations as well as findings.

New Caledonia's
Exchange Squeeze

FRANCE'S shortage of foreign exchange is already being felt in New Caledonia.

The French Government has asked the New Caledonian administration to "stretch" its foreign exchange allocation until September, instead of ending the period on June 30, as was intended.

The French Empire, like the British Commonwealth has a "pool" of foreign exchange and since 1952 New Caledonia has not benefited completely from the dollars earned by the export of its mineral wealth. New Caledonia has to abide by these rules although she earns more foreign exchange than any other country in the Empire.

It is likely that Australia will suffer most from this exchange squeeze, food that normally is imported from there will now largely come from France and other French possessions—at a much higher cost, of course.

Well-Known Rabaul
Resident Departs

MR. K. E. CUMMINGS, a foundation member of the Rabaul Town Advisory Council, President of the New Guinea Club, and a man who has shown marked civic interest at all times, will be missed in Rabaul when he leaves shortly to reside in Melbourne. He returned to Rabaul only recently after several months in hospital in Melbourne—but only to announce that health reasons compel him to leave the Territory.

P-NG Gets Asian
Flu Vaccine

THE first 1,000 doses of the Australian-made Asian-influenza vaccine arrived in Port Moresby on July 10 and were sent off to Wewak and Madang towns on the air route nearest to the Dutch border—the first cases in the Vogelkop were reported late June, and cases have now occurred in Hollandia.

One thousand doses will be arriving each week until requirements are met—and P-NG in this regard has been given priority over Australia.

¶ The famous Australian eye doctor, Dr. Granville Waddy, arrived in Port Moresby early in May to treat native patients who had been without care since Dr. Loschdorfer went on leave some months back.

60 Miles of
Tourist DelightsTHE RIVIERA
OF FIJI

THAT 60 miles of very attractive coastline that opens up on Queen's Road, about 30 from Nadi Airport, and then by the road about the same distance from Sava, could become the Riviera of Fiji.

It has what so many other of Viti Levu have not got: white, sandy beaches, waving palm blue lagoons, coral gardens, the coloured fish of the tropical pamphlets.

In their announcement that intend bringing Korolevu Hotel to 100-bed capacity, and that have purchased the "Beachcomber Hotel" at Deuba, Northern Hotels Ltd. have in convincing manner shown their confidence in tourism and, in particular, the section of the road between Nadi Airport and the capital.

Along this section Sir Hugh and his associates now have Beachcomber, Korolevu and Signet Hotels, and also hotels at Lautoka, Ba, Tavua and Rakiraki to cater for those tourists making the tour around the island.

CLUB HOTEL AT LAST?

It has been announced that tenders will shortly be called for the erection of the new Club Hotel, construction of which came to a halt in 1953.

A preliminary advertisement appeared in the *Fiji Times* requesting contractors who were interested in tendering for this to apply to the architects from whom full information about tender procedure could be obtained.

It is understood that when the hotel is completed by Morris Strom Ltd., Northern Hotels will take it over and run it.

LATE NEWS

KLM SUPER-CONSTELLATION
CRASH

Fifty-seven people were killed when a Royal Dutch Airlines Super Constellation crashed into the sea in flames just after it took off from Biak Aerodrome, Dutch New Guinea, on July 16.

The aircraft was on a regular weekly flight from Biak to Amsterdam.

Eleven Dutch passengers and a stewardess were rescued, but one was not rescued, a child, died later in Biak Hospital. Most of the passengers were Dutch. Two were Australian, Mr. Leo Newman of Elwood, Victoria, and his wife, aged 40. Mr. Newman is principal in a scrap metal business (see PIM p. 134, June).

AIR-FREIGHT ADACHE

Rabaul Wants More Australian Papers

THE availability of Australian newspapers—for which residents of Papua-New Guinea have an insatiable appetite—came up for discussion at a recent meeting of the Rabaul Town Advisory Council.

It was alleged that in the matter of newspapers air-freighted from Australia, Rabaul was victimised, that since air-freighting had commenced five years ago, supplies had dwindled from 400 copies per week to 65.

It was stated that the position otherwise in Lae and Moresby, where full quotas of newspapers are enjoyed—to such a degree in Moresby, that boys “got around town on Sundays selling them.”

“I think that the last statement was in contradiction.—Ed. PIM).

It was stated that although Lae and Port Moresby got newspapers from Australia on four or five days a week, Rabaul was restricted to Sunday papers.

The whole matter of air-freighted newspapers was brought up at the meeting through a letter addressed to Rabaul's Magazine Shop, from the publishers of the “Courier Mail,” in which the newspaper company informed the shop that the allocation of air space for newspapers had been reduced on Saturdays and nights.

Australian newspapers are carried by Qantas to New Guinea at concessionary rates—in the case of Sydney—at 1/6 per pound instead of 5/3. The population of P-NG has increased, so has the demand for newspapers—and for more and more air space in which to carry them. This is particularly so on the nights that leaves Sydney on Saturdays and carries the Sunday papers—which are consequently delayed in Moresby and Lae at the same time as suburban Sydneysiders are receiving their Sunday papers.

The Rabaul TAC resolved that: “The District Commissioner requests that Qantas be asked to take up the matter of further allocation of air space for newspapers to Rabaul.”

Another motion put to the meeting was: “That in the opinion of the Council, the service provided at present by Qantas to persons booked on the Company's Bird of Paradise Service is most unsatisfactory, causing considerable inconvenience, distress and loss of money to members of the public. The Council utterly deprecates that many fail to obtain seats on air-freight after they have been informed

that seats were booked, and that many are off-loaded at Lae after being informed that their through-bookings to Australia were confirmed; and that this resolution be conveyed by letter from the secretary (of the TAC) addressed to the General Manager, Qantas Empire Airways, Sydney.”

Qantas Makes Statement

A statement was made by the Chief Executive and General Manager of Qantas (Mr. C. O. Turner), on July 10, as follows:

1. It is very costly to carry newspapers by air, but if it is commercially possible to carry more papers into Rabaul we will do so. We have several times reviewed this problem and will again do so, right away. We point out that we allocate space for newspapers on a bulk loading basis and the newspaper companies themselves separately allot proportions of the load to individual destinations.

2. We have experienced the greatest difficulty in maintaining an effective reservations system in the area due to inadequate communications between Port Moresby, Lae and Rabaul. We also lose a lot of money through passengers making firm bookings and then failing to turn up to make their flight. Again, we are investigating this point and will continue to do the best we can to maintain and improve our services to Rabaul.

CIVIC LEADERS WORRIED

Wave of Petty Crime in W. Samoa

FOR a considerable time past Samoan leaders have been worried about a startling increase in crime in the Territory.

Burglaries, thefts, defalcations and other offences including plantation thefts of foodstuffs and agricultural produce, have increased to an alarming extent so that police and courts are unable to cope with the situation.

A large number of these offences are committed by youngsters and teenagers and though the Apia High Court has dealt with dozens of cases week by week, there is no decrease and fresh cases become known daily.

There is little unemployment and no poverty or need in this Territory, but efforts by the various Missions, by the Government and by Samoan leaders to stem this wave of dishonesty have so far had little effect.

After Three Years'

Tinkering

P-NG Labour Ordinance in Sept.

THE long-awaited “Reformulated” Native Labour Ordinance is to be brought down at the September meeting of the Papua-New Guinea Legislative Council. Minister Hasluck, during his June visit to the Territory, gave a three-page preview of what was in store.

The draft legislation has been back and forth between Port Moresby and Canberra for the last three years, and on the score of elapsed time, anyway, should be the perfect legislation.

Provision in the new legislation will be made for workers under agreement—two classes, i.e., those who are accompanied by wives and families; and those who are not. And also for casual workers.

All workers will be issued with work-cards—one advantage of which is said to be that employers can, by looking at the card, see whether the applicant is already under contract to work for someone else.

This may be a step in the right direction, but it raises the interesting question as to what the prospective employer is to do if the prospective employee is under agreement to someone else. There will be no penal clauses under the new legislation (nor was there in the old).

Mr. Hasluck said that Territorians, through their representatives on the Legislative Council would be able to debate and comment on this vital legislation.

That is true, too, as far as it goes. But once the bill gets as far as the Legislative Council, nothing short of several of the official members swooning at the crucial moment, will prevent its being forced through the Chamber by the official majority.

* New official release.

LATE NEWS

Escapees Pile Up Gaol Sentences

The three surviving gaol-breakers who kept Port Moresby police busy for three weeks in April (PIM May, p. 141) have received heavy gaol sentences.

Keana Keporaka got 7 years for the manslaughter of the fourth escapee; 2½ years for the attempted killing of a boy; and 3 years for entering.

Ame Aite got 6 years for house-breaking and 3 for entering. Kita Tunguan, who was already serving a life-sentence for rape of a European woman, got 6 years on two counts.

All three asked to be removed from Bomana where they said they had been threatened.

Judge Kelly said he felt that Bomana would be glad to see the last of them and ordered them removed to Samarai.

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TEL CHAIN TAKING RM IN N. GUINEA

Interesting Plan Territory Tourist Development

LAKE, July 12.
PRESENT indications are that, before long, a chain of hotels on the mainland of New Guinea will be operated by Morobe Hotels Ltd.

It will have a two-fold purpose—namely, the provision of a good hotel for local interests and for many travellers and—what is now so important—the development of the Morobe and Highlands section of New Guinea as a tourist resort.

Morobe Hotels Ltd. is a newcomer, but some hard money and shrewd management behind it. It is Harvey and money (Messrs. Harvey and Co. being the well-known Sydney insurance brokers); a McEachern plan (Mr. L. F. McEachern being the head of the Harvey Trinder firm, in Sydney);

the good judgment is shown in the fact that famous "old-timers" of the Morobe goldfield, in the person of Joe Bourke, Roy McCannon, Doris Booth, with John Burton, among the Directors and leading

shareholders of the Company.

The Company, or its associates, recently bought the Goroka Hotel, from the estate of the late Mrs. Pitt; and the Wau Hotel, in which Mr. Bourke was interested.

It is generally known that negotiations are at present (July 12) in progress between Mrs. Flora Stewart and Morobe Hotels Ltd; and, although the principals flatly refuse to comment, it seems to be expected by Morobe residents generally that the Hotel Cecil, Lae, will soon pass into the hands of the Company, at a mutually satisfactory price.

If that happens, it is possible that Morobe Hotels Ltd. will not proceed with their plan to build a new hotel on the terrace, in Lae; but will concentrate on the Hotel Cecil and make it the chief unit, for tourist purposes, in the hotel chain. But an important factor here is that the Hotel Cecil, under today's conditions, is almost always full.

It is reported that the new Company would like to purchase, also, Mrs. Gilmore's well-known hotel at Madang, but apparently Mrs. Gilmore is not a seller.

MRS. FLO STEWART has a remarkable record in the Territory as a hotel pioneer. She and her late husband established the first hotel of the New Guinea gold-

fields—the Wau Hotel, along the top of the Wau airstrip; and from the hard-earned profits there, Mrs. Stewart built the original Cecil Hotel, in Lae, and handed it over to the management of her sister, Mrs. Baldie. Both establishments were totally destroyed in 1942-45.

Before the smoke had cleared from the South Pacific battlefields, Mrs. Flo Stewart was back in New Guinea, pioneering again. She did not return to Wau. Instead, she got possession of a group of Army huts in the jungle behind Lae; provided hotel accommodation and some amenities out of war-time material and anything that was suitable, and, in the face of terrific obstacles, rebuilt the Hotel Cecil on the old site.

THERE is no reason why the Morobe-Highlands section of

New Guinea should not be attractive to tourists. Lae is a pleasant place in which to spend a few days. Already there is a road to Wau, and a stay in Wau and Bulolo (with its excellent Pine Lodge Hotel) could be delightful; and Edie Creek, the Bulolo Gorge, and the great new timber industry, right beside the old dredges at Bulolo, are things worth seeing. A visit to Goroka, the very new capital of the Highlands, and the glimpses there obtainable of a strange new world, could put the coping-stone on a unique tour.

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New Status of New Guinea Chinese

(Continued from page 22)

same privilege be accorded to Papua and New Guinea natives, who are the country's true indigenous inhabitants?

The officials here make no comment—their jobs and their future may depend upon the whims and fancies of Czar Hasluck, who is dealing with this matter.

Some clear, explanatory statement is called for from Canberra. As people see it now, the granting of Australian citizenship to New Guinea's Chinese is a very high price to pay for the doubtful Australian privilege of ruling New Guinea for the now feeble and futile United Nations.

YOUNGER CHINESE WELCOME MOVE

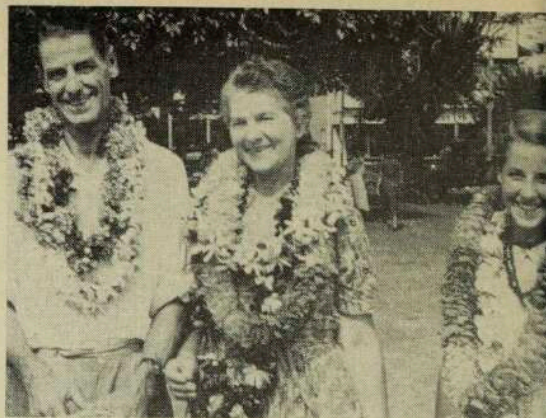
ASIANS throughout Papua-New Guinea, particularly the young people, were pleased when the Minister for Territories, in Port Moresby, on June 18, announced that they would be given the opportunity to become naturalised as Australian citizens. ("Each case will be considered on its merits").

Mr. Hasluck said that the majority of the Asians in the Territory were born in the Territory, and at present had the status of "Australian protected persons." The remainder comprised Asians who were resident in New Guinea in 1920, and Asians (mainly the wives and children of Asian residents), who were admitted into the Territory under exemp-

Gone South

Mr. and Mrs. T. W. Marston and their daughter left Apia, W. Samoa in June. Mr. Marston has been Acting-Superintendent of Apia Radio during the absence, on leave, of Mr. E. Betham.

Photo: Edwards Studio.



tion in the late 30's for temporary residence and who were still in the Territory at the time of the Japanese invasion early in 1942.

The Government had decided to give to those Asian residents who were born in the Territory, and to those who were not born there but who were living there under no immigration restriction, the opportunity to become Australian citizens by naturalisation.

Where Australian citizenship was granted to an Asian resident, eligibility for similar status would be extended to his wife and children resident in the Territory.

Mr. Hasluck said the Government had also decided that Asian residents of the Territory who had been admitted under exemption and who wished to continue to reside in the Territory would be permitted to remain.

A leading member of the Chinese community at Rabaul said that the announcement was particularly welcomed by the younger generation

because it meant an opportunity for them to branch out in Australia instead of being restricted to the Territory.

A spokesman in Lae said most of the older generation of their established businesses in and would prefer to stay.

However, the announcement not please everyone.

Mr. R. F. Bunting, State President of the Papua-New Guinea Branch of the RSS & AILA, in on June 21, said:

"Whilst the League appreciates the motive of the Minister granting Australian citizenship rights to many Asiatics in the Territories, it deprecates the fact that native inhabitants living in a country to which they have not been included in privilege. The League sponsors the formation of a Native Servicemen's Association throughout the Territory, members of which had volunteered and fought side by side with their European counterparts, which could not say of the war services of those to whom the citizenship privilege has been extended."

Other members of the RSSA said that this granting of naturalisation probably contravened the White Australia Policy. Others pointed out anomalies—citing the cases of a part-German-part-Malay descendant born in the Territory who was eligible; and another born of Filipino parents who was awarded the George Medal during the war but who also will not benefit—Correspondent.

† Mr. Nevil Shute Norway—better known without the last name—Sydney with his wife in July for "writing holiday" in Fiji. Christ Island (before the H-Bomb) already figured in one of his novels (*In the Wet*); and Moresby has been wiped out in latest (*On the Beach*). What horrible catastrophe awaits Fiji the next one coming up?

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N PARIS FOR JULY 14

GAIN this year for the July 14 (Fall of the Bastille) Ceremonies, the French Metropolitan Government invited chosen special guests to Paris. The Mayor of Noumea (M. Roger Que) led the New Caledonian contingent which included Cyril Regui, Grand Chief of Uvea

There a Dentist in the House?

RESIDENTS of Norfolk Island who are currently without a dentist, would like to hear from a member of that profession who contemplates retirement shortly. This is not the practice for a man at the threshold of his career. But one in semi-retirement who is prepared to devote some of his time to dental work would be warmly welcomed. Norfolk Island has a lot to offer: a quiet, beautiful surroundings, a climate—and no taxes.

and; a native trade unionist; a native member of the New Caledonian elected assembly. A native of the New Hebrides also on the trip.

Con-Ragg Wedding in Sydney



much interest to Fiji residents was the wedding on June 13 of Miss Margot Ragg, daughter of Mr. and Mrs. David Ragg, of Fiji and now of Pott's Point, to Mr. James A. Dixon. The ceremony took place at St. Canice's Church, Elizabeth Bay. The bride wore a handsome gown of white, with a head-dress of white camellias, and carried a fur muff. She was attended by two younger sisters, Maureen and Robin. Old Fijians were amongst the guests at the reception which followed at the Pickwick Club. The newly-married couple spent their honeymoon on a "Himalaya" cruise in the course of which a visit was made to the grandparents, Sir Hugh and Lady Ragg, at Sydney.

—Photo by Pickwick Prints.

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TERRITORIES TALK-TALK

By Tolala

"Didiman"
and "Radish"

HENCE comes the derivation of the word first used by natives for the Rabaul Botanical gardens—*Didiman*?

In November, 1956, *PIM*, Hans Mannsfeld connects it with the sh. In January *PIM* I did not see and called on old German peer, Captain Haug, to express an opinion.

Now, from his bed in a sanatorium Alsbach, in the Odenwald range, writes to me: "You are not right in you say to Mannsfeld's remarks about the origin of the word, 'man, 'No can'. I think it has something to do with the radish because Didiman did grow the first sh in his garden. He told me, in 1910, one night in the Rabaul about how he managed to grow the edible type. I adopted this in Timor and surprised everybody."

After that I will go quietly.

Mr. Mannsfeld said that in the man days the word was "Radid-", and he had taken it that it a corruption of "Radish man" the man who grew radishes.

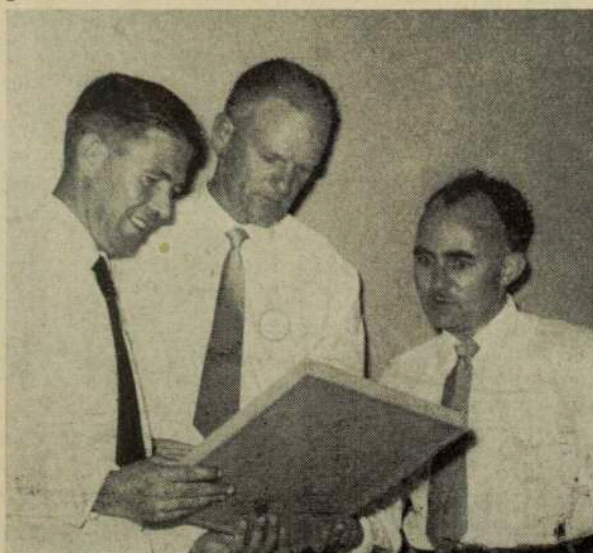
Old
man Policy

Capt. Haug also refers to the old man colonial system, after mentioning my screed about the old in March *PIM* (p. 113).

• "I also think we did remarkably well considering that we had colonial experience when started in 1944 to take over G. Of course, there was a lot bureaucracy the beginning

Bill Carter, President of the Apex Club, Port Moresby, and Mr. Craig, a Board Member of the Apex Club, look at a copy of the Apex Club Charter which had just been presented to the Club by National Agent Gordon Murray (who flew up to Sydney for the annual dinner at the end of May. This was the first Apex Club to be the Charter out of Australia but since Singapore has rejected its Charter.

to: Papuan Prints.



when the NGC started to rule as a chartered company; but after Hahl came and took over as Governor, although we cursed him often, his policy was a sound one and he did his best to help a decent fellow to get along as a planter.

"He was a bit soft sometimes with the natives, but still he was of the opinion that natives should be treated with fairness and as children that have to grow up. He had no objection to punishment for natives who deserved it, but he never permitted excesses by whites, either.

"If the home government had followed his advice to establish a 'Land Bank' to help planters over the first seven years until a plantation could keep itself (by giving low interest loans on the improvement of the plantation), German New Guinea would have been self-sustaining already in 1910.

"As it was, we reckoned that in 1917 the colony would be self-supporting.

"To help planters, Hahl permitted the shooting of birds-of-paradise. This gave them a chance to hold on through the first seven years. He was often criticised for this, but it was the only way to get men to settle on the mainland of New Guinea."

One can only wonder what the New Guinea world would be like today had there been no wars, no exaggerated race-consciousness or denominational competitiveness. It could have been a very good place in which to live.

Snarl Over Parks

It appears that Rabaul residents are not altogether happy about their parks.

As a B4, I would indeed be a poor judge to comment on the present town-planning which I noticed two years ago concentrated on placing as many buildings of modern structure (repeat modern structure) as close together as possible in the confined township area.

That surprised me more than anything else in Rabaul, after having known the old town with its generous town allotments, giving opportunity for liberal gardens and much-needed breathing space.

I realised, however that commercial demands had far exceeded the natural urge for aesthetic beauty and that the Garden City of the South Seas was, most definitely, no more.

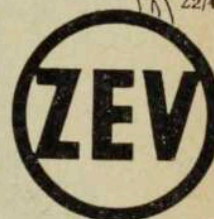
However, the struggles of a few B4's to establish some modicum of breathing space has been noticeable

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now and again in press reports and in *The Rabaul Times*, of May 31, I see where an Administration official remarked that "some people apparently had little thought for the appearance of the town" and complained because an ornamental shrub had been removed from a public highway. And "he appealed to all members of the community to exercise civic pride in protecting



Mr. and Mrs. V. R. Orr on board "Funing" on their way back to Port Moresby after a recent three-months' tour of the East. Both were impressed with the cleanliness of the places they visited and the Japanese people in particular. Mr. Orr, who works for P.M.F., Port Moresby, said there appeared to be a lack of traffic supervision and that you took your life in your own hands once you stepped off a footpath.

Rabaul's parks and gardens."

The following week in the same publication there is a report of the Town Advisory Council protesting against the action of an Administration building being erected on an set aside for a park.

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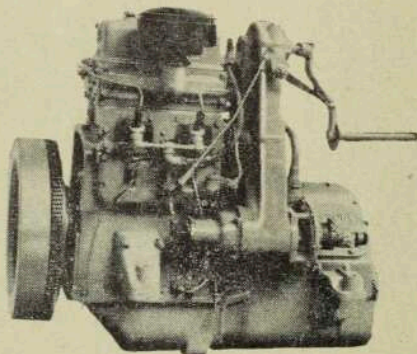
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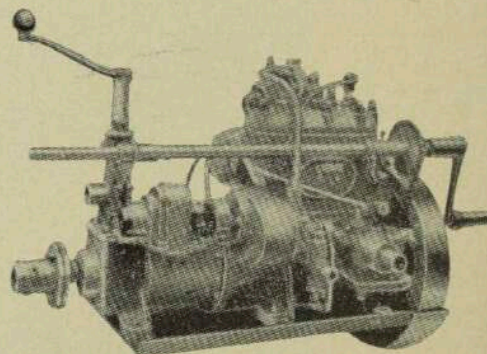
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per Session of the P-NG Legco. NL policy, says Minister Hasluck, been "reformulated."

is Ordinance (in the TNG at) has been going through process of "reformulation" ever since Civil Administration took over the First War.

the old days, an employer with age intelligence had little trouble interpreting the various cases. It was a comparatively simple Statute, not over-burdened with legal technicalities and phrases. periodically, after Committees Inquiry had delved into the terms of the Master and the servant with one eye on the Australian Labour Party and the other on the League of Nations, the legislation became more complex and persome as each fresh Amendment was brought down.

Each employee, apparently, is card indexed and issued with cards, which will enumerate the various qualifications of the employee. But, said the Minister, in attributing the advantages of this "reformulation", there would be no reintroduction of penal provisions binding the worker to his

mention has been made of the increased number of Public Servants necessary to supervise the new machine, but from the machinery created to maintain records it did seem there will be an appreciable strain on the already inadequate housing accommodation. Ministerial instructions to officers policing the regulations include policy "to advance the political, economic, social and educational progress of the inhabitants of the Territory"; development of territorial resources and maintenance of order and government, particularly in regard to the general state in existing conditions.

the airy, theoretical verbiage is like nothing more than the demands upon ship-owners or the wailings of Ernie O'Dea the fallen arches of his shop assistants. Just how sentimental you get over a native working non-native?

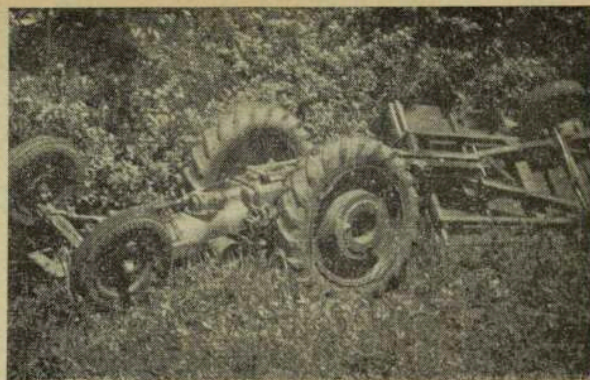
Ungracious ology

There is no doubt that Minister Hasluck is capable of delivering caustic remarks when he gets the subject of the Territorial Councils.

during a discussion with the Advisory Chamber of Commerce, Hasluck sought greater representation in the Legco, the Minister said, "A hundred on the roll or a reduced vote of under 1,000 meant nothing," and added:

Each candidate could buy drinks for 100 people and if that was all candidates were representing on

At midday on June 18 a tractor and trailer owned by the Binimamp Mechanical Farm Project (near Kipit), driven by Eruk and with six native passengers in the trailer, got out of control when proceeding down Namanula Hill, Lae, and finished upside down on the side of Markham Road. The six passengers were thrown out, and the driver and two passengers were taken to the Native Hospital where they were treated for cuts and abrasions. It is understood that the driver tried to change gears on the steep incline when the tractor got out of control.



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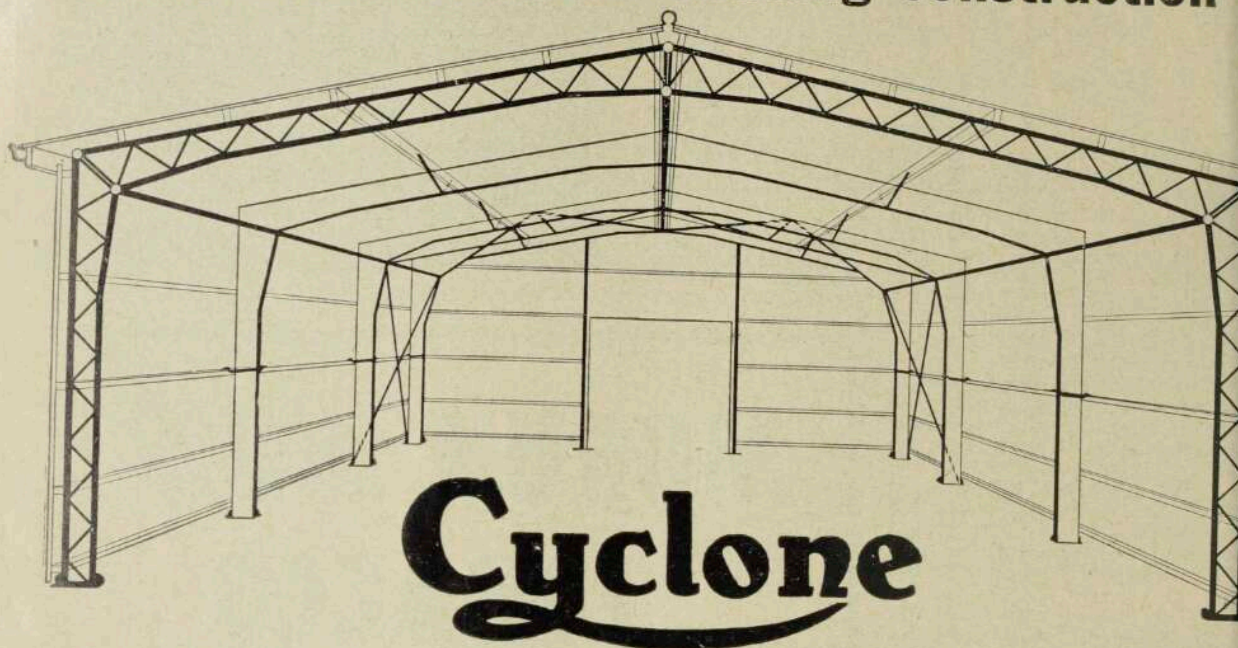
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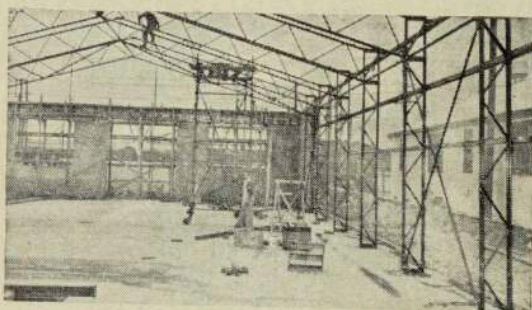
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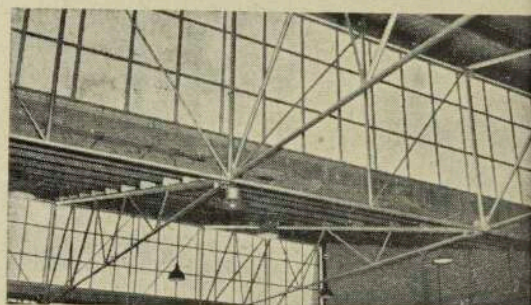
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council it would not be the thing
are after. . ."
suming the report in the *South
fic Post* is correct—and there is
reason to think otherwise—such
mark coming from a senior Min-
of the Crown is in bad taste,
a grave reflection on the
asty of the candidates and the
ligence of the electors.
r some reason one seldom reads

Administration European employees
only?"

Cancer And The Tolais

In browsing through the "Medical
Journal of Australia" for November
3, 1956, I came across a compre-
hensive survey of the incidence of
cancer amongst
the Tolai popula-
tion of New
Britain, by Dr.
Jan Saave, the MO
at Rabaul. It
covered the years
1950 to 1954 and
showed that
cancer mortality
there closely
approached the
Australian figures
and the incidence
of the disease in-
creases with age
as with Europeans
and is higher in
males than in
females.

Fr. J. Dwyer officiated
at the wedding in
Rabaul recently, of Mr.
Dick Choi to Miss
Jeanie Choi. The
wedding party is shown
with Fr. Dwyer, left.

Photo: C. H. Meen.



kindly remark concerning non-
al European residents coming
the Minister. Perhaps the
s just fails to report any.
l too often the Honourable
tlemen is either brow-beating
for some imagined neglect to
orm with his own pet policy;
talking down to them in
itorial language that would get
er the skin of any freedom-
g democratic individual. At the
e time he does not forget to
the virtues of officials, the
ves, Asiatics and people of
d descent.

Transport Problems

the correspondence columns of
Moresby paper brought to light
ntly two incidents that savour
he Deep South: A European
an's experience in vain attempts
ecure a seat in a bus overloaded
natives, travelling from Ela
h to Boroka and return; and
"Administration Native Em-
ees" at Goroka, a letter in-
antly protesting over the lack
transport to and from work for
inistration native employees,
e a European female employee
provided with transport, and
business concerns had provided
sport for their employees. The
tion is asked: "Is Administra-
transport around P-NG for

So much for theories about civil-
isation being the cause, although
the Tolais are half-way to that
happy state.

Even to a layman the article is
interesting and instructive and Dr.
Saave can certainly take a bow.

Anything relating to cancer is
topical these days, with govern-
ments putting the breeze-up cig-

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arette-smokers and addicts cha
to filter-tips.

One cannot but marvel at
way the Tolais (and natives g
ally, for that matter) have es
decimation by lung cancer whe
considers that almost as soo
kiddies cease suckling the br
of their mothers they start sm
cigarettes made of newspap
banana leaf and strong twis
bacco.

But then again, perhaps they
something there! The B
Medical Research Council mig
interested in the fact that m
factured cigarette paper is th
ception, not the rule.

The First Shall Be Last

A recent competition, spon
by the Commonwealth Bank fo
most progressive and efficient
native government council, was
by the Vunamami Council of
Britain, with a total of 77 po
Rabaul came second with 73 p
and Baluan, in Manus, third
68.

The Booby prize went to Ha
bada, the white-haired boys o
Eddie Ward regime, and a
munity located within a st
throw of Government House,
Moresby, and one which coul
expected as an outstanding exa
of what Native Councils shoul

Hanuabadans scored a mer
points in the competition and
ing psychologists might fasten
teeth into this and try and wor
some satisfactory answer. I glim
this native suburb of Moresb
couple of years ago and to m
appeared the worst native villa
had ever seen, taking the "adv
ment" of the natives into consi
tion.

Isn't it about time this m
village, as it is described to
tourists, is given a general o
haul? (See *P-NG Diary*, this iss

Naturalisation

There is a lot of talk going ar
about Asians in TNG having
right to become Australian citi
It has even been suggested that
a step would be an infringement
White Australian policy.

It is certainly time that somet
definite was done about citizen
UN countries, whatever their co
The status of a "Protected Per
cannot be termed satisfactory
even children born of Europ
parents in TNG, have not had t
nationality clearly defined.

The loss of official records du
the last War has by no means a
to the clarification of their p
tion and this, of course, incl
marriage certificates. I should t
that an official statement on
matter would be appreciated.

ween H-Bombs

RAROTONGA GREETES A VERY IMPORTANT BOFFIN

By GORDON RUSSELL

At 2 p.m. on June 7, a very spruce and uncontaminated RAF Shackleton bomber roared out clear atomic void, circled Rarotonga's beautiful airport, landed in a little room to spare, and taxied to disgorge some important persons.

In the ensuing 67 hours many Rarotonga residents (a) got to know, and like, Mr. W. R. Cook, scientific director of the recent tests of British nuclear tests at Christmas Island; (b) entertained Wing Commanders, 2 Squadron and several Flight Lieutenants, all at once; (c) learned enough to ease local minds on current nuclear affairs, and (d) did their best to help 17 escapologists forget the stress and strain of recent months at Christmas Island, and themselves.

Mr. Cook, and the visiting RAF Wing Cdr. Alexander, were welcomed on arrival by Mr. Leon

Pitt, deputy Resident Commissioner, in the temporary absence of Mr. Nevill, who was then at Penrhyn.

A fortuitous social occasion of the moment was the close-of-season prize-giving party of the Rarotonga Yacht Club, and, in the palm clad moonlit grounds of Pue, the Union Company residence of Mr. and Mrs. David Graham, most European residents encountered Mr. Cook for the first time.

He proved to be a fair-haired, bright-eyed man of good build with a ready smile and cheerful response to all approaches, even when challenged with leading questions. From him, and also from other Grapple participants in the party, the following picture emerged:

- Two H-bombs had been released; the third, and final, was scheduled to go off—if that term is adequate for a cracker with an alleged kick of one million TNT



Mr. W. R. Cook, who was scientific director of the recent British H-bomb tests at Christmas Is.



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X/EXS/2

is—in about two weeks time
m then. (It was actually ex-
ended on June 20, without in-
ent—Ed.)

Both releases (to June 9) had
n made from a Valiant bomber
55,000 feet, with the explosion
ed to occur on descent of the
nb to some 8,000 to 10,000 feet,
nber nipping off smartly mean-
e.

Explosion at this level was the
ence of the British tests and
most critical factor of all, as
organisation and recording
ipment was strategically placed
attuned thereto.

The releases took place in the
nity of the forward base,
lden Island, and the main re-
ding instruments were located
Malden and on key ships and
craft situated thereabouts.

The control ship, HM air-
ft-carrier *Narvik*, lay 25 miles
n the spot marked X, and on
rd was Mr. Cook, able at a
ment's notice to press a button
negative the whole proceed-
s.

Mr. Cook did not witness
er of the two explosions; nor
any one else. In the interests
eyesight all had to count ten
ore looking. Four hours after
release, Mr. Cook was 500
es away in an aircraft and
the atomic cloud therefrom.
is suggests that it had already
ched a height of some 30
es.)

It was claimed that there was
local fall-out of radio-active
ticles; that all radio-activity
upward, with dispersal at high

levels in an initial direction pre-
determined by aerial meteorology.
One hour after release an aircraft
passed under the point of ex-
plosion without contamination. It
was claimed also that there was no
radio-active contamination of fish
in the vicinity. Thorough tests
were made to establish this fact.

• The nucleus of one H-bomb
release was tracked and lost
somewhere over South America.

QUESTIONS on such matters as
size of bombs and method of re-
lease were clearly out of order,
but Mr. Cook was quick to appreci-
ate the local uneasiness, particularly
on the score of fish contamination,
and agreed to a radio talk from
which some of the above statements
have been extracted. This was a
scoop for Rarotonga's young ZK1ZA
broadcasting station, even if no one
outside the Cooks heard it!

Interviewer was Mr. Arnold Stan-
bury, a New Zealand DSIR scientist
at present in Rarotonga installing
modern ionospheric equipment for
the IGY programme. Mr. Cook made
it clear that, in speaking, he was
anticipating official news releases
soon to appear in the NZ press, but
was anxious to say what he could
to help allay local fears.

Great consumers of tuna, flying-
fish and other marine foods, Cook
Islanders have had good cause to
be genuinely concerned about
nuclear tests in their part of the
Pacific.

It has been established beyond
doubt that tuna and other ocean-
roaming predatory fish were con-
taminated as a result of the Ameri-
can series of atomic tests in the



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Marshall, 1952-1954, and recent Japanese statements and actions make it clear that they are prepared for the same outcome from the present British series. There have also been disturbing reports from more than one source of fish-dependent Pacific Islanders suffering from apparently incurable skin diseases, attributed to radio-activity.

How, then, was Mr. Cook able to assure his local radio audience that he was personally confident that no contamination of fish had occurred in his sphere, and to offer, later, to send a man and equipment to Rarotonga to demonstrate this fact upon locally caught tuna?

The immediate result of an H-bomb explosion is a giant fire-ball, from which the familiar smoke plume develops, said Mr. Cook. If the explosion occurs on the surface, or if the fireball is in contact with the surface, up to millions of tons of surface matter, solid or liquid, can be seriously contaminated and, because of its weight, remain there to effect all life in its vicinity.

It would appear that the American tests in the Pacific were surface tests and that at the time of those tests no method of exploding at a safe distance above the surface had been evolved.

The special feature of the present British series was that the resultant

fire-ball was well clear of the surface.

Hence the official British announcements claiming negligible fall-out—though they were sceptically received in the Cooks until the advent of our escapologists.

An interesting feature of this brief

invasion was the fact that some of Mr. Cook's fellow-travellers were also getting to know him for the first time. To most of the 2,000-souls on Christmas Island, victims of the disciplined segregation necessary on such a project, Mr. Cook has just been a symbol of action.

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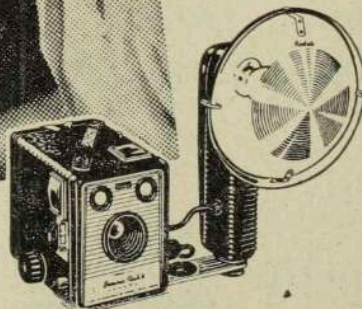
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CROOKS-GOODSIR WEDDING

MISS JENNIFER ROSEMARY GOODSIR, only daughter of Mr. W. E. Goodsir, Deputy Mayor of Suva, and Mrs. Goodsir, and Ivan Chesworth Crooks, youngest son of Mr. and Mrs. W. Crooks, of Newcastle, Australia, were married in the Sacred Heart Cathedral, Suva, in June.

The bride was attended by Miss Patricia Rowland, as matron of honour, and Miss Judy Roberts as bridesmaid. The best man was R. T. Parkes and the groomsmen were Mr. H. M. Major.

Among the guests were Governor, Sir Ronald Garvey, and Lady Garvey and their daughter, Grania; Sir Hugh and Lady Ramsay and Commander C. H. T. Palmer, a friend of the family, who made the trip from Auckland for the wedding.

About 250 guests attended the reception which was held at the home of the bride's parents, Tamavua. Supper was served in a large covered shelter erected against the house.

Wishart-Ryan Wedding in Ireland

MISS SABRINA RYAN, formerly of Suva, married Mr. John Gilfillian Wishart, at the Fintona Derry Presbyterian Church, Londonderry, Northern Ireland, in June.

The bride is the only daughter of Mr. and Mrs. Frank Ryan, and is a granddaughter of the late Alport and Lady E. M. Barker.

Mr. and Mrs. Wishart will live in Liverpool.

Mrs. Wishart was born in Suva and on her return from school in Auckland took a keen interest in the Group Theatre. She appeared in several of the theatre's productions.

With her brother, Frank, she inherited the property of Lady Barker.

The new building at the corner of Victoria Parade and Gordon Street, Suva, is named Sabrina after her.

† Sunspot activity on June 15 caused a radio traffic blackout in the Territory of Papua-New Guinea for about 3 hours. During this time no post office telegrams were transmitted throughout the Territory, radio contact with Australia was blacked out, and small ships were without radio contact.

SYDNEY, HONOLULU
AND SOUTH PACIFIC

Air Cruises For Russians, Americans

AUSTRALIA'S Sir Gordon Taylor is to operate three pleasure cruises for American tourists out of Honolulu this year in his mudra flying-boat.

He received permission from the Government two months ago to use Honolulu as a base; and is the first Australian to secure a permit from the US Government to operate pleasure cruises out of US territory. He will begin the series of cruises on September 2 with a flight out of Sydney with Australian tourists for Honolulu. En route he will call at Noumea, Suva, the Exploring Isles (Tu Group, Fiji), Nukualofa, Apia, the Tokelau Islands, Canton and Myra.

These tourists will be dropped at Honolulu, where they will spend 10 days. They will then return to Australia by either ship or regular line.

The last cruise of the series will operate over the same route, but in reverse. It is designed for American

tourists. These tourists will stay in Sydney for 10 days and will return to Honolulu by sea or air.

The all-inclusive cost of these cruises is £A786.

While based on Honolulu, Sir Gordon will make two cruises to Tahiti, calling at many of the islands of the group. He will return to Sydney early in December.

Sir Gordon conducted a "Bastille Day" cruise from Sydney this month.

He flew to Tahiti via Noumea, Suva, Tonga and Aitutaki. He planned to stay two weeks in Tahiti so that his passengers could attend the celebrations. (Officially, July 14, but they can last a couple of weeks).

The return trip was via Apia.

† Pan American Airways has sponsored a film made recently in Tahiti, Moorea, Bora Bora and the Tuamotu Islands. It will have a commentary in 19 different languages and will have a television version as well. (PAA do not run services to Tahiti).

‡ In Western Samoa, village mayors, or Pulenu'us, are to be appointed inspectors in charge of the anti-rhinoceros beetle campaign. They will be given sufficient power to see

that villagers search diligently for the beetles and destroy them. It is estimated that the beetle is responsible for a loss of from 20 to 30 per cent. of W. Samoan copra—that is about 5,000 tons or £300,000.

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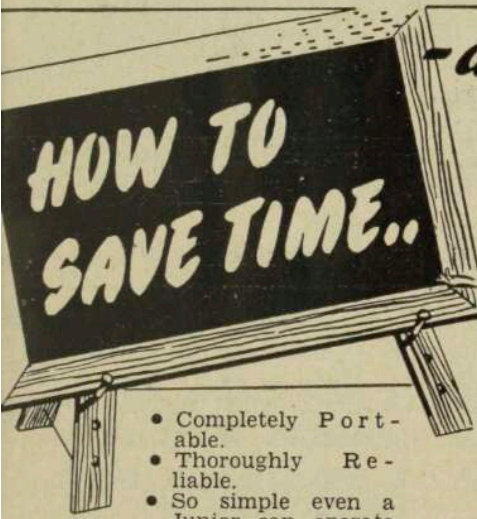
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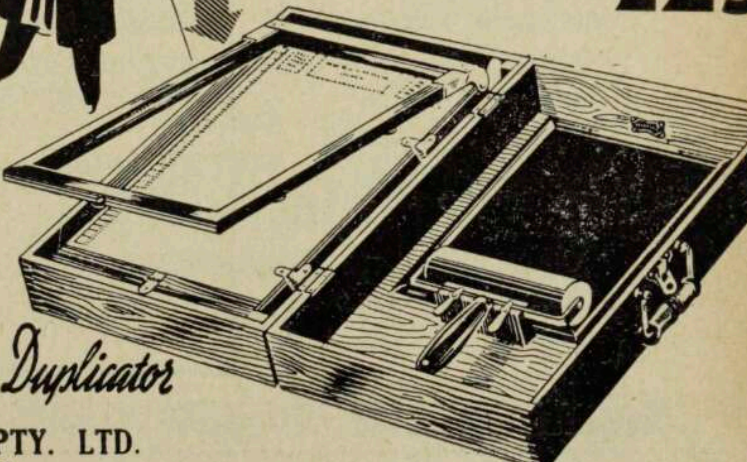
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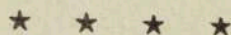
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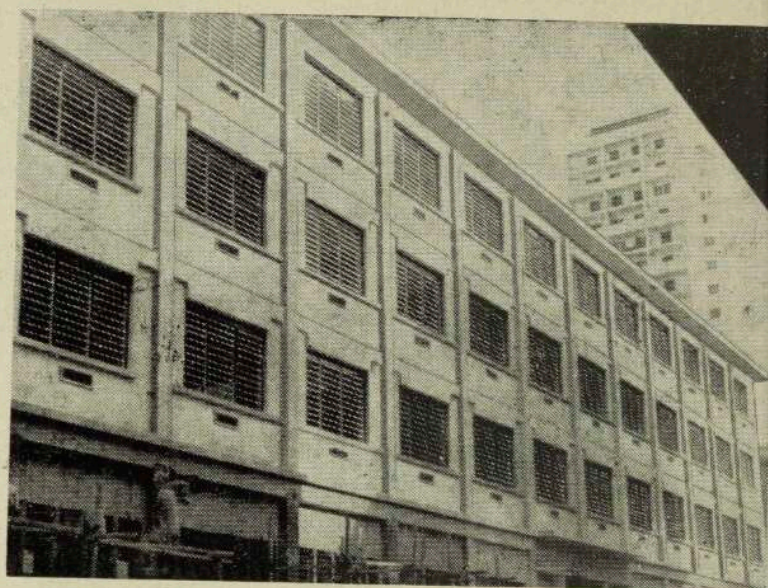
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Papua-New Guinea Diary

MALARIA SUPPRESSIVES :: WEATHER UNKIND TO AIRWAYS AND MINISTERIAL TOURS :: ASIAN FLU IS EXPECTED

Territorians were reminded, during the month, that Papua-New Guinea is still a malarial country—with only modern drugs standing between them and the old order when fever was inevitable. During the period—it being Winter down South—there have been many visitors, PIP and otherwise.

YOU TAKE YOUR MALARIA SUPPRESSIVE?

The death from cerebral malaria in May, of a man in Port Moresby, alerted most Territorians thinking of their malaria suppressives. Their own private investigations seem to show that about 75 per cent. of people living in New Guinea take precautions against malaria.

Most of the big messes, anti-malarial drugs are part of the long-table setting, and newcomers acquire the habit of the malar dose. There is always a small percentage of scoffers; and the old-timers feel they have built up a resistance to fever, or believe, in spite of statistics to the contrary, that old-fashioned quinine, taken

when they have an attack, is still the best remedy.

On the whole, however, the average Territorian takes his modern suppressive, and consequently malaria is not the bogey it once was. It would be interesting to know the incidence of malaria in P-NG to-day in comparison with the pre-war incidence.

It was revealed that the man who died in Moresby, Mr. Noel Oxlade, 41, an employee of Steamships Trading Company Ltd., though living in the Port Moresby area which is supposed to be free of malaria, has regularly visited the Sapphire Creek district, about 14 miles out of Port Moresby. His was the first European death from malaria in many years.

MALARIA—AND THE WEWAK SWAMP

Malaria control was the subject on which Dr. Peters, Administration Malarial Control Officer, addressed the Wewak Town Advisory Council meeting in mid-May.

Dr. Peters said: "The main area that the Malarial Control Unit is going to work in is Maprik. However, measures will also be taken in Wewak and will begin by spraying all the inner walls of houses with a water emulsion insecticide preparation which is effective for about six months. It is essential, for the success of the campaign, that all houses should be sprayed, this includes European, native and business houses."

So far, so good—then Dr. Peters went on to bring up one of those matters—and there are many in this fair Territory of ours—about which the various Departments are NOT in agreement.

In this case it was the Wewak swamp—and Dr. Peters said that reclamation of the swamp near the township "should be pressed." The most common mosquito in the area was the swamp-type mosquito and though reclamation was going to be costly, it would be economical in the long run.

The Town Advisory Council agreed with the Doctor. They had passed resolutions previously in connection with the Wewak swamp and no

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Mr. Bill O'Brien of Eriamissa Coffee Plantation, Goroka, and Miss Marie Khyat were married at the Roman Catholic Church, Port Moresby, on June 5.

Photo: Papuan Prints.

longer ago than March 23 this year had received a letter from the Administrator to the effect that reclamation "is not considered essential at the present time."

However, undaunted, and urged by Dr. Peters, the TAC passed another resolution on the subject and asked that the former decision be reviewed.

Dr. Peters had something to say about old bomb craters in the vicinity of Wewak airport. He said that they were a breeding ground for mosquitos and in view of the fact that Wewak was designed as an international airport it would be

much beter if it could be considered malaria-free.

HOME FOR THE WEEK-END

Even the indigenes are air-minded—and some employers of labour could wish it were not so.

A native Papuan Rugby team arranged a charter trip to Lae for the Queen's Birthday week-end,

where they played matches against Lae football teams and stayed at the Papuan Compound where they were entertained by their fellow Papuans. To defray expenses, they sent out an invitation to Papuans living in Lae, to visit Port Moresby for the week-end, at a cost of £100. The expatriates responded magnificently, but also, many failed

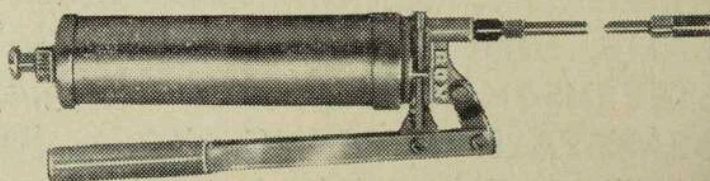
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ake the return trip from Moresby the following Monday.

DEATH SENTENCE

The first death sentence pronounced in Papua for years—which means there is no recommendation of mercy—was made by Mr. Acting Justice O'Loughlin in his first Supreme Court criminal hearing at Pongdetta, Papua, on June 1.

Before the court were two others, Gera, of Boidoima, and Niviki of the same village. They are charged with the murder of a girl, Noki, who refused to marry one of them. Evidence was given that Gera hit the girl on the back of the neck with an axe, and Niviki struck her again later when he saw her legs moving.

NEW NATIVE SCHOOLS

Nine new schools for native children have been opened in the Milne Bay District, New Guinea, this year, and a site has been selected on the Markham Road, Lae, New Guinea, for the erection of the new Intermediate School in Lae.

The new schools are constructed of bamboo and built by natives with some assistance from the Administration. Each school has an average of 50 pupils, with two

native teachers who are trained at Administration training centres. The schools are designated as "Village Higher Schools" and pupils who have already attended Mission schools and whose age averages 10 years are generally accepted. However, as no suitable enrolments could be made at the required standard, pupils from 3-8 years have been accepted.

The new Intermediate School at Lae will be a boarding school for both boys and girls and is expected to accommodate 200 pupils. This school will be staffed by European teachers. Intermediate schools will be established throughout the Territory, as demand requires.

GOROKA ASSISTS FAMILIES OF AIRMEN

Residents of Goroka launched a Territory-wide appeal early June for the wives and families of J. A. W. Gray and J. Smith, of Goroka, who were killed in a Tiger Moth crash on June 1. (*PIM*, June, p. 25). By early July about £1,000 had been raised.

Mr. Gray, owner of Territory Air Lines, was born in Rabaul, and his mother was associated with Guinea Airways, pioneer pre-war airline.

Mr. Smith was an engineer with TAL, and in between times worked on the company's coffee area in the Highlands.

The men were flying to Lae to attend an auction sale at the De-



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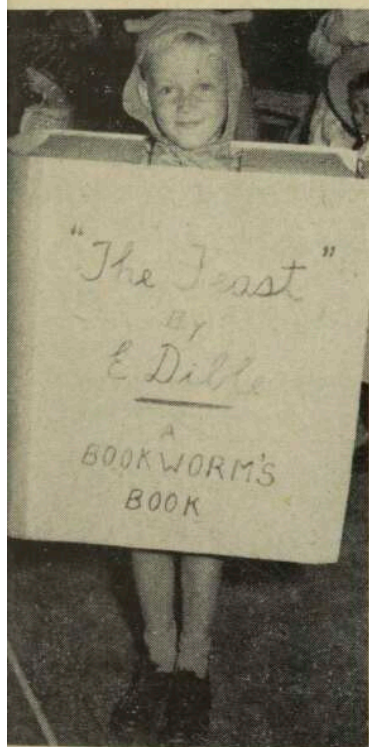
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the Boroko School, Port Moresby, on June had a Fancy Dress Ball which was a definite success. One of the best costumes worn by seven-years-old Christopher Pear (pictured).

Photo: Papuan Prints.



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Department of Works store in Lae. Thirty minutes after the plane was reported overdue five aircraft were sent out to search for it. They searched all airstrips between Goroka and Lae and all clear ground. The search was then concentrated around the Karanka and Arona areas near the lower Markham River.

At 1.30 p.m., on Sunday, when the searchers were out again, they saw natives pointing up at the Arona Gap. The planes searched the area but could find nothing.

At 3 p.m., on June 2, a native contacted a ground party and told them that the aircraft had crashed in heavily wooded foothills at the foot of the Arona Gap. They said that both men were dead. The ground party from Gusap rode and walked to the scene of the crash. After four hours and found the bodies. The bodies of the two men were taken to Goroka, where a funeral was held on June 3.

VOTE—OR ELSE!

The elected members of the P-NG Legislative Council have been fighting for more elected representatives. The Council began operating years ago, but the Administrator, Brigadier D. M. Cleland, said in a press conference early in June that the indigenous people had no hope of

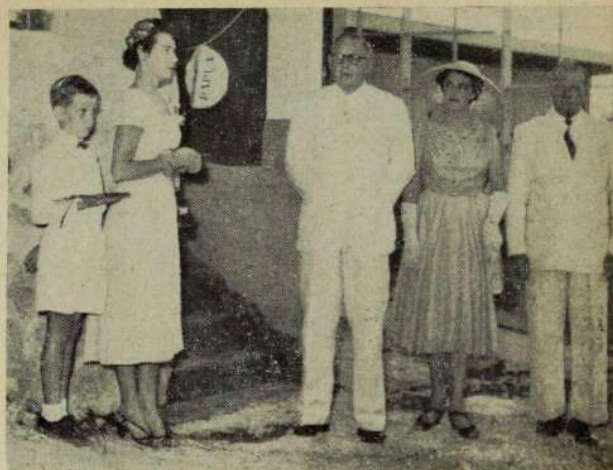
Maloney's Building, one of the most up-to-date establishments in P-NG, was opened by the Administrator on June 12. (See story page 117). Shown in the photograph (left to right): Peter Maloney, who handed the key to the Administrator; Mrs. Maloney; Brigadier D. M. Cleland and Mrs. Cleland; Mr. N. Maloney.

Photo: Papuan Prints.

more say in their country's affairs for at least another three years if they did not return a high percentage vote for the coming elections on August 31.

He also admitted that, on two previous occasions, he had recommended to the Minister that the people were not yet ready for increased representation on the Council.

The complaint by both Administrator and Minister concerning enrolments could perhaps be attributable to the fact that about 75 per cent. of the population are public servants who couldn't care less.



The man with a stake in the country is the one who cares about its future, and it is this small minority who, too, will have to shoulder the responsibility of local government, of which the Minister says: "For the immediate present, the Government believes that the most fruitful efforts for the political advancement of the indigenous people can be made in the field of local government and it is an instruction on policy that increasing

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efforts shall be devoted to this work."

Mr. Craig Kirke, Port Moresby solicitor, who announced his intention of standing against the sitting member, Mr. E. A. James, at the forthcoming elections, had some strong words to say about the Minister's statement.

"Why should we have to take this kind of decision from a spokesman for a system which is no closer to democracy than Moscow," he asked.

In June PIM, p. 30, we said Mr. Clem Kirke was to oppose Mr. James. It should, of course, been Mr. Craig Kirke. Our apologies.

An editorial in the South Pacific Post on June 5 said: "By being here, by working here, by suffering the political dictatorship of a naive, little boy, and the theories which spring from his mind; by being subjected to any piece of monstrous legislation that this mind conceives, without the right to reject it; by suffering these injustices and a thousand more, the people of this Territory have the unassailable right to a greater say in their own affairs.

"There are two alternatives. The people can either get out of the Territory and leave its development to the official 'yes' men, or they can fight.

"And there is the rub. As the Territory is constituted at the moment, there is nothing—absolutely

nothing—to fight with. But it's still worth the try."

GAOL WITHOUT THE OPTION

Robert Clark, foreman plumber, employed by the Administration Works Department, pleaded guilty to a charge of stealing two sheets of copper in Port Moresby early in

June. The Magistrate sent him to gaol for two months. He had previous convictions.

THIS WAY TO THE ZOO

A 5-ft crocodile, which though had found a "better 'ole" who fell into a septic tank in Kali Madang, early in June, will stay

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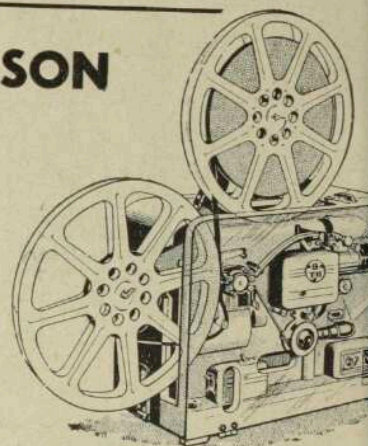
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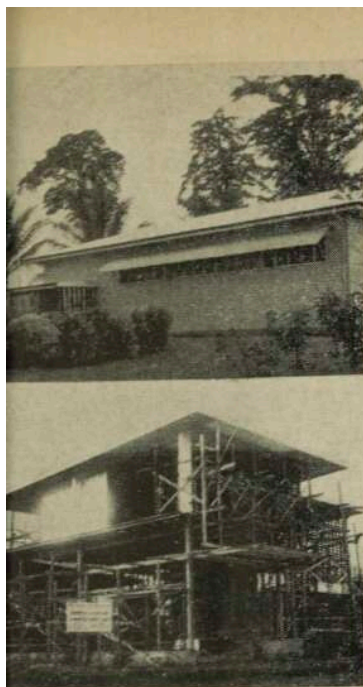
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New Buildings for Lae: Top, the air-conditioned building which houses the new automatic telephone exchange; and below, the Commonwealth Bank's new premises which could be completed before the end of this

and itself in a zoo.

The crocodile had fallen into a deep hole on the edge of a camp and apparently the steep sides of the pit prevented it from escaping. It was found by the contractors for the Bank of New South Wales residence, Albert Brothers, who will send the crocodile to an Australian zoo.

CALLING MR. EDDIE WARD

The Port Moresby Chamber of Commerce has proposed that a model native village be erected in Port Moresby as an attraction for tourists. Most of the nearby native villages were bombed out during the war.

It is suggested that three or four houses of native material be built which can also serve as a market for natives from which to sell their handicrafts and souvenirs.

Well, now, that's incredible! Muabada, Port Moresby's own native village, was destroyed during the war, and when it was rebuilt after the war, Mr. Ward, then Territory's Minister, specified that that should be a "model village." Built of galvanised iron and sawn timber, everyone predicted what would happen. The area now, of course, looks about as picturesque as a Singapore slum. It is an excellent example that a few native-style houses built in Moresby. But not for tourists: in order that sophisticated Papuans may see what a native house looked like.

NEW BANK BUILDING FOR LAE

Completion of the roof of the new Commonwealth Bank premises in Lae was celebrated recently in the usual Territory fashion when the local manager, Mr. Keith Bryant, invited the builders, employees and others concerned in the construction to an on-the-spot christening party.

The building is expected to be completed towards the end of this year and will be the largest and most modern bank in Lae.

The Commonwealth Savings Bank has recently produced a new leaflet, "Hints to Treasurers of lodges, unions, societies and similar local organisations"—who, pretty often,

don't know much about book-keeping.

One feature is a suggested lay-out for a simple cash book and statement of receipts and payments.

Available free at any branch of the Commonwealth Savings Bank and its size makes it suitable for keeping in a cash box for reference. So there is now no excuse for "Hon. Treasurers" who have their accounts in a mess.

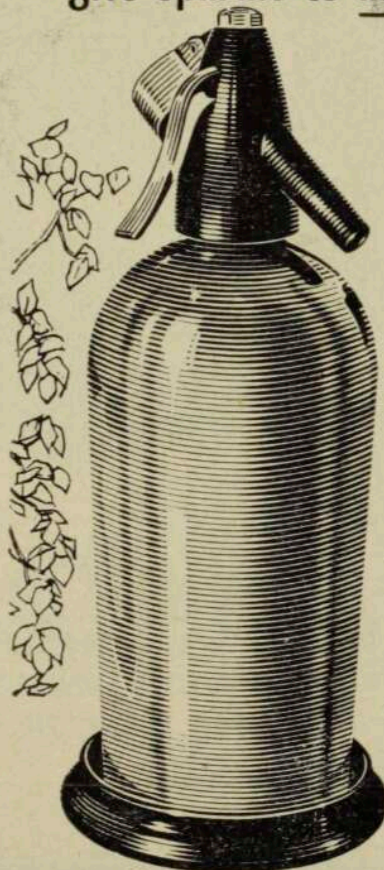
RAAF TRAINING

Someone must be smart in Canberra! They have decided that RAAF crews should learn something

(Continued on Page 117)

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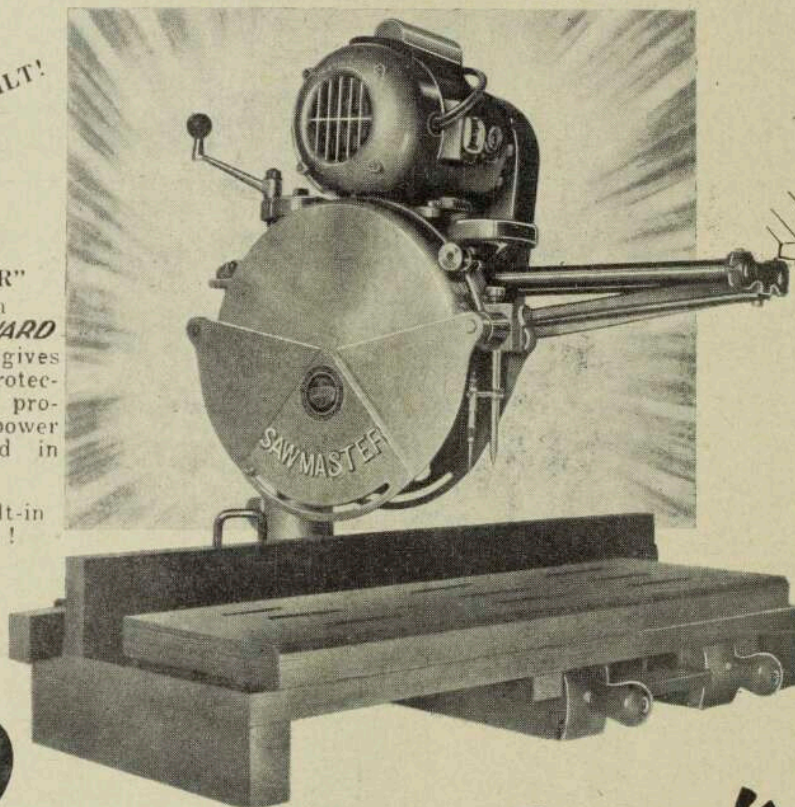
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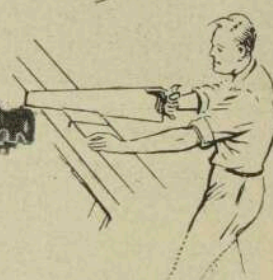
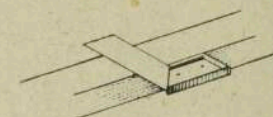
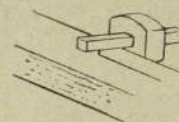
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WAGE-FIXING IN AMERICAN SAMOA

compliance with instructions from the US Department of Labour, Special Industry Committee No. 1 convened recently in Legislative Offices at Tutuila, American Samoa, and held hearings ten days on wage problems.

led by Chairman John D. Hart, two other US officials and lawyers, also in the committee, High Chief Tuitele, of Leone, Leonard Randall, part-Samoan, Finance Officer and Mr. Ald Doran, of Van Camp Tuna Company.

chiefs, government officials, employers and employees were petitioned to give the committee their picture on local needs. At completion of hearings the following results were announced: Petroleum Marketing Industry employees minimum wage to be 10 cents per hour; Shipping and Transportation, 40 cents; Fish Canning and Processing, 38 cents; Miscellaneous Industries, 35 cents. These recommendations do not include employees of the Government of American Samoa, employees engaged in agricultural pursuits or employees of a hotel or service establishment.

Fiji Again Spends Too Much on Imports

IN spite of repeated warnings that Fiji's spending spree is over, the value of imports continues to exceed that of exports.

The trading banks are becoming worried about the continued excess of imports over exports, and feel that a dangerous situation is developing. Apparently the people are not as concerned as they might be.

In the first three months of 1957, imports were worth £3,780,610, but exports, including £356,187 worth of re-exported goods, brought in only £1,655,017.

Although it may be difficult to judge trade trends on figures for three months only, the pattern is now pretty familiar.

Fiji has a wealth of natural resources, many virtually untapped, which could go a long way to reversing the adverse balance. For example, in the three months she imported nearly £200,000 worth of food of kinds that could have been produced in the Colony.

Although the trend does not mean that disaster is just around the corner, it does mean that urgent consideration must be given to producing more food stuffs for local consumption, and building up exports to earn foreign exchange.

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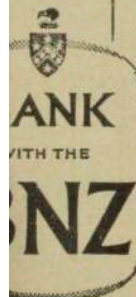
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Chrome Mine Strikes Labour Trouble

THE American controlled chrome mining company, "La Tiebaghi," which, at Paagoumene, New Caledonia, operates the world's richest chrome mine, reports being considerably hampered in its production by scarcity of labour.

With the probable departure soon of Vietnamese labourers, the Tiebaghi company may find itself in worse condition.

The Vietnamese have specialised in underground mining for some years. It takes time to form a good miner even when the human material is available, but there is little of it in New Caledonia.

New Caledonian natives do not take kindly to underground work and a few years ago an experiment was made with labour brought from Italy by the company.

The experiment was a failure, most of the Italians migrating to Australia after a few months.

It has been suggested that there are excellent underground miners in Japan and crews could be brought to New Caledonia under contract for a limited time while local miners are being trained.

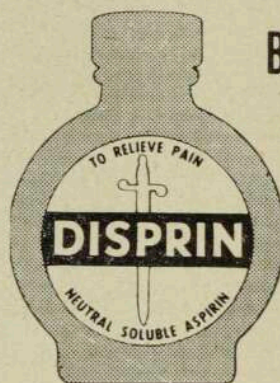
The chrome mines are unlikely to be working at full efficiency until the labour demands of the Yate

dam and the open-cut nickel mines are still unmet.

Of the 49,000 tons of chrome produced last year, 34,000 tons went to USA and 15,000 tons went to France.

† Dr. T. T. Romans, Chief Medical Officer for the Cook Islands, will

be leaving shortly for England where he will undergo a postgraduate medical course. Dr. L. McCarthy, of the Medical Research Council of New Zealand, arrived at Rarotonga on the June 11 to take over the duties of acting CMO for three months.



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CTU OR
VU FOR P-NG?

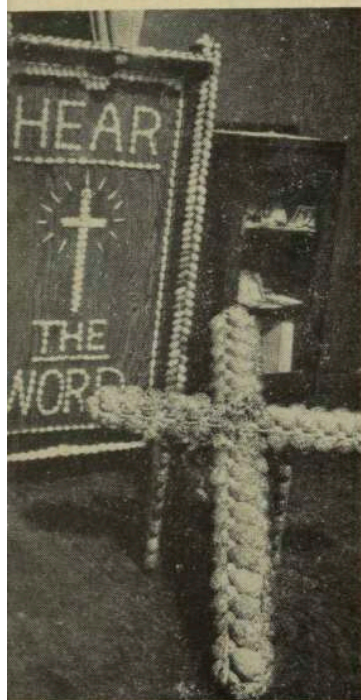
ay Your Money Take Your Pick

HE spectacle of the leader of one of our Labour factions solemnly warning the Commonwealth Government against the dangers of giving another Labour faction a middle with affairs in New Guinea, just too funny—as well as being an example on the depths to which called "Labour" has sunk in Australia in recent years.

But that is what was happening in May, when Mr. Gair, the unopposed Premier of Queensland, crossed verbal swords with Messrs. Bukowski and Dougherty, of the ACTU, who had signified their intention of moving into P-NG and organising, first, the Europeans, and then the natives.

Mr. Gair has his own private reasons for not liking Bukowski and Dougherty. Gair wants the ACTU to do "organising" in the Territory.

It matters little if those Territorians who want to be organised—presumably there are some—



Students at the Methodist Girls' School, Buin, coming from all areas of Buka Bougainville, are taught shell decorative art. These pieces were in a recent Buin exhibition, and comprise church furniture—a lectern, a cross made of cowrie shells.

Photo: A. H. Voyce.

choose the AWU or the ACTU formula; but neither variety of Unionist should be let loose on the natives whose interests are more than adequately guarded by the large and specially trained Department of Native Affairs.

As from May 1, Rarotonga broadcasting station has abandoned the former frequency of 5050 kc/s and now makes the weekly transmission at 6 p.m. each Thursday (Wed. 0430 GMT), on 4965 kc/s in the 60-metre band. Reports on reception anywhere in the Islands would be appreciated by the Radio Superintendent, Rarotonga. The station call-sign is ZK1ZA.

FIJI DEVELOPMENT FUND PROVINCIAL COLLECTION

THE Fijian Development Fund, made up of a percentage levy on Fijian-produced copra, at the end of March stood at £F613,845.

Since August 1, 1956, £F133,420 have been withdrawn from the Fund for various projects; and £F139,481 have been added.

The £F139,481 were collected from the various provinces as follows:

Ba, £F5,795; Bua, £F8,251; Cakaudrove, £F37,653; Kadavu, £F9,173; Lau, £F43,053; Lomaiviti, £F15,243; Macuata, £F6,380; Nadroga, £F4,589; Naitasiri, £F105; Namosi, £F3; Ra, £F430; Rewa, £F4,013; Serua, £F944; Tailevu, £F3,841.

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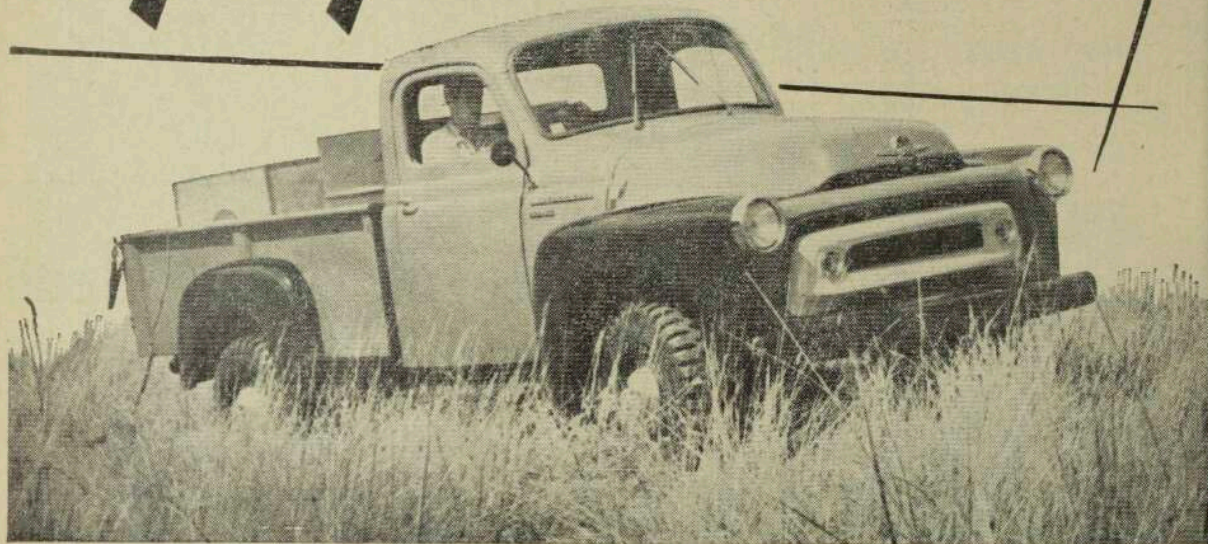
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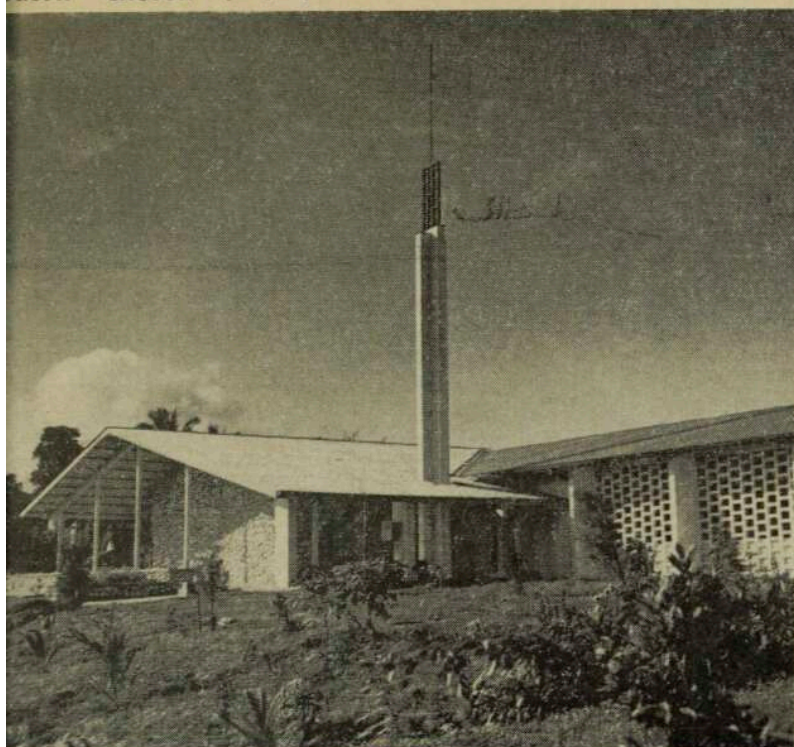
DISTRIBUTORS: PAPUA AND NEW GUINEA: Steamships Trading Company Limited, Port Moresby. **SOLOMON ISLANDS:** Mr. K. H. Dalrymple Hay, Honiara. **NEW CALEDONIA:** Agence Automobile, Noumea. **FIJI, TONGA AND SAMOA:** Burns Philp (South Sea) Company Limited. **TAHITI:** Hintze & Company, Papeete. **NEW HEBRIDES:** Kerr Bros. Pty. Limited, Sydney. **DUTCH NEW GUINEA:** H. Englebert n.v., Hollandia.

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Modern Church . . .



Church of the Latter Day Saints in Des Voeux Road, Suva.

Photo: Stinsons.

POPULATION REMAINS STATIC IN AMERICAN SAMOA

EASTERN Samoan population may show little increase when the official census is next taken in 1960.

Results of the 1956 census revealed a total population of 20,154. The average birth-rate is approximately 700 yearly and deaths 200.

As about 500 emigrate from the islands yearly to Hawaii and the US, the population may remain static.

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IMPROVING CI FRUIT EXPORTS

MR. ROSS WALKER, General Manager for Fruit Distributors Ltd., arrived at Rarotonga in early May and left for New Zealand by air on May 19.

Mr. Walker visited Mangaia, where he met the Island Council and discussed the possibilities of returning to FOB selling of Mangaiian pineapples. He suggested the elimination of the smaller-sized pines from future shipments, the introduction of special cases instead of the standard citrus cases now in use; and greater care in handling during picking and loading operations. Fruit Distributors were not in favour of the exporting of bananas from the outer Cooks owing to loading and shipping difficulties.

At Rarotonga, Mr. Walker proposed improved methods of handling and picking citrus to avoid damaging the fruit.

In the past, some CI citrus has been carried as deck cargo to Auckland on the trans-Pacific boats which usually arrive just before the NZ week-end. To avoid this loss of time and the subsequent deterioration of the fruit before sale, Fruit

Distributors have arranged that the *Navua* should uplift the citrus previously carried by trans-Pacific vessels. At present CI citrus is not washed, disinfected or polished before ex-

port, as export citrus is in most countries, but Rarotonga's Store, now being built, will facilities for carrying out operations.—WHP.

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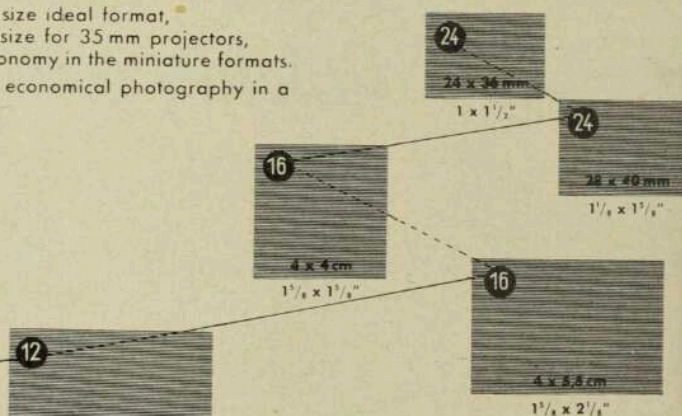
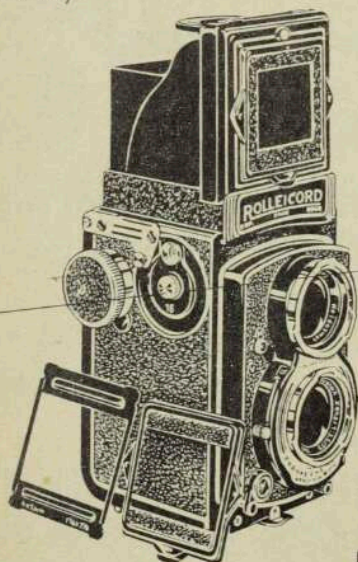
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The five format camera

Using one film size (120-B118), you have the following choice of picture sizes and number of exposures:

12 pictures 6 x 6 cm (2 1/4 x 2 1/4 inches) — the full size ideal format,
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WHAT BRITAIN HAS DONE FOR THE WORLD

BRITAIN's colonial record is too little known, and her policies too little understood, says Sir Winston Churchill in a foreword to a book on British Guiana, published in London last month.

Referring to the "clouds of misunderstanding and prejudice that have gathered round the very idea of colonial government," Sir Winston writes:

Not since the days of the Roman Empire has a single nation carried so great a responsibility for the lives of men and women born outside her shores as Great Britain does today.

Look where you will, you will find that the British have ended wars, put a stop to savage customs, opened schools, hospitals, railways, roads and harbours, developed the natural resources of countries so as to mitigate almost universal desperate poverty.

They have given freely in money, materials, and in the services of a devoted band of civil servants: no tax is imposed upon any of the colonial peoples that is not levied by their own Governments on subjects for their own good."

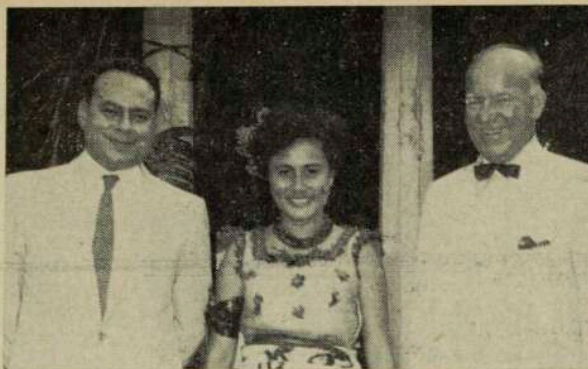
The book, by Michael Swan, is the fourth in a series of illustrated volumes about the United Kingdom's dependent territories, written by different authors and sponsored by the Colonial Office.

BROADCASTING SERVICE FOR TONGA

THE possibility of the establishment of a broadcasting station in Tonga has been revived with the recent visit to the Kingdom of Mr. W. L. Harrison, Chief Engineer of the New Zealand Broadcasting Service.

Mr. Harrison spent a month in Tonga carrying out preliminary investigations and advising the Government. The possibility of establishing such a station was first considered several years ago. Tonga and the New Hebrides are the only two Administrations which have established some form of local broadcasting service in post-war years.

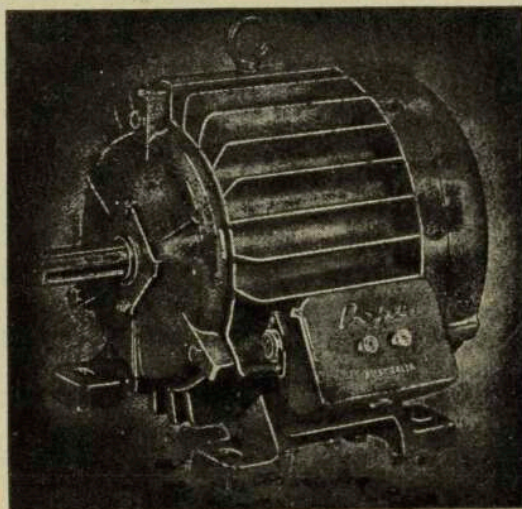
Mr. and Mrs. Allen Innes, formerly of Salamaua, New Guinea, are now residents of Curl Curl. They have closed their house for four months and gone on an overseas cruise on the liner *Southern Cross*. Mr. Innes has had a good deal from asthma, and it is hoped that this voyage and wander will restore him to his former vigorous health.



Samoa Revisited

Governor Peter T. Coleman, of American Samoa, and a former Governor, Vice-Admiral Edward W. Hanson, with Taupou Eseta Taesali'i Ali'i after a kava ceremony in Tutuila on April 27, 1957. Vice-Admiral Hanson was revisiting the Territory.

Photo: Pan American Prints.



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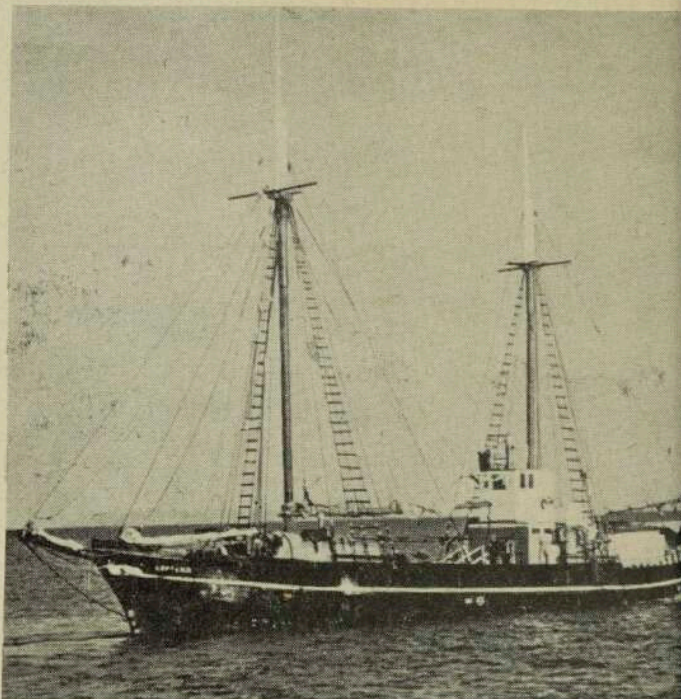
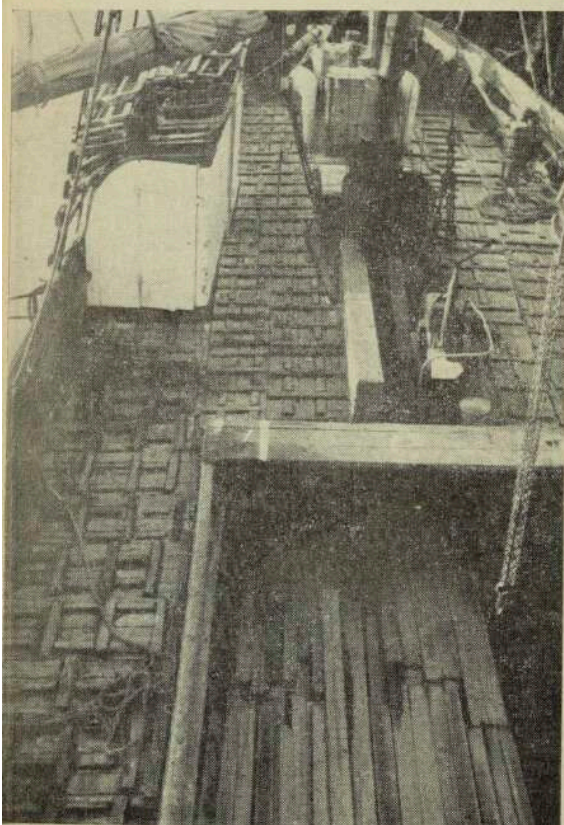
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JULY, 1957 — PACIFIC ISLANDS MONTHLY

his Month's News of—

PACIFIC SHIPPING AND CRUISING YACHTS

ANOTHER FIJI STRANDING

Strandings of ships on reefs in the Pacific waters this year now total 10. Latest victim was the cutter, *Levuka*, 27 tons, owned by Mr. Sasan Raza, of Suva.

She went aground on a reef off the coast of the island in the early hours of the 13. Early reports were that there was little damage.

Earlier strandings were the *Joyita*, *Matua* and *Cakaubalavu*. *Cakaubalavu* sank on Vatu-i-cake reef, near Levuka, late May. She could not be refloated, and was eventually towed submerged, to Suva, near Levuka.

Outcome of the sinking was a sharp rap over the knuckles for the master, Jeremaia Sovea, 54, of Lau. The Fiji Marine Board, after a preliminary inquiry, decided that a formal investigation was neither requisite nor expedient.

The president of the board, Captain E. L. James, in issuing a warning to Jeremaia, said: "On future occasions take more care of the navigation of vessels in bad weather."

Evidence was given that the seas were rough at the time of the stranding.

PRINCE TUNGI AND HIS FLEET

Prince Tungi of Tonga, in Fiji recently before leaving for London to attend the copra conference; and to inspect his new fleet, and a few new details to give out the latter.

Sometime next year, Tonga will receive delivery of its new small ships, which have been specially designed to suit Tongan requirements.

Prince Tungi has had a great deal to do with the design of the new vessels.

Probably the first to arrive will be a landing barge, built for the Tongan Copra Board by Thames Launch Works Ltd., of Eel-Pie Island, Wickenham, England. The barge has already undergone trials on the Thames and would have been shipped out as deck cargo on the *Stralind* but the ship was unable to accommodate the barge's overall length of 60 ft.

The barge will be named *Kao* and will service the Ha'apai group. Initially she will carry copra, but may be hired to convey heavy equipment, such as Public Works machinery. She is powered by two twin diesels, each of 88 hp.

The same firm is building a general service launch for the Tongan Copra Board, to serve the Vava'u group. This will also go out as deck cargo.

Prince Tungi has also placed orders for 3 "dumb" barges (no motive power), of steel construction, from the Fairmile Company, in Cobham, Surrey.

But the pride of the Fleet will be two vessels being built by Niestern Brothers, of Delszil, Groningen, Holland.

Of greatest interest to Prince Tungi is the ocean-going tug, built largely to his own design, for the work he knows she will have to do.

She has a specially streamlined hull, which fits her for cruising as well as towing. Her speed will be about 11 knots. She will carry about 8 saloon passengers in comfort and deck passengers as well. Powered by a German 500-hp MWM Benz diesel engine, she is to be painted gleaming white overall.

She has a small but complete machine shop aboard, with oxy welding equipment, etc. The idea is that she will do "on the spot" servicing of Public Works Department machinery.

Then there is the new freighter *Aoni*, which will replace the present ship of the same name. Of 500 ton d.w., 177 ft long, with a 27 ft beam and a draught of 11 ft, she also is powered by a MWM Benz. All engine parts are therefore interchangeable with the tug.

The freighter will carry about 200 deck passengers and 12 saloon passengers, two to a cabin, equipped with hot and cold water and forced draught blowers.

(Over)

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Suppliers of all marine equipment, spare parts for diesels, benzine, outboards, etc., new and secondhand. Prompt service. **Marine Spares, 57 Railway Parade, Marrickville, N.S.W.**

ANNOUNCEMENT . . .

In response to demand from some parts of the Islands we are happy to announce that we can now quote for welded Steel Vessels for Islands use.

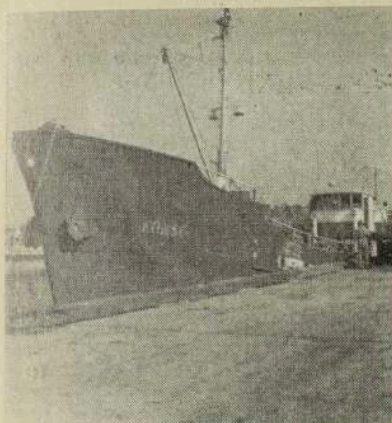
Plans have been prepared for a 60 ft. Steel version of the famous "K" class Copra Vessel with choice of engines. Production of copper-fastened Wooden Vessels is not affected.

Please remember—for all Island Boats, Wooden or Steel:

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Cables: BERRYSBOAT



The Norfolk Island and Byron Bay Whaling Company's tanker, "Forsoe", which has been making regular fortnightly trips between Sydney and Norfolk Island with whale oil from last season's catch. She is under the command of Captain Buren, a Swede, who has a crew of eight Norwegians.

TUNA AND TILAPIA

The American Fish and Wildlife Service vessels, operating out of Pearl Harbour, have recently been experimenting with tilapia—the so-called wonder pond-fish—for tuna chumming purposes.

However, results with tilapia were not very satisfactory. Unlike the more usually used anchovy, which stays on the surface, the tilapia

sounded as soon as it was thrown out from the live-bait tanks and hit the water.

Apparently tuna like to eat tilapia but as they can do this only at a depth that is out of the reach of the tuna pole-fishermen, it appears that tilapia will not be an easy solution to the live-bait problem.

NORBRYN AWAY

The 9,000 tons Norwegian w *Norbryn* resumed her interrupted voyage from Suva in mid-June.

Norbryn was in the news in 1956 when, after a series of nautical ventures, she was towed into Suva by a brace of Fiji's smallships. (May, p. 78).

FOR SALE

GENERAL PURPOSE WORK BOAT — FOR CARGO AND PERSONNEL

Length 45'. Beam 13' 2". Draught 5' 3". 700 cu. ft. hold capacity. Raised deck forecastle accommodation, lavatory, large wheelhouse. 60 H.P. Gardner engine, fuel 280 gals., water 130 gals. Speed 8-10 knots. 3 W/T bulkheads and copper sheathed. Built under Maritime Survey.

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Agents: **BUNTINGS BISCUITS LTD. RABOUL**

The vessel has been undergoing repairs in Suva and left there bound. She reached there June 18, and left there June 27 for Melbourne.

SUVA'S NEW SLIPWAYS

The Fiji Government has placed an order for the special equipment to be used in a new Suva slipway, which will be part of the Suva dock scheme. This equipment, which will cost nearly £Stg.90,000, f.o.b. London, could be ready to ship from England in 1959.

There will be two parallel slips, for vessels of 1,000 and 500 tons, respectively, with one set of haulage machinery common to both slips.

The slipways themselves will be built by the main contractor appointed to build the Suva and Naitoka dock schemes, but the manufacture of the winch with its mechanical and electrical equipment, cradles which carry the vessels and down the slips, and the rails and pawl racks, will be undertaken by a specialist firm and will take about two years to complete ready for shipment.

YANKEE AT LAE

The coterie of small ships which usually shelter at Voco Point, Lae, New Guinea, shivered their timbers and fluttered their sails late in June when that aristocrat of the sea, the gantime *Yankee*, visited the port for the third time.

The crew of young American boys and girls made friends very quickly and there was a constant stream of letters to the *Yankee*.

To be included in Captain Johnson's crew for one of these 18-month cruises is a rare honour, and never to be forgotten experience. The lass said she had been dreaming of the trip for 10 years and then one day she met someone on a railway station who told her she was on the next trip. She could hardly believe it. Most crew members are students who have either finished their studies or who have been on leave of absence for the trip. Exhaustive inquiries are carried out by Captain Johnson and his wife about the background, suitability and capabilities of applicants before a decision is made. Eighteen months is a long time for a bunch of people to be thrown together on a ship and the ability to live with one's fellows is necessary.

The *Yankee* left Lae at the end of June and sailed to Madang. From there she is going to Borneo, and eventually across the Indian Ocean to Africa.

EXIT SEA PEARL

In late June, six of the crew of the *Sea Pearl* (PIM, June, page 105), were still in Wewak, New Guinea, awaiting repatriation. Three others,

Joe McComber, Larry Shinnick and Jack Sinclair, had been repatriated to Sydney by the Australian Government and hoped from there to be sent home to Fiji.

Sea Pearl's Master, Captain R. L. Deskin, an American, had gone to Manila to see the Panamanian Consul there in the hope of getting some reimbursement for the crew.

On June 3, while 14 miles north of Wewak, New Guinea, *Sea Pearl* caught fire and drifted onto the reef of Valif Island—usually known as Wallis Is.—25 miles NW of Wewak.

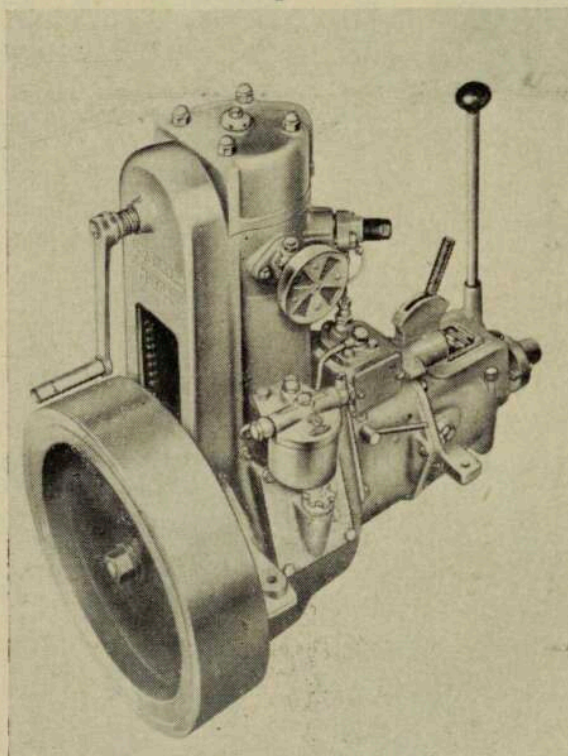
She had been bound from Auckland to Manila with 270 tons of frozen beef. The fire was caused by an explosion in the crankcase of

the port engine. The crew was blinded by heavy smoke but escaped out of the engine room which they battened down. The port engine was put out of action by the explosion but the starboard engine kept running as the crew could not reach the controls, and as a consequence the blower could not be stopped and therefore fanned the blaze.

The CO₂ "smothering" system was turned on, but failed; foam extinguishers and water likewise had no effect on the fire. The captain said afterwards that the two 750-gallon oil tanks must have caught fire.

In three hours the whole ship was ablaze and the crew took to

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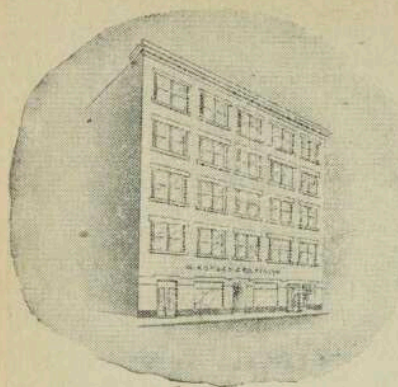
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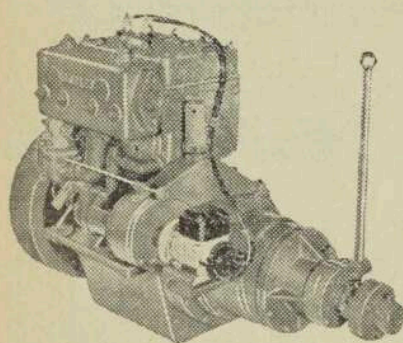


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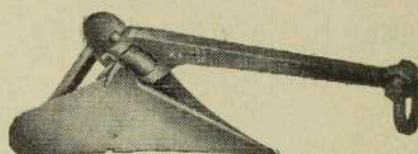
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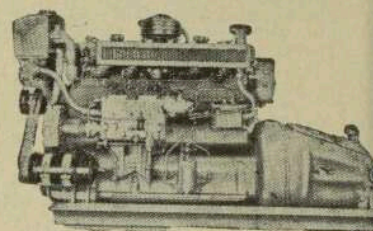
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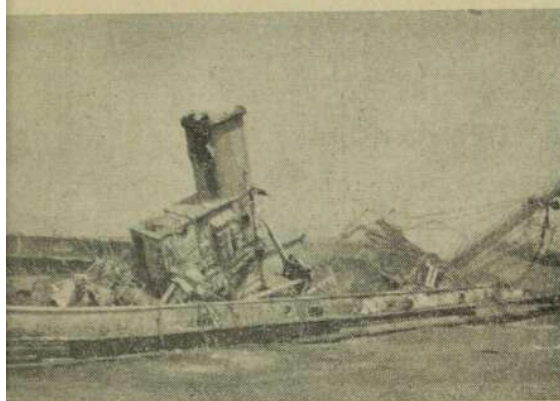
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the boats over the bows. The Chief Officer's boat drifted and was rowed for two days and two nights; the Captain's boat for three days and two nights. Both finally came ashore at Suain, near Aitape. The crew included Hongkong Chinese, Fijians and Filipinos.

At an enquiry held before local Magistrate Ralph Ormsby and Captain J. H. Evans, Harbour Master, Madang, the master spoke very highly of his crew.

The vessel, it is understood, was American-owned but was registered in Panama and controlled from

Upper: Stern view of the doomed "Sea Pearl".

Lower: Mid-ships section of the vessel after the fire.



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an office in Monrovia, in Liberia.

(The above information was received from New Guinea. Previously our information has been that *Sea Pearl* is owned by Victor International Corporation, which has its headquarters in New York, and owns also an airline, other cargo ships and tankers. On May 3 the *Sea Pearl* was in Suva on what was to be her second-last voyage (Tokio to Wellington). The vessel was short of nine crew members and these were replaced in Suva by local men. Captain Deskin told the *Fiji Times* on that occasion that when he had arrived in Tokio with a load of scrap, he had allowed nine Chinese members of his crew leave in Hong-kong. When they returned, the Japanese authorities refused to let them join the ship, insisting that a Japanese crew be recruited. Captain Deskin refused and when sailing day came and they would not give him a clearance because of crew shortage, he got the engines going and pulled out—leaving the Japanese officials to jump for it or be carried on to NZ. On his way south he called at Fiji to recruit nine crew replacements).

ANOTHER CI SEA DRAMA ENDS HAPPILY

Early May, the 45-ft steel-hulled trading cutter *Manu* was very close to headline news when she went missing between the Lower Cook

Islands of Mauke and Atiu and stayed that way for some 56 hours.

Not unfamiliar with SAR rescue procedure as a result of the stolen *Inspire* incident of October last, the local authorities prepared for alert conditions at an early stage and the SAR co-ordinating centre at Nadi, Fiji, was soon conversant with

all pertinent facts on *Manu's* personnel, safety equipment, like movements and also the availability of other inter-island craft then in the vicinity.

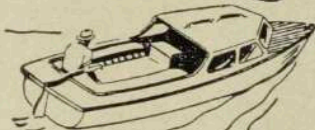
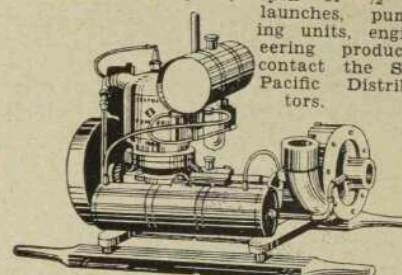
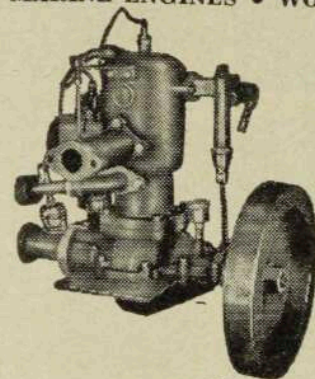
After forty hours with no port of the missing vessel from a source, the Resident Commissioner Rarotonga, authorised a request

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The BSIP Catholic mission ship "Salve Regina" which was blessed by Cardinal Gilroy, Sydney, on June 1 (PIM, June, p. 103). The ship left Sydney on June 11, and after calls at Newcastle and Brisbane, arrived in Honiara June 29.

AR action by one of the RNZAF Sunderlands based at Laucala Bay just that worthy purpose. As it happened no flying-boat was available for dispatch at that moment but Nadi quickly organised a Sunderland then on Grapple (atomic) business at Christmas and to be diverted south to search the troubled waters for little Manu. Greatest handicap to the successful outcome of painstaking SAR efforts in recent Pacific marine disasters has been the unresponsiveness of wooden hulls to radar pulses transmitted from the searching aircraft. From this point of view Manu's steel hull would likely have been a sitting shot, but the RNZAF are to be denied the satisfaction of demonstrating this fact, for Manu chugged into Rarotonga 5/57 none the worse for having been the cause of considerable local anxiety for three days. Only 40 miles separates Atiu from



Left to right: Joe McComber, Larry Shinnick and Jack Sinclair, crew members of "Sea Pearl" (p. 63) in Lae, en route to Sydney and Fiji.

Mauke but both islets are soon lost to sight when haze develops. Caught in heavy weather on departing Mauke, Manu had been hove-to for a long period and after three attempts to locate Atiu, owner-skipper John Harrington had made for Rarotonga. A dead transmitter had prevented him from allaying growing fears—as gathered from a live receiver—for their safety.

JOHN WILLIAMS IN SUVA

The LMS ship *John Williams VI* is currently in Suva for overhaul. At the end of July or beginning of August, she will sail for the Gilberts, to play her part in the centenary of the LMS in those islands.

While *John Williams* was being overhauled, her first officer Captain Sydney Gaskin, had a short holiday at home in NZ. Capt. Gaskin was with the Union Steamship Company for 30 years—15 as master of one of their ships. However, since his retirement from the company he has spent four years with *John Williams VI*. He says that the Gilbert and Ellice Islanders who man her are the "best sailors in the world."

PAGO PAGO VISITOR

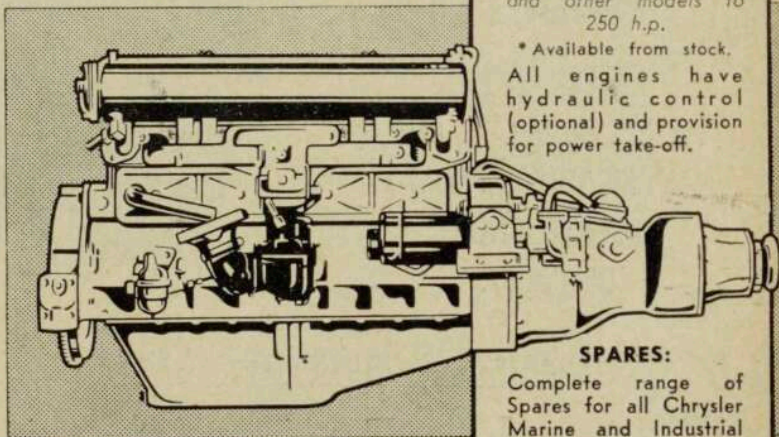
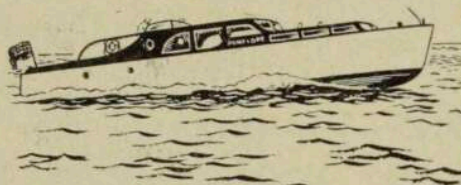
Also for slipping in Suva in June was a visitor from American Samoa, the 83 tons ex US Army supply ship *Isobelle Rose*. *Isobelle Rose* is owned

(Continued on Page 102)

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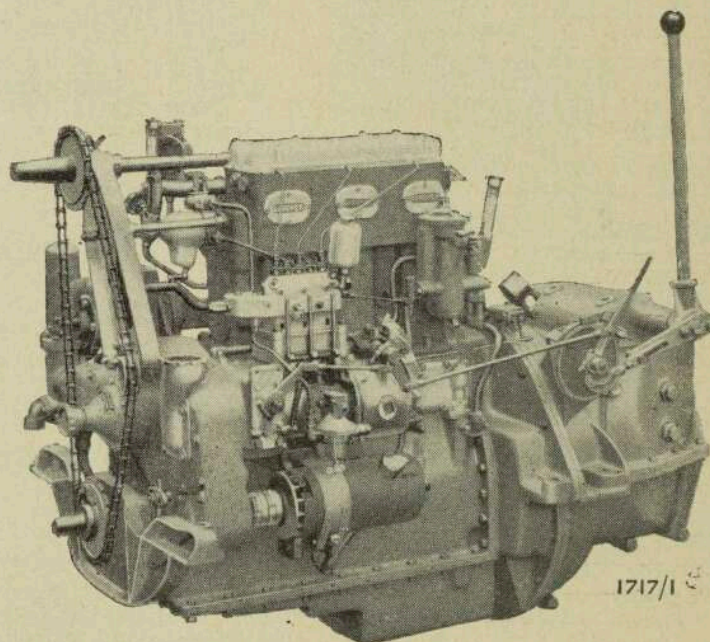
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A REVIEW BY "DISTROFF"

Sir Alan Burns Flays The UN Trusteeship In A New Book

MANY New Guinea residents will remember Sir Alan Burns as the head of the 1950 United Nations Visiting Mission to the Pacific Trust Territories.

Even a superficial acquaintance with him made it clear that any semblance of Burns to Blimp did not extend beyond the pink cheeks and portly form.

The polite ambassadorial facade asked a keen mind, and did not ways quite subdue a razor-edged tongue, which—to the secret glee attending District Services officials—occasionally operated to the scomfiture of the uncomprehending Chinese and ineptly-critical Filipino delegates in the visiting team.

Then there was the social occasion at Rabaul, when, asked by the then Administrator (Col. J. K. Murray) what he (Burns) would do in a situation where the home government repeatedly rejected the Administrator's most urgent requests.

Sir Alan replied tartly: "Resign—I did." Presumably a reference to his celebrated row with the Colonial Office over the hanging of Africans convicted of ritual murder following the funeral rites of Sir Ofori Atta, of the then Gold Coast, in 1943.

With more than 40 years in the British Colonial Service, Burns is also a shrewd and articulate observer of the colonial scene, who has published several books on his experiences.

He concluded his official career

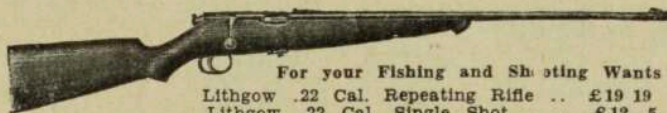
with nine years as Britain's Permanent Representative on the United Nations Trusteeship Council, and from this post he retired a few months ago.

He is therefore uniquely qualified to bear witness to the hypocrisy and malice that have characterised the "anti-colonial" campaign waged (chiefly against Britain, France, Belgium and Australia) under the guise of the UN Trusteeship System. And he has done so, with a vengeance, in his latest book, which blends documented facts, forthrightness and acerbity, in a manner calculated to make ears redden in that overturned tea-pot flanked by the tall glass house on Manhattan's First Avenue.

In Defence of Colonies (Allen and Unwin, London, 1957) should be prescribed reading for all P-NG officials, and, additionally, for all UN fans.

The book is divided into three parts, of which the first deals with

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the general attack on British "colonialism" and the achievements of British colonial administration. It includes a scathing commentary on the workings of the United Nations, and some merciless analysis of American muddled thinking and double standards; Indian and Latin-American hypocrisy; and the emotional racialism of petty Afro-Asian states; and the nauseating cynicism of Russian imperialism. Each has a chapter, with copious footnotes.

The second part examines specific claims made by other nations to certain British colonies and possessions such as Aden, Cyprus, the Falkland Islands and Gibraltar.

The third offers some conclusions.

Propaganda Medium

SAYS Sir Alan in his preface: "When in 1947 I accepted the appointment of United Kingdom Representative on the Trusteeship Council of the United Nations, I did so in the hope that my colonial experience would be of some value in that body, and that the work of the Council would be a help to the people of the Trust Territories. Nine years in this office completely disillusioned me. The Trusteeship Council and the Fourth Committee of the General Assembly (on which I have also served as United Kingdom Representative) are too much concerned with the

political and ideological conceptions of 'colonialism' to be of any practical assistance to the people of dependent territories.

"I believed in 1947, as I still believe, that some kind of international body is necessary, but the United Nations in its present form, and with its present approach to

world problems, is a disappointment, and does little good. Various specialised Agencies have done excellent work, but some of them existed before the United Nations came into being, and could continue their useful work even if the United Nations Organisation were to disappear. (Continued Next Page)

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"I do not suggest that the United Nations should be abolished, as, if it has not done a great deal of good, it has not done much actual harm, except in colonial matters. Here, however, material damage is done by attempts to disrupt the orderly advance of dependent peoples to self-government and independence . . ."

In his analysis of the attack on British "colonialism" generally, Sir John points out that whilst in some cases criticism is due to deliberate stiltedness and malice, in many instances it springs from emotion rather than reason, has its roots in history or in racial feeling, and is such is cleverly exploited by the Russians.

He goes on to demonstrate that whilst the objections to "colonialism" are narrowly concentrated on the long-established overseas colonies of the West European powers, there are many newer forms of colonialism, inside independent nations, and with much more savoury characteristics.

The victims of Soviet expansion and absorption are certainly less numerous than the inhabitants of British colonies. The indigenous peoples of the Americas have no greater a share in the government than have the people of British dependent territories, and in many cases have far less. The people of Central Asia under Soviet domination, the indigenous inhabitants of America, the Nagas of India, are as truly "dependent people" or "colonials" as those who live in overseas colonies. It is difficult . . . to understand why countries which have expanded across oceans, bringing under their protection backward people and leading them towards civilisation, prosperity, and self-government,

should be classed as brutal imperialists; while on the other hand, nations which have expanded across continents, engulfing and sometimes almost exterminating backward peoples in the process, are subject to no such stigma. In their own case, the Americans believe this expansion to be fulfilment of a 'manifest destiny'."

The "anti-colonialism" of the Asian countries is easier to explain, in Burns' view, than that of the USA and the Latin-American countries, since it stems largely from strong racial feeling and from resentment of the long-standing European domination of the world, of which the overseas colonies are the surviving symbols.

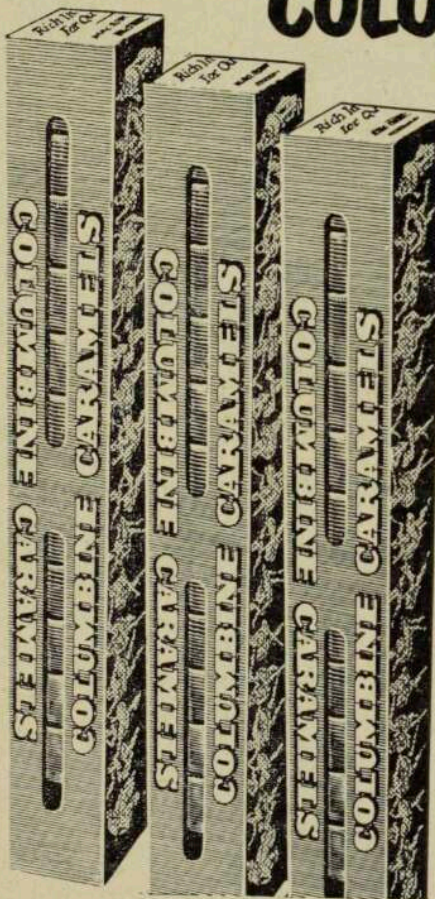
All of these colonies are held by nations of European stock, and the rising nationalism of dependent peoples, as well as the "anti-colonialism" of the independent Asian nations, expresses the revolt of the coloured races against the whites who have held so much power during the past four centuries.

Those who declaim loudest against racial discrimination in the colonies are themselves the leading practitioners of "colour complex in reverse". The people of the most backward countries, including those that have won national independence, tend to identify themselves emotionally with the people of colonial areas. Much of the present

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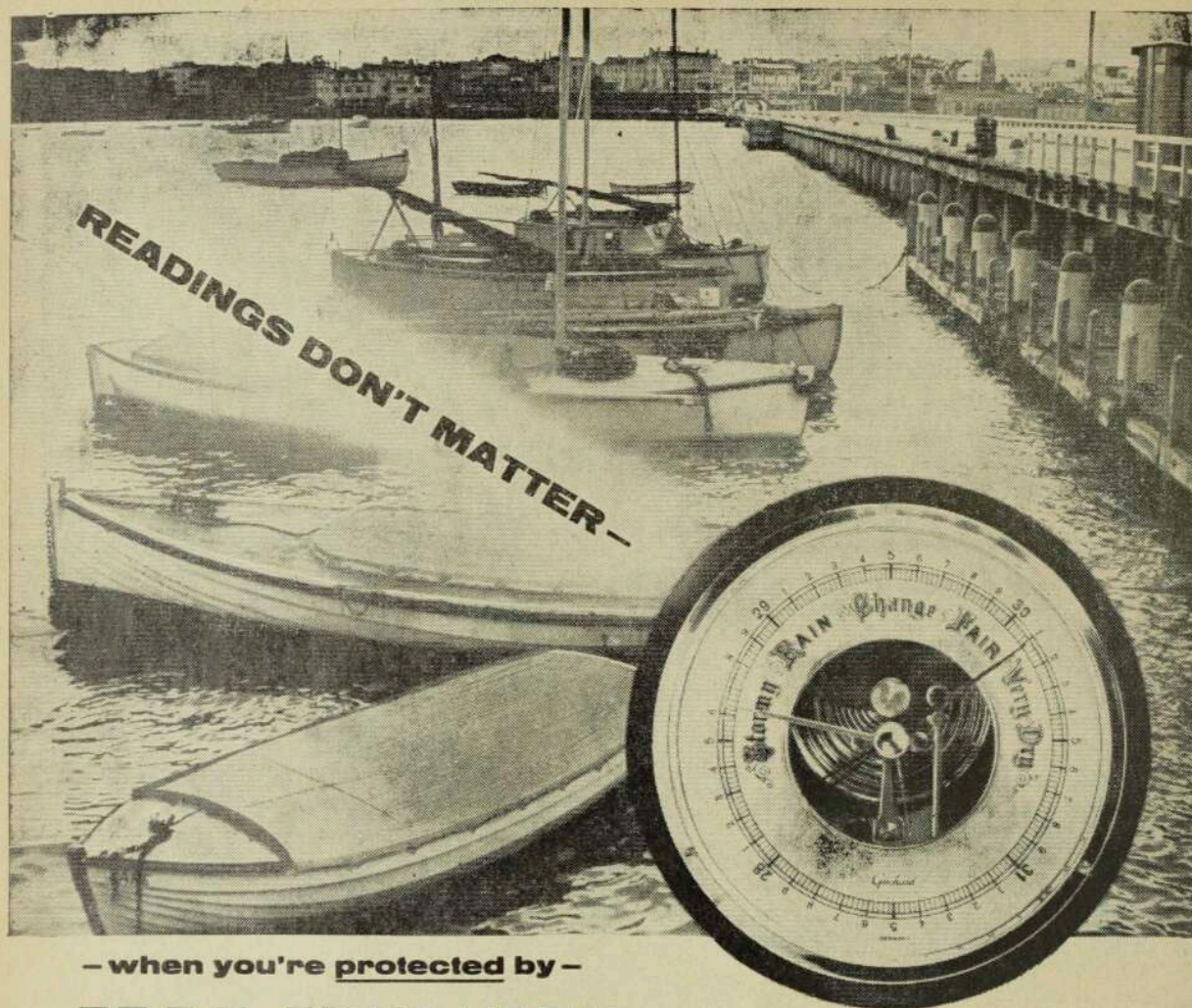
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Uganda was represented at an Asian Assembly Moral Re-Armament in the summer capital of the Philippines in April by Mahulu Mark, Chairman of the Ealaba Council in Milne Bay. He is here seen being presented to President Magaya, who recently succeeded President Magaya.



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stility to colonialism is, in fact, e to the feeling that coloured onials are regarded as inferior their white rulers. (Burns points that this feeling has been also ertained in the past by white onials, and is now regarded as e of the causes of the American olution.)

It is this feeling which pre- ts coloured peoples from recog- ing or admitting any of the ad- vantages of 'colonialism', even ough they themselves may have ived great benefits from colonial tus in the past as members of 'British Empire.'

eneration or two ago, colonial ple could remember the tyranny chaos which preceded the blishment of British rule in ica and Asia. They were grateful what had been done, and were d enough to be members of the ish Empire.

o-day, however, much of this is gotten, and the words "Empire" "Colony" have become rather eputable, even in Britain itself. Alan adds that in future years, number of independent nations oughout the world may well at- ute their success and stability the influence of British institu- us and tradition, in the same way the British to-day acknowledge r debt to ancient Rome, and to t they learnt under Roman ocation.

The Noise in Inverse Ratio to Payment

THE chapter on the United Nations and dependent territories should have particular interest for New Guinea residents (in passing, it should be noted that the author confines his discussion to colonies administered by the United Kingdom.)

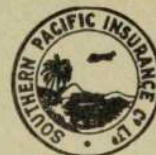
After describing the origins and constitution of the United Nations Organisation, he lists the member states as comprising 21 Arab-Asian states, 20 Latin-American states, 9 Soviet bloc states, and 26 miscellaneous, making a total of 76. (The recent admissions of Japan, Morocco, Sudan, Tunisia and Ghana, making the current total of 81, adds another three, if not five, to the voting strength of the Afro-Asian bloc.)

At least three of the miscellaneous group, and all of the other groups, may be said to be generally anti-colonial, or, for various reasons, prepared to support any resolution hostile to "colonialism".

As George F. Kennan, former USA Ambassador to Russia has pointed out, "the General Assembly is a body numerically dominated by the smaller, newer and less developed countries. Any general combination of the Latin-American nations of the United Nations, and

and Afro-Asian blocs can out-vote all the rest of us".

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Fourth Committee include a representative of each of the member nations of the United Nations, and this places the Administering Powers and their friends in a small minority as compared with the large "anti-colonial" bloc, which makes up for inexperience in colonial affairs by an excess of prejudice and self-righteousness.

"Some of those most anxious to criticise the administration of dependent territories have shown themselves quite incapable of maintaining in their own countries a stable government and an effective administration. Many who press for advanced democratic institutions in dependent territories know little of democracy. Yet each country has one vote in the Fourth Committee and in the General Assembly. . . . The vote of El Salvador is as effective as that of the United States; the vote of Luxembourg is equal to that of the United Kingdom. . . ."

The position is rendered more absurd by the fact that three-fourths of the member countries are unable to contribute to the support of the United Nations in any effective military or economic way. Thus, on the basis of the 1956 assessments, the 20 Latin-American States, with 20 votes, together contributed only 5.63 per cent. of the total UN budget of more than \$48 million, whilst the

United Kingdom, with one vote, contributed 8.55 per cent., and the USA, again with one vote, contributed 33.3 per cent. Thirteen of the Arab and Asian states, including some of the most virulent critics of the colonial powers, between them

contributed only 3.03 per cent. the budget, or less than the contribution of Canada.

One of the principal organs of the United Nations is the Trusteeship Council, which deals with the affairs of the Trust Territories and



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akes an annual report to the General Assembly of the United Nations regarding these Territories. The Council consists of those members administering Trust Territories (even Administering Authorities) and an equal number of non-administering members. The latter include as permanent members Russia and China, together with five member states elected for three years.

These are currently *Burma, Guatemala, Haiti, India and Syria, of whom, it may be noted in passing, include sizeable populations existing under varying degrees of poverty, illiteracy, squalor and oppression.

Trusteeship Council at Work

The Trusteeship Council holds 6 sessions each year, when the annual reports on the trust territories are examined, and petitions, both oral and written, are considered. The Trusteeship Council appoints the members of the periodic visiting missions provided in the different Trusteeship Agreements, and studies the mission's reports.

A Special Representative from each Trust Territory concerned is generally present to explain points in detail.

On the working of the Trusteeship Council, Sir Alan comments:—

As the Trusteeship Council (and to a greater degree the Fourth Committee) has become merely a political forum in which ideologies can be aired and propaganda broadcast, the Administering Authorities have been forced to adopt a defensive role and their representatives do little more than deny the accusations so frequently made.

Such experience as those representatives may have is therefore largely wasted. . . . The representatives of the Administering Authorities could more effectively than any others, offer constructive criticism of the administration of dependent territories, but in the highly charged political atmosphere of the United Nations they cannot do so. . . . The mildest criticism of his own country's administration by the representative of an Administering Authority, would be seized on as a daring admission of national guilt, and the criticism would be distorted and exaggerated almost beyond recognition.

For much the same reason the representative of one Administering Authority hesitates to criticise the administration of another.

"The need for the Administering Authorities to stand together in the face of unfair attacks made on all has therefore led to the absurd situation that those best qualified to offer constructive suggestions and advice are the most silent; while those who know too little talk too much."

Many delegations in the United Nations openly boast of their "anti-colonial" attitude. It seems to be a common article of faith amongst the extremists that if a country is sovereign, all its inhabitants must be free and therefore enjoy every human right; but that if a country is a dependency, its peoples must necessarily be little better than slaves.

There are others, representing countries whose inhabitants have fewer rights than the inhabitants of any British colony, who seek to cover up their own country's deficiencies by resorting to the easy stimulation of emotions which the battle-cry of "anti-colonialism" or "anti-imperialism" can raise so effectively.

Seriously under-developed themselves, they tend to regard with jealousy and animosity the developed countries of the world.

Certain fundamental distortions are essential to the success of this "anti-colonial" campaign: Only Europeans have colonies is one means to this end; only Europeans practise and are capable of racial discrimination, is another; illiteracy and poverty apparently exist only in the European colonies. By such means the myth of white imperialism is fed.

Night-Club Diplomats

TO this Burns could have added that a majority of the representatives of the Latin-American and Afro-Asian blocs are slick and

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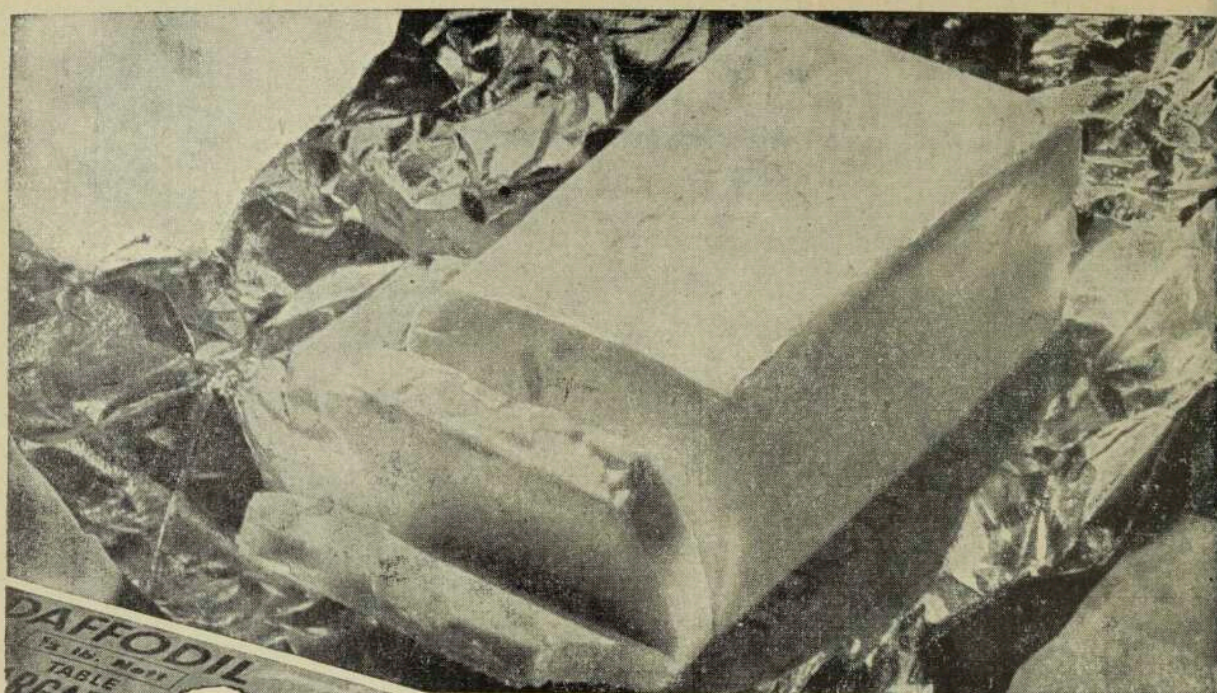
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to take one example: the sovereign state of Guatemala, where, according to the New York Times, 50 per cent. of the three million inhabitants were illiterate in 1954—were the Amerindian peasantry paid from 5d to 10d a day, with no deductions—currently supports six distinguished delegates to the Trusteeship Council. Australia has two, of whom is serving as President of the Council. The decision to move UN headquarters from Lake Success (out on Long Island) into Lower Manhattan, is said to have been largely due to pressure from Arab and Latin-American repre-

sentatives, who wanted to be near the night-clubs.

THE Soviet bloc, for its part, attacks "colonialism" in pursuance of its general policy, which lays down that colonies are the Achilles' heel of capitalism, and that any attack on "colonialism" must weaken the Western Powers. For this reason its representatives make long propaganda speeches, denouncing with monotonous regularity the wickedness of all the colonial powers. Soviet representatives have systematically exploited the official records of the United Nations for propaganda purposes. Their technique is twofold: the exaggerated oversimplification and distortion of colonial problems (particularly those of African dependencies—the prime Soviet target); and the constant and deliberate repetition of the same themes.

The Arabs, Asians, and Latin-Americans are all emotionally "anti-colonial" and like to cover up some of the short-comings of their own administrations and the backwardness of their peoples by criticism of the conditions existing in dependent territories.

Perhaps the high-point of ludicrous hypocrisy was reached in the visit to New York, a few months ago, of King Saud of Saudi Arabia.

This feudal overlord's family squanders millions of pounds of oil

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royalties a year, whilst the bulk of the population live in abject poverty. Yet this absolute ruler of a country where democracy is unknown; where slavery is still openly practised (Burns quotes one authority's estimate that the traffic amounts to 5,000 slaves a month); where racial and religious discrimination are corner-stones of policy; where women have no rights whatsoever, and where minor thieves are punished by the chopping off of their hands; was treated at United Nations Headquarters (and at Washington) as an honoured guest.

The effective co-operation of the Administering Authorities in resisting the more offensive and damaging resolutions in the Trusteeship Council has resulted in the Council being a comparatively responsible body. For this very reason it is despised and openly condemned by the "anti-colonialists" dominating the Fourth Committee of the General Assembly, which usually meets once a year to consider the annual report of the Trusteeship Council.

In this committee at least two-thirds of the members are generally "anti-colonial", and there is thus not the same safeguard against the passing of extreme resolutions.

A resolution by the Fourth Committee, on any important matter, must, however, pass the

General Assembly by a two-thirds vote, and many of the wildest resolutions are thus lost.

The representatives who sit in the General Assembly are generally more senior and responsible than those in the Fourth Committee. Partly for this reason, some countries who support an extreme resolution in the Fourth Committee, and thus advertise their "anti-colonialism", will abstain in the General Assembly. Most, however, dare not vote on any matter with the colonial powers, for fear of

being thought "reactionary".

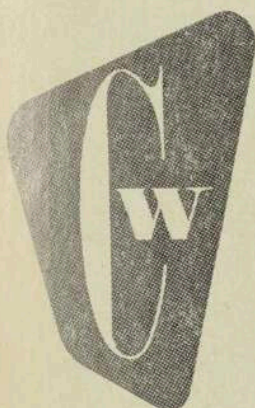
The Soviet representatives generally rely on either support or lack of opposition to, their mischievous proposals by a large number of countries who, naive do not wish to appear illiberal.

THE handling of petitions from the Trust Territories is yet another front, which the "anti-colonial" campaign is being waged by Russia and its dupes. There is a constant insinuation that the reports of the Admin

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tering Authorities cannot be trusted, and that the only reliable information is that supplied by the petitioners. Needless to say, the Russians, alone of all the delegations, maintain a representative who is engaged full-time on petitions work. His task is to wring the best drop of propaganda value from each effusion, and with this to try and convey an impression to indigenous inhabitants of the territories that Russia alone is their champion.

Petition writing, Sir Alan remarks, is the national sport in tropical Africa. Even so, the vast majority of the slogans and allegations of political oppression that are classified as "petitions" emanate from one or two Communist-led organisations in French West Africa.

The willingness of the anti-colonialists to take all petitions seriously has rendered the Trusteeship Council liable to be overwhelmed by the mass of paper.

In March, 1956, some 35,000 "petitions" arrived in one batch from the French Cameroons. The cost of translating, printing and distributing these would have exceeded 1,000,000; after weeks of argument they were ultimately disposed of more economically.

The avidity with which oral petitioners (providing they are sufficiently "anti-colonial") are feted and flattered is laughable; so is the situation when rival native leaders, each of course representing true public opinion in a particular territory, flatly contradict each other.

American Anti-Colonialism

THE chapter on the American attitude to "colonialism" is extremely interesting. The USA tries to combine an anti-colonial outlook with the task of administering a trust territory and the ownership of overseas possessions.

Her representatives, as spokesmen for an "anti-colonial" Administration, frequently find themselves in embarrassing and equivocal positions.

The traditional American "anti-colonialism" stems largely from notions dating from the War of Independence, and is supported by a number of fallacies. One of these is that the USA is not herself a colonial power, though Puerto Rico, more independent than Barbados or Jamaica), the Virgin Islands, the Canal Zone, Hawaii, Samoa, Guam and other Pacific Islands, not to mention the Pacific Islands Trust Territory wrested from Japan, represent a reasonable overseas empire for a late-comer in the international scramble.

There are also islands in the Caribbean, such as Swan and Yassa, to which the USA lays claim.

(Continued on page 98)

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**WHILE IT
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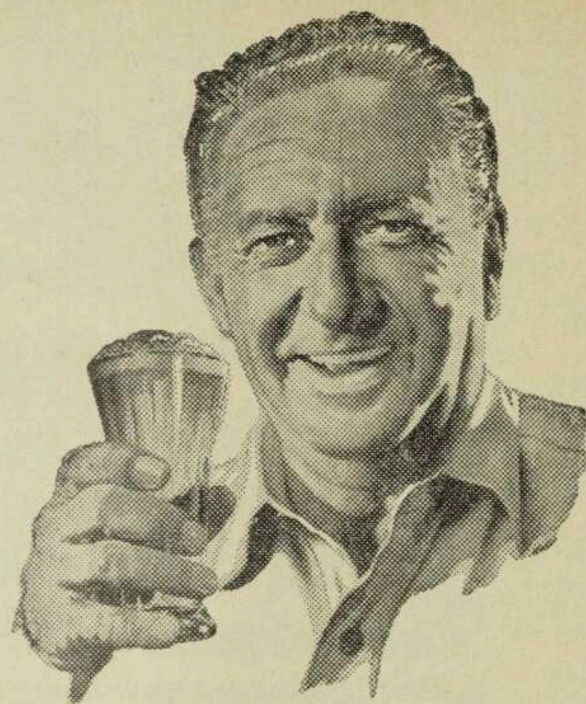
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MAGAZINE SECTION

Tropicalities

PIA DOWN BELOW

THE difficulties of "English, as she is spoke" are illustrated by the following story going the rounds lately in Honiara, BSIP. It should be noted that natives confuse some of the "F" and "P" sounds).

It appears that a native, William Pia (rhymes with fire) had occasion to telephone from the Central Hospital to a friend at the Rove Depot, home of the bustling Fire service.

No verbatim record of the conversation exists but it is said to have gone something like this:—

Rove: "Who speaking?"

Hospital: "Pia, here".

Rove: "Where Pia?"

Hospital: "Long Central Hospital".

Not so very long afterwards, the hospital peace was shattered by the arrival of the fire engine and helmeted men who jumped off the wagon demanding to know where the fire was.

They were no doubt sorry to be deprived of the chance to tackle a blaze, but not so sorry as William, who never did get through to his friend in the excitement.—A.

THE "BOMB GONE" SPECIAL

WE have received the Special, Bomb issue of the "Mid-Pacific News"—published on Christmas Island by the forces stationed there for the H-bomb tests.

This was the 290th issue of the paper, and claimed to be the "only

English" paper in the world to carry the news under a dateline of May 15.

"Mid-Pacific News" gives these details about the event:

The bomber was Valiant XD 818 of No. 49 Squadron, piloted by Wing Commander K. G. Hubbard, OBE, DFC. The aircraft had a crew of five—the others being a Co-pilot, a Navigator-Plotter, Navigator-Radar (the bomb aimer) and Aero-Electronics officer.

The delicate task of stowing the bomb into the bomb-bay of the Valiant was completed by dawn of the 15th. The order for take-off was given around 1000 hrs., local time.

"The gleaming white aircraft taxied out on to the runway. Only the knowledge of its sinister load touched a graceful take-off with suspense, so nonchalantly did she rise off the tarmac and climb in to the morning sky.

"Years of planning and months of heavy labour were now being put to the final test; and Wing Commander Hubbard, holding the plane on its arrow-straight course, formed a triangle of heavy responsibility with the Task Force Commander and the Scientific Director watching from below.

"The pilot had begun his running commentary, his voice coming through clear and unhurried. The trial run-in completed, the giant V-bomber turned north again to take position for the live approach run.

"In the ships, Task Force personnel and official observers from Australia, Canada, New Zealand and the United States, turned their backs to the point in the distant sky where the explosion was planned to take place. Then it was 'Bomb Gone!' (10.36 hours local time) followed by the count down.

"Its bomb released, the Valiant made its carefully-rehearsed evasive manoeuvre and swept away on all the power of its four jet engines."

THE MAORI WAY ON THE QUEEN'S HIGHWAY

POLYNESIANS are well known for their light-hearted approach to life. You notice this characteristic even on Rarotonga's roads, where Cook Islanders use cycles and motor cycles in ways that would never occur to the average European.

Before Rarotonga's road rules were tightened up recently, one sometimes saw as many as four people being carried on one motor cycle. A more common sight was a man carrying his wife on the pillion and the baby on the petrol tank.

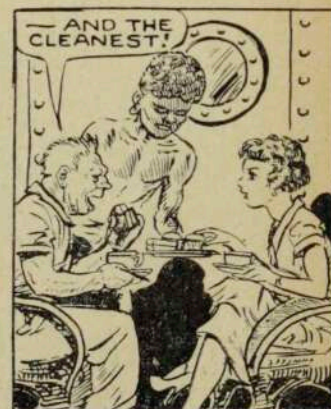
The Law now states that no more than two people must be carried on one motor cycle, but it does not mention cargo, and resourceful pillion riders sometimes carry a 1 cwt. sack of vegetables across their shoulders, or a brace of bamboo fishing rods that protrude several feet to the rear.

The barefooted ladies are also intrepid motor cyclists, and one day I met a lass struggling out of her jacket as she rode her machine "hands off" along the main road.

Polynesian ideas on how a push-bike should be ridden are unique. Some youths use one bare foot for steering and the other for pedalling, while the idle hands are thrust deeply into the pockets. Children ride three to a cycle, one facing aft and sitting on the handlebars, one loafing in the saddle, and the third,

The Captain and the Cook . . .

By Will Gill



on the carrier, doing the pedalling. One young girl, a solo rider, rode "hands off" while she happily chewed at a four foot length of sugar cane. Solo cyclists, apparently too weary to pedal, are towed by trotting horses.

Shirtless boys wearing frangipani garlands on their heads canter along the coastal road on horses. Most ride bareback, but some use old copra sacks for saddles, and pieces of rope serve for bridles and bits. Stirrups are not considered necessary.

Along the back roads one sometimes meets a horse-drawn sled, although snow has never fallen on sunny Rarotonga, and the old horse buggy, elegant with old car wheels, is still in evidence. The number of Maori-owned trucks in the Cook Islands still continues to increase, but it is evident that many years will pass before travel on local roads becomes the hum-drum affair it is in other countries.

—W. H. Percival

SNAKE YARN FROM SAVAI'I

IT would perhaps be fitting if we followed the American custom and gave this item the title of "Serpent in Paradise." But be that as it may, the photograph herewith and the story came from Mr. D. H. Lee, of Vaipouli Boys' School, Savai'i, Western Samoa. He hopes to inspire bigger and better snake stories from other parts of the Pacific.

Mr. Lee says that he had been asked by Apia for some snakes, and the boys had brought this one pictured in from the plantation. There was no ship to Apia for some days but he did not bother to feed it as the snake, when caught, had a lump in the middle which he took to be a rat it had swallowed shortly before capture.

The snake was duly despatched to Apia, arrived in good condition, but died a week later. It was reported (after a post-mortem) that the lump was not a rat that the snake had swallowed, but that the snake was pregnant and had died in childbirth!

Twenty-four young snakes, several inches long, were found inside the mother, some of the infants being tied in knots. Mr. Lee concludes that these knots prevented their birth and had been caused by rough handling when the boys were capturing her.

The young lad in the photo with the expectant snake is Mr. Lee's son. He is said to have an affinity for snakes.

(Snakes dying in childbirth was a new one to us—we had imagined that snakes laid eggs. However, our encyclopedia says that a few snakes do produce their young alive; and that, further, snakes that are nor-

mally oviparous, in captivity sometimes are not, but instead produce live offspring.)

WHITE-COLLAR DOGS

A PLAINTIVE Notice made its appearance recently in the Government establishments in Honiara, BSIP. It was to the effect that dogs would be allowed in Government offices, only if they were under proper control.

The Secretariat has long housed a varied collection of pets which appear unexpectedly under desks, or lurk behind doors. Mostly, they slumber happily, but occasionally something, or someone, triggers off a mass-movement among them, and a convoy of dogs of all shapes and sizes, hurtles along corridors and through various offices.

The most recent movement was carried out by more than half a dozen dogs; hence the notice.—K.

THE FLATS ARE GHOST-FREE—BUT THE OWNER IS HAUNTED!

FOR several weeks Suva tongues were wagging about the eight-headed monster alleged to inhabit a block of flats in Edinburgh Drive. Others said that the haunt was a poltergeist.

All three flats were unoccupied, so proving, said the wagers, that people daren't live there. An Indian woman had actually seen the monster, they said; it was so big it filled a whole room.

Two *Fiji Times* reporters and a friend spent a night in the flats hoping to see the apparition.

Said Mr. Dave Mason, "We were disturbed only by about 200 curious sightseers. There was a large welcoming committee when we arrived and people blundered about the building all night."

Mr. G. M. Nair, whose firm manages the flats for the owner, Mr. Abdul Samat, said he had had numerous enquiries from people who heard that the rents had been drastically reduced.

"The rumour may have been started in an attempt to force the rents down," he said.

Previous tenants had left because they wished to move to other accommodation. One had gone overseas.

A new tenant moved into one of the flats shortly after the Press investigation, but he declared that he was going to leave, too.

"It's the trippers," he complained. "They're all over the place. They press their noses against the windows, they stomp around the yard, or just sit in the sun and LOOK."

So the flats really are haunted—but not by the supernatural—M.



WITH AN "L" OF A DIFFERENCE

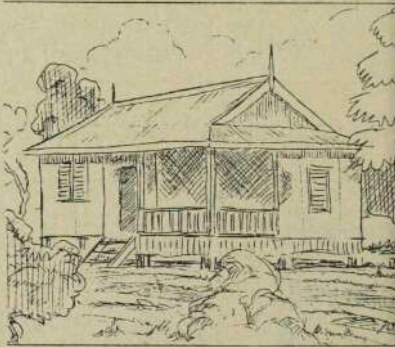
A FEW months ago, *PIM* ran an article about Telefomin, New Guinea, as it was about 20 years ago. In the course of the article and in some photographs, the extraordinary public coverings of local natives were mentioned. These coverings are gourds 12 to 15 inches long.

The photograph of these natives had such a devastating effect on our linotype operators, that in the original proof, these coverings emerged as "public coverings". Not a bad description, at that.

In Fiji, however, the profession affected quite differently—must be on the other side of the Date Line or something.

In the issue of the *Fiji Times*, of July 1, there was a leading article about public lavatories—Fiji, a city of 35,000 or so, just hasn't got "Ladies" or "Gents." The article was headed quite simply: "PUBLIC LAVATORIES."

Our sympathies are with the editor.



SOMETHING IN RETURN. Each man in the community contributed £5 to build this rest-house in the village of Kaparoka, Rigo District, Papua. They earned the money by sending smoked fish and vegetables to the Koki market near Port Moresby.

The rest-house (for the accommodation of officers on patrol and for other Europeans) is of fibro with a galvanised iron roof, louver windows, a shower room, equipped kitchen and tables and chairs. The rest-house was officially opened by Patrol Officer R. G. Twigg a couple of months ago.

floating "Paradise"
Under Topsails

By R. W. ROBSON

"YANKEE" IN THE SOUTHWEST PACIFIC

WHEN I arrived in Suva on April 26, I noticed a handsome ship lying in the harbour, just off the Custom House, with a yellow flag at her peak.

There was something different about her, and I inquired.

"Brigantine *Yankee*, from somewhere eastwards," they said. "In quarantine. Put a polio case ashore. Got a cable-telephone connection."

Within five minutes I was talking to the Irving Johnsons, whom I had never met, although we had been "pen friends" for 20 years. Commander Irving Johnson, with his handsome sailing ship, and his ever wife, and his changing crew of a score of selected students—a new company every 18 months—has been cruising in the North and South Pacific, Atlantic and Indian oceans since the early Thirties. They have visited nearly every island in the Pacific—and some not charted. Mrs. Electa Johnson's articles have appeared in *PIM* many times.

Three days later, they were finished with quarantine. Next to meeting the Johnsons, I got a mighty kick out of the *Yankee*, and out of the endless stories of places and events with which the skipper bridges his quarter-century of lands cruising.

YANKEE 300 FEET ABOVE SEA-LEVEL

He told me that he had had the *Yankee* more than 300 feet above

sea-level. While I was still looking for the leg-pull, he grinned and said: "We were up the Sepik River. When we reached the point of turning back, we were over 300 feet up in the interior of New Guinea."

Incidentally, the *Yankee*—having travelled from Fiji via New Hebrides and Solomons—is due in Madang about July 1; but I do not think the voyagers will tackle the Sepik again.

Descending that great stream in 1955, they ran high up on a cross-channel obstruction. They thought it was a rock, and that that was the end of the *Yankee*; but then discovered it was a bank of clay, or something like that. They got out their special warping gear—the *Yankee* seems to be ballasted with equipment like that—and attached it to trees on the distant shore; and then they made the ship turn and twist, until she broke up the narrow bank on which she roosted, and floated clear.

FACTOR THAT BEAT THE JAPS

Commander Johnson has charted many islands and reefs, and checked on hundreds of charts already published; and as he discussed this hobby of his, I learned how we won the Battle of Milne Bay.

Pacific War students will remember that the Japanese, in thrusting stubbornly southwards from Rabaul towards Port Moresby, sent a well-equipped expedition into Milne Bay, at the eastern tip of New Guinea, late in August, 1942.

There was a force of Australians there—poorly equipped, and inexperienced in battle. Yet they inflicted a stinging defeat upon the Japs; and that started a series of events which spelled disaster for Nippon in the Southwest Pacific.

There was an element of luck in it.

The Japs, working to a careful, well-coordinated plan, swept into Milne Bay at a fixed hour; and their plan provided that they seize and occupy a particular area which would have given them a commanding position in Milne Bay. Everything went exactly to plan.

But for once the Jap General Staff blundered. They used British Admiralty charts of Milne Bay—and Admiralty charts are nearly always accurate.

But in this particular case—as Commander Johnson demonstrated to me with glee—the chart of Milne Bay which the Japs were using had an error of three miles.

The place where the Japanese went ashore was not the place they had selected. Instead, the expedition was most efficiently disembarked into the middle of a tangle of swamps.

Before they could go into reverse and disentangle themselves from the mud and the crippling jungle, the Australians (effectively directed by a staff which had cleverly appraised the situation) fell upon them, and smashed the expedition to pieces.

Meanwhile, a Japanese expedition had been sent in from the Buna area, over the Kokoda Trail and the Owen Stanley Range, to attack Port Moresby in the rear, while the Milne Bay expedition crept around New Guinea's South-Eastern flank. The Japs got to within 40 miles of Port Moresby before they met the Australians; but their collapse at Milne Bay had left them "out on the end of a limb" and they retreated back along the Kokoda Trail.

Milne Bay was Japan's "Farthest South." Thenceforward, as the American forces came pouring into the Southwest Pacific, there was nothing but disaster for the invaders.

REPTILES, GENETICS, ETC

This Johnson company studies everything—snakes (the stuffed skin of a monstrous reptile is stretched across their cabin ceiling—they told me it was a python they picked up on the banks of the Sepik River); marine life (they spent a couple of days at Kandavu Island, near Suva, on under-water photography); genetics (they had just come from Palmerston Island, in the Cook group).

It is generally known that William Marsters settled on Palmerston a hundred years ago, with three or four Polynesian women, and they all presented him with lusty babies.

In due course, the families grew up; and in the first generation or



Commander and Mrs. Johnson photographed on board the "Yankee" at Suva.

two, owing to their isolation, they inter-married.

Those who knew of the circumstances expected that thereby old Marsters' grandchildren and great-grandchildren would be abnormal in various ways; but, in fact, they were normal and healthy.

The Johnsons met various of the older Marsters (the younger brigade now have generally married outside the family group) and liked them, and made many friends among them. They agreed that the Marsters history provides an interesting contribution to the study of genetics.

Apparently, such things can happen, without disaster, if the parent stock is completely healthy and free from abnormalities—an unusual and unlikely thing.

ABOARD THE YANKEE

Immediately beneath *Yankee's* long, low deck there is abundant living space, running from stem to stern, the whole length and width of the brigantine.

The stern section is partitioned off, to form the living quarters of the Commander and Mrs. Johnson. The bow is similarly cut off to provide quarters for a handful of girls—for the *Yankee's* crew of students includes both sexes. The whole midships section accommodates the "crew"—some 14 male students who handle the ship and man the yardarms with efficiency and dexterity. Two tiers of bunks run along each side of the big cabin.

There is a room for a powerful little motor (used only when sails are not practicable), and a dynamo for electric light and power. There is an emergency cold-store; but, as *Yankee* goes where and how she likes, her wanderings are planned to connect with supplies of fresh food. The galley is small, but efficient—the company, like most Americans, had a singularly well-fed appearance.

I ran a sophisticated eye over the ship. Goodlooking boys, pretty girls, a well-found ship equipped like a pleasure-yacht; a care-free existence—wasn't it a bit too much like the imaginative American's "South Seas paradise"?

But there was discipline in the set of Commander Johnson's chin, and calm understanding in the smile with which Mrs. Johnson introduced me to the ship's doctor, a charming American lady who has charge of the girls, and sees that they go to bed at a proper hour in the cabin which she occupies with them. Reinforcing the wooden partition which separates the girls' from the boys' quarters, there is an inconspicuous mesh, made of steel calculated to hold back elephants. They thought of everything, when they designed *Yankee*.

Somewhere about the end of this year, *Yankee* will make her way across the Indian Ocean to East Africa; around South Africa; and men away northwards through the Atlantic to her home port in the

United States, which she is due to enter at noon on May 8—as she has done every second year for a long period.

Next time *Yankee* sails she will have a new owner. It is understood that he will join the ship shortly for part of the present cruise, and that he will carry on along the lines successfully established by the Johnsons.

But the Johnsons still will wander across the oceans—in a new vessel much smaller than the present ship, and cleverly designed. I saw the plans in Suva. Maybe, some day, we shall see the unique craft itself in Suva, complete with the Irving Johnsons. Thousands of people in the South Pacific hope so, anyway.

Pig-Piper of Manus



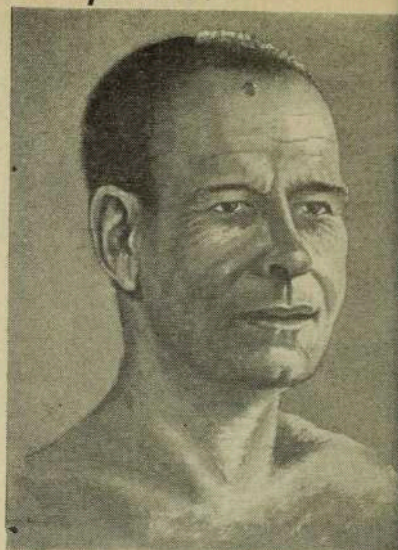
It is the custom in the Lindou District of Manus, New Guinea, when someone has killed a wild pig, to pipe it into the village. One of the older children dresses up in leaves, as this picture shows, and blowing a flute of bamboo marches in front of the hunters as they bring the pig home.

Photo: Hans Knauer.

† Dr. J. B. Cleland, former professor of Pathology at Adelaide University, accompanied by his daughter, Mrs. A. M. Simpson, visited New Guinea in May. Brigadier D. M. Cleland, Administrator of P-NG is Professor Cleland's cousin.

† The Rev. Jeffrey D. Robinson, of the Methodist Overseas Mission, who was on furlough from the Duke of Yorks Group, NG, returned to his work by the June *Bulolo*. Mr. Robinson, who is a keen educationalist, has been attending the Kelvin Grove Practising School (Q'ld.) on a refresher course.

Handyman . . .



REECE DISCOMBE, of the New Hebrides, an engineer-in-general and the complete underwater handyman. Born in Cambridge New Zealand, in 1919; served his time as motor mechanic, then worked in sawmills. During the war he was an instructor on light armoured vehicles and tanks.

He took up car racing seriously and with marked success. Then he took a trip to the islands in the Fairmile "Wailana", giving his first introduction to Norfolk Island, New Caledonia and the New Hebrides, with a syndicate of young men seeking to pick up quick fortunes. When this proved impossible they sold the vessel to Andre Naturel of Santo.

Discombe sold up in NZ and took up car racing professionally, finally becoming the "Champion of Champions". He moved on to Australia, married, and immediately afterward took off back to the Hebrides to work on the salvage of war-material for an Australian firm. He had done an underwater course with the newly developed Cousteau Aqualung, and fell a willing victim to the lure of the deep blue underworld.

He was then employed salvaging and shipping out cranes, bull-dozers, lighting plants and other scrap from the fabulous dumps at Billio Dollar Point at Santo, firstly for the firm and later for Naturel.

About this time the BP schooner "Koro" struck a niggerhead of coral in Undine Bay and settled down on her side in 60 feet of water. After some months she was given up as a total loss and Reece was able to buy her "as she lay" for £2,000.

It took him 12 months to get her refloated, repaired and back into running order. He then formed a partnership with a Frenchman named Moledoux, for some private ventures with war materials. But while he was in New Zealand meeting his new daughter Janet, the "Koro" again went to the bottom, in the Loyalty Islands, with a cargo of scrap metal.

There followed a job of salvage on "L. Fleche" during which he lost the sight in one eye from a wire breaking, and other underwater surveys, including some underwater photography on the US transport "President Coolidge" and the US destroyer "Tucker". Then came the refloating of the "Lautoka" at Vila, the "Deutgan" at Tanna, and the landing craft "Pacific Star" at Erromanga.

What must be the final test for a handyman came a couple of months ago at 1.30 a.m. on the Condominium Customs jetty in Vila, while Reece was escorting wife Jean to hospital to have their second child. The blessed event occurred on the jetty itself, and Reece was really left holding the baby. Michelli is her name.

Tragedy of

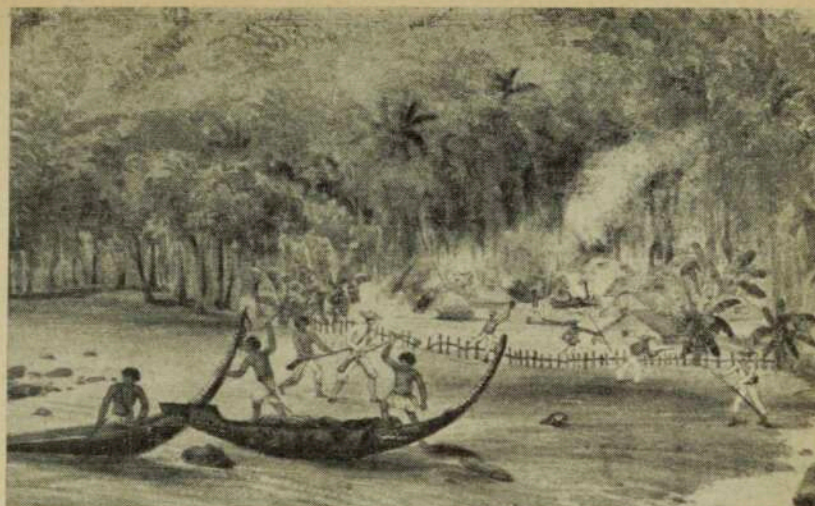
1851

IN THE WAKE OF THE WANDERER

THE sketches herewith were made by Capt. John Webster, skipper of the armed yacht *Wanderer*, owned by Benjamin Boyd, whose fate in Guadalcanal in 1851 was told in May PIM.

John Webster (1811-1912) was a versatile man who led a roving life in early New South Wales and Victoria in the 1830's and settled in New Zealand in 1841 to engage in the timber export trade.

In 1850 he was sent off from Auckland, NZ, as supercargo on a ship owned by pioneer Auckland merchants, Brown and Campbell, with a cargo of timber for



Destruction of a native village in Guadalcanal after the death of Benjamin Boyd on October 15, 1851. The yacht *Wanderer* was at Guadalcanal from October 12 to 18, when Captain Webster reluctantly set sail for Sydney, having failed in several expeditions ashore to find any trace of Mr. Boyd.



Above: House of Images at Makira Bay, San Cristobal, Solomon Islands. *Wanderer* reached San Cristobal on September 6, 1851, and Benjamin Boyd spent a month in a leisurely examination of the coastline. A few years previously three French missionaries had been murdered on San Cristobal.

California. Having disposed of the cargo he won the friendship of Benjamin Boyd, owner of the survey yacht *Wanderer*, of 240 tons.

Boyd, a controversial figure in New South Wales in the 1840's, had taken a party of gold-seekers from Sydney to California.

As sailing master of the *Wanderer*, John Webster was Benjamin Boyd's chief assistant in

August: The yacht *Wanderer* with owner Benjamin Boyd on board approaching Nukunau, of the Gilbert Islands, on August 5, 1851. The yacht was greeted by 100 small sailing canoes.



a remarkable voyage of 1851 that began at San Francisco with high hopes, and ended disastrously with Boyd's murder by natives of Guadalcanal in October and the wreck of the yacht in November at Port Macquarie, on the coast of New South Wales.

Unwisely, in fact, recklessly, Mr. Boyd had gone ashore on Guadalcanal the morning of October 15 to shoot some game for dinner.

Rumours that Benjamin Boyd was still alive and was held prisoner by the natives of Guadalcanal were from time to time brought to Sydney by ships calling at the Solomon Islands in the 1850's.

However, the mystery of the disappearance of Benjamin Boyd was never solved.

Wanderer Bay, marked on large-scale maps of Guadalcanal, is the

solitary reminder of the last cruise of the yacht *Wanderer* and its adventurous owner.

Artist as well as master mariner, author and timber miller, John Webster carried his sketch book with him on the *Wanderer*.

Those reproduced here are three of eight water colour sketches that adorn the walls of the Hall of South Pacific Ethnology at Auckland Museum. They are a memorial to the last cruise of the *Wanderer* and to its artist-skipper. They give a vivid glimpse of life in the Cannibal Islands a century ago.

(Photos of the originals by J. E. Farrelly of Auckland.)

Memories Of Papua's Pioneers

THE REV. CHARLES W. ABEL, OF KWATO

By J. Nixonwestwood

MR. C. ABEL is deserving of a place of honour in the list of men who spent practically the whole of their adult life in assisting Papuans to become useful citizens. Whatever faults some other missionaries displayed with regard to their teaching and attitude to some of the white settlers, Mr. Abel, assisted by his "matter-of-fact" spouse, did more good for the natives in the Eastern Division than any other group—including the Administration.

The Rev. Charles Abel was from Auckland, NZ, and arrived in New Guinea in the early 1900's, or perhaps earlier. Being a very determined man, with a set purpose as well as being capable of carrying through any project he started, he was soon successfully established at Kwato. Here he began an industrialised branch of the LMS, introducing sawmilling machinery, and teaching the "boys" carpentry work, boat-building and certain phases of elementary engineering, such as was applied to combustion engines of that day and age.

On the "Sinabada" side, Mrs. Abel was equally proficient in teaching the girls how to become useful in homes, be they "Dim Dim" or native homes. Sewing, knitting, embroidery work, cooking and baking were all taught, but in both the boys' and girls' curriculum teaching and learning English formed an important part of each day.

The products of both branches were of such high standard that the disposal of same was merely a matter of handing over to the eager buyers, and as Whitten Bros. were the agents, their sales agency helped considerably.

After the trade section was

registered as a Limited Liability Co., all the profits except about 5 per cent. of the net, were used to further the efforts of the Mission. Papuan Industries Ltd., of Daru, followed a similar line, but although the Daru firm was under the guidance of Captain Walker, and managed by a D. C. Harman, it never reached the pinnacle achieved by Mr. Abel.

With their outlook on life generally, both Mr. and Mrs. Abel could take real bush boys and girls and in a few months have them well trained. They did not, as some missionaries felt necessary, make religion the beginning and end of everything. They adopted a line that religion can be better understood if the subject is able to at least know something of the "three R's", and their approach was almost exactly the same as that used in parochial schools (in those days), in New Zealand. Hence the 95 per cent. success which attended their efforts. Their attitude towards newcomers to Kwato had so much character in it that seldom did they find they had "adopted" a dud, and whilst they

were very strict disciplinarians nothing was overdone, and the commercial side of Kwato never clashed with the religious teachings. Work was stopped at noon each Saturday and the workshop closed until Monday.

Each Saturday, cricket was indulged in, and seldom did the Europeans on Samarai beat them. Tennis was also taught and these two games brought out the best in the scholars. Mr. and Mrs. Abel were entirely responsible for all that had been accomplished.

When the Europeans visited Kwato for cricket, the whole of the male population of the Island accompanied the team, and apart from seeing some excellent play, the social side was most enjoyable. The activities of the Abels was an example of what could be achieved and the players on their return. Samarai felt that a few more charitable missionaries like the Abels would help civilise the natives quicker than some of the methods then in vogue.

PIM CROSSQUIZ NO. 88

Solution on
Page 88.

ACROSS

1.—What is the next highest mountain to Everest?

7.—In the French Revolution who was responsible for sending vast numbers to the guillotine during the reign of terror?

9.—What did Heloise become after her romance with Peter Abelard was checked?

10.—Which American actor panicked his radio audience with his realistic description of the invasion of earth by the men from Mars?

13.—What is commonly called "black gold"?

14.—Where did a shocking train tragedy take place in Scotland in 1879?

16.—Which French impressionist artist painted "Dancer Fastening Her Sandal"?

17.—What is the term for the guard of workers who prevent non-strikers from entering a factory?

19.—To where did the horse Roland carry the good news?

20.—What profession was followed by Australia's Ned Kelly?

21.—Who wrote "Gentlemen Prefer Blondes"?

22.—What is the name applied to naturally heated springs?

DOWN

1.—What is the method of strangulation used as capital punishment in Spain?

2.—Who composed "Clair de Lune"?

3.—Which Norwegian dramatist shocked England with the realism of his work in the late 19th century?

4.—What is the term for a stage whisper for the benefit of the audience only?

5.—What would you call a person after he has been dubbed?

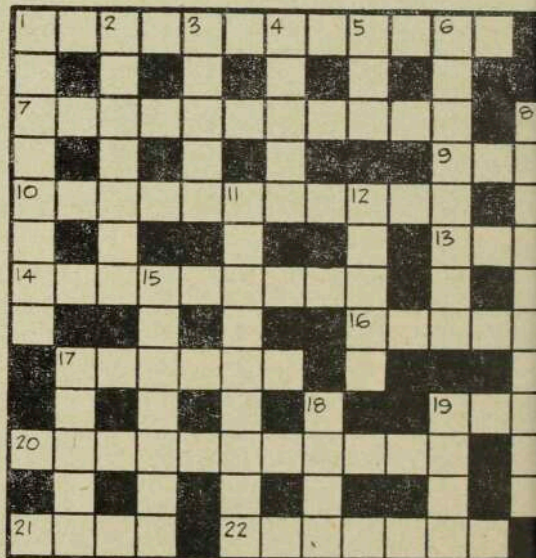
6.—What is the evening prayer service in an Anglican church called?

8.—What was the earliest form of English language?

11.—What are young herrings called?

12.—What city is the industrial centre of Yorkshire?

15.—According to Roman mythology, who



first made wine from the grape?

17.—What name was given to the first petrol pipeline laid across the English Channel in World War II?

18.—What fever comes in periodical attacks accompanied by shivering?

19.—Where is the Taj Mahal?

our World of Stamps.—XI

Caring for Unused Stamps :: Valuable Mistakes

CONDUCTED BY "KN"

CARE should be taken when handling mint or unused stamps.

Always see that your hands are free from grease or dirt, and when applying stamp hinges to the specimens see that the gum surrounding the adhesive hinge is not dampened. Otherwise, the value of the stamp will be considerably reduced. Mint stamps are at their best when the gum is in first class condition.

To get the best out of your stamps, keep your eye open for those unusual mistakes that can make a low-valued stamp become in due course quite a valuable one. Sometimes, despite the great care taken in preparation, stamps exhibit most interesting mistakes. These can occur in the actual designs, in inscriptions and in printing.

The rarest Australian stamp (West Australia—1854), for example, nowadays worth some £1,200, although it has only a face value of 1s, merely because the swan which forms its subject, is shown upside down!

Some New Stamps

After originally refusing to issue stamps, but apparently changing its mind, the postal administration in Monaco, recently issued stamps to honour the birth to Princess Grace and Prince Rainier of their daughter, Princess Caroline. Princess Grace (the former Grace Kelly, American film star) was featured, with the date of the birthday—January 23, 1957.

Mothers' Day is proving to be a popular theme for special stamps. Not long ago Portugal issued two stamps for the event, while the latest to bring out such productions were Egypt and Syria, two Middle East countries. Mothers with their children were portrayed. First entry to honour the Day was the USA, in 1934.

Henri Dunant, the Swiss banker and philanthropist, whose efforts resulted in the foundation of the International Red Cross organisation in 1864, has been honoured on stamps from East Germany. Distributed on May 8—World Red Cross Day—the date that celebrates Dunant's birthday in 1828.

He has been recognised previously on Swiss, Saar, Belgian and other German stamps.

In the Baining*

(A reader sent the following verses and asked, "Is this poetry? Is it suitable for publication?" To which we reply that, although its metre changes startlingly, in places, the composition contains enough poetic feeling to justify publication. We must forgive the poet his clamorous heartbreak and his—in places—somewhat wicked alliteration).

In the evening, in the Baining, where I brought my love, my bride,

In the Baining where I loved her, where our love was born—and died—

Where the lofty hills of Baining stand so staunch, and staid and still,

Stand as tombstones to the faithless, high upon the Baining hill.

With the sunset warmly lining golden clouds above the Baining,

And my sighing soul in sadness sinks, beyond the hills, repining; Whilst the rumble and the tumble of the shore-bound surf entwining,

Lacy foam on coral reef, my poignant dreams for e'er confining.

When the copra in the evening, has been bedded warm and white, Drier fires so brightly burning feather smoke into the night;

When the cocoa beans, all gathered, snugly sleep in sweet ferment, Then my heart turns to the Baining, breathing, praying "Please relent".

In the evening, in the Baining, while the mournful marlins mew,

And the cunning coal-black cot cot kais the Kru; Clarion call of King kolanga, whirling white-winged cockatoo, Try to drown my aching sorrow, and my memories of you.

But the glory of the sunset takes my heart and steals away.

Then the Baining moon is shining o'er the hills of yesterday. And the Kundus drum their answer in the compound on the Bay, Native pipes and flutes of bamboo whisper sadness as they play.

In the evening, in the Baining, when the workers' tasks are o'er,

And I find some peace, reclining, looking past the Baining shore; Where the silvery moon is shining, but my sorrowing soul is sore, For my heart, forever pining, ne'er shall feel her thrill once more.

—KENT WILLIAMS

* The Baining is a district at the eastern end of New Britain, near Rabaul.

W.H.O. presents— HEALTH NOTES

INSECTICIDE RESISTANCE

PROBLEM FOR RESEARCH

WE all know how DDT has done wonders in reducing the great insect-borne pestilences such as malaria, yellow fever, typhus, plague and many types of dysentery. Now, to our dismay, we are finding that, in one part or other of the world, DDT is no longer controlling the mosquitoes, lice, fleas and houseflies that transmit these diseases, and it is difficult to realise that it is because the insects themselves have changed, to become resistant to DDT.

It was in agriculture that the phenomenon of insecticide resistance was first observed. In 1913 it was proved that the San Jose scale, an insect pest of apple orchards, was no longer controlled by lime-sulphur in the state of Washington, USA, because the insect itself had changed to lose its former susceptibility. In Canada and Australia wheats resistant to the attacks of rust fungus have been bred but in the passage of a few years a new rust fungus has appeared that can attack the resistant wheat. The cattle tick and blue tick have become resistant to sodium arsenite dips in Australia, South America and South Africa.

Laboratory experiments have shown that if susceptible houseflies are exposed to DDT in each generation and bred from the survivors, the susceptibility steadily decreases until the flies become practically resistant.

New "wonder insecticides" were produced, such as BHC, chlordane and dieldrin, with encouraging results at first; but generally within the space of a single year the houseflies became resistant to them also.

So the insects are fighting back in their own way, as dictated by the inexorable laws of nature. Through what qualities have they become resistant where they were susceptible before?

One possibility is that they are just tougher generally, and can better withstand inimical conditions. Instances where flies or mosquitoes accumulate moderate resistance to insecticides in general, not just to the one being used, fall in this category, but generally resistance is much more specific than this, and there are many examples to-day of intense DDT-resistance without any increase in general toughness or decreased susceptibility to other insecticides.

(Over)

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PACIFIC ISLANDS MONTHLY—JULY, 1957

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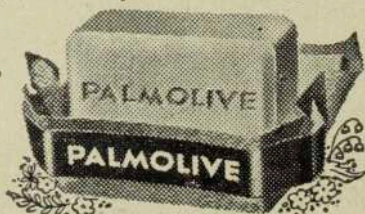
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garded as of the first magnitude.

If, of course, you like your crime of the shooting, sloshing and bashing variety, with rogue cop abounding, then *Murder at the Flamingo Club* is not for you. But if you like a sophisticated story, with good writing, and characters who may be eccentric but are still related to human, this is the dish—and you may put Matthew Head on your list and look for his future offering (He has also written *Cabinda Affair* which has not come our way.)

Perhaps not the least of the story's charm is that its background is Paris—Paris of the tourist or the emigre, if not the Parisien.

Then there was Audrey who may have been 35 but was probably 40 who exuded a delicious scent in discreet little whiffs . . . just enough to suggest you lean forward and smell more. And the outsize female missionary doctor from the Congo who embellished her costume with a plump gold watch pinned over one hillock; and her 94-lb friend Emil who brightened her costume with an unconvincing white cloth garment.

And Freddy, who was wealthy and spoke in italics and wanted to play angel to other young men; Nicol, the peasant turned night-club singer; Rene the Kept Man; and, of course, Marie Louise who "was an awfully pretty girl, but you were likely to miss it because she didn't act like one."

Some of the characters are, as the narrator Hoopy explains, wacky—but at that they are credible, and at all times entertaining.

This particular brand of Writing With a Light Touch, indulged in here by Matthew Head, is a genuinely peculiarly American. We have never seen any other national get off with it successfully.

(Published by Wm. Heinemann, Ltd. Australian price, 17/-.)

Something for the IGY

AS a gesture to the International Geophysical Year, which began on July 1, the publishers have brought out a second edition of Charles F. Laseron's *South with Mawson*, first printed in 1947.

It is fitting that this should be so as no less than 20 expeditions of many different nationalities will be at work in the Antarctic during the 18 months of the "Year".

The book itself describes Australia's first expedition to the area in 1911-1914, regarded as one of the most successful, in the collection of scientific data, to that date.

Laseron's part in the expedition was to collect specimens of bird and marine life of the area, and he was one of a large party of 18 who lived in the base camp at Adelie Land during the winter of 1911. In addition to the main camp, a small party had been left at Mawson

uarie Is., and another small party set up a camp west of Adelie Land. The party had left Tasmania at the end of 1911 and the larger part of it was back there by March, 1913. But due to a tragedy during a ledging expedition around December, 1912, the leader of the expedition, Dr. Douglas Mawson—afterwards knighted—and five companions had to remain a second winter at the base at Adelie Land and did not return to Australia until early 1914.

Over 40 years of scientific and technological advancement will assist the hundreds of scientists and specialists who will in the next 18 months make the most intensive study of the Antarctic of all time. But the 20 different expeditions to this region will still have to conquer Arch Enemy Climate—which has not changed at all since 1912.

The second edition of this book has many new illustrations—some from Frank Hurley who accompanied the expedition as photographer; and end papers show a map of the complete Antarctic area, with all the stations to be manned during the International Geophysical Year clearly marked.

The story itself is an entertaining account of men and their accomplishments under the most extreme of weather conditions.

(Published by Angus and Robertson. Australian price, 21/-).

Amongst the Grass, the Blips and the Xmas Trees

WHEN the Luftwaffe started its mass-bombing attacks on England in 1940, RAF night-fighters were exhorted to eat carrots. Carrots, it was popularly supposed, contained the vitamin that prevented night blindness.

But in spite of the carrots, RAF victories were few; and Luftwaffe damage great. Then came the

Black Box; The Thing; operated by the Goons, who did not know one end of an aircraft from another—"trod on all the wrong places; and picked up their parachutes by their handles."

Night-Fighter, currently the most sought-after war-book, is about the development of The Thing into radar-equipment for aircraft; and the evolution of the Goon into a radar-operator, or radar navigator, with full air-crew status.

The story is a personal account by

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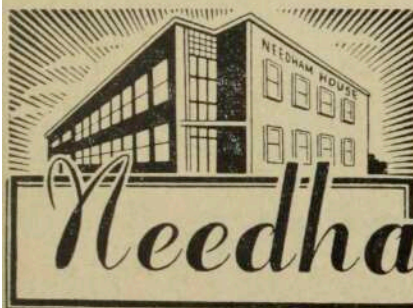
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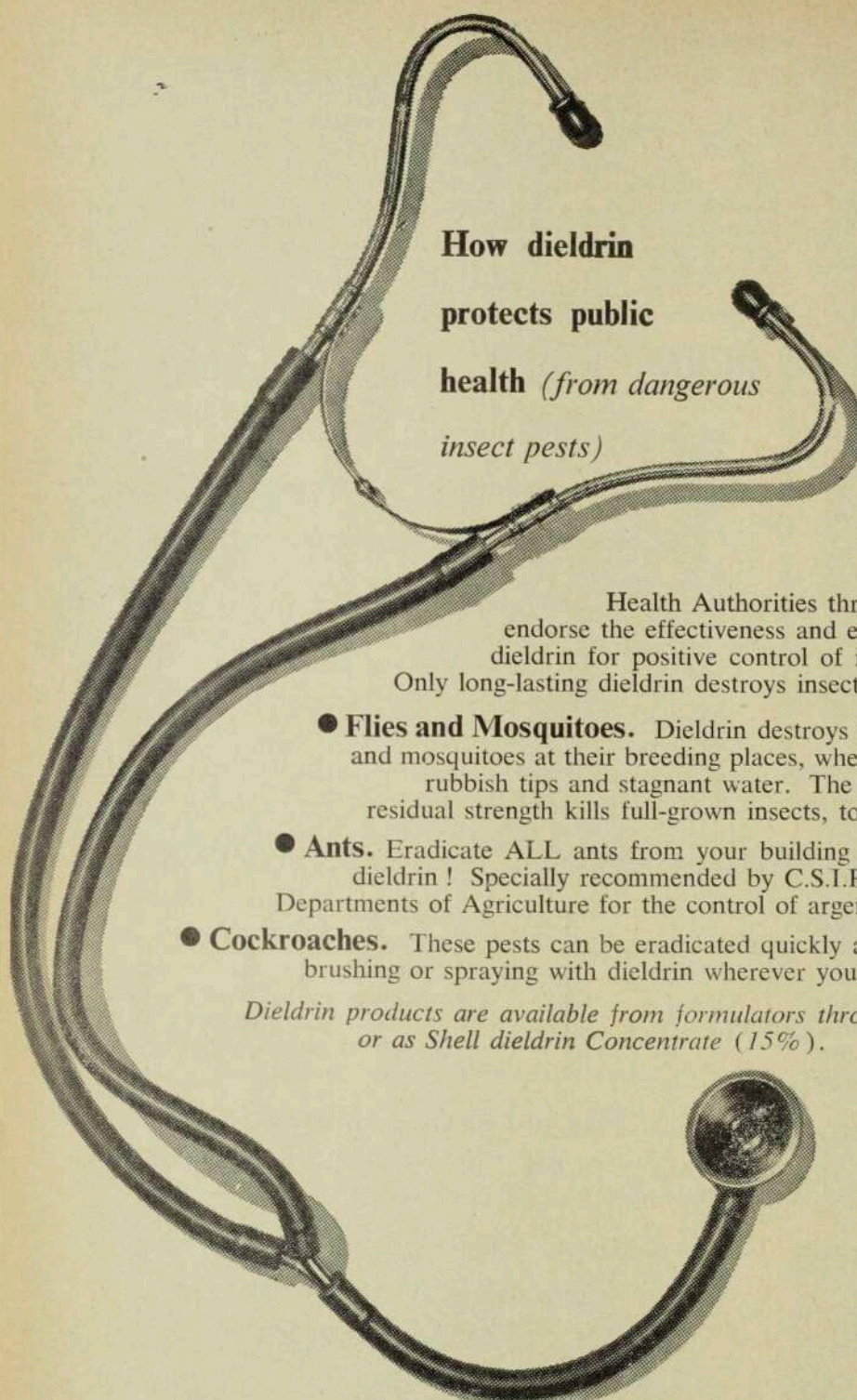
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SCI456/32

12 JULY, 1957 — PACIFIC ISLANDS MONTHLY

C. F. Rawnsley, assisted by Robert Wright, in private life a professional writer, but during the war also a radar-navigator with 604 Squadron.

The hero of the story is Group Captain John Cunningham, most famous wartime night-fighter pilot, who became even more famous after the war as Chief Test Pilot for de Havillands, responsible for testing and development work on the Comet.

Rawnsley's and Cunningham's association began in 1937 when they were crewed together in 604 Squadron in the peacetime Auxiliary Air Force—Cunningham as a pilot of 0, and Rawnsley as his 33-year-old air-gunner.

In 1939, 604 Squadron went onto wartime basis, and Cunningham and Rawnsley went with it. Their association lasted eight years, and together, when the bugs had been ironed out of The Thing, they accounted for 18 German aircraft.

The business of reducing radar equipment to the size that could be comfortably accommodated in an aircraft was one problem; but small in comparison the myriads of others attendant upon getting The Thing to work.

The first operators—the Goons, or the magicians as they were sarcastically called—were frequently round-radar operators who had volunteered for work in the air.

However, they found radar aloft a much more unpredictable maiden than her more earthly cousin and when The Thing went wrong—as it most consistently did—their only remedy was to kick it. It then either performed its normal functions, or it gave out with a great stink which was followed by billowing smoke if the set were not switched off immediately.

The early operators spent most of their time in an attitude of prayer before their respective black-boxes, twiddling dials and muttering incoherently while their pilots cursed them soundly from the front end of the plane.

To interfere with the good reception of the "blips", there were Christmas Trees, which filled up the entire end of the cathode-ray tubes and were the reflections from the earth; and "grass"—a choppy fringe down the sides of the traces which was described as "like the background noise of a wireless set."

Rawnsley tells how he, air-gunner turned radar navigator, made his first practice run with Cunningham—after several woeful failures elsewhere. He was nervous but to his relief a "fine bonny blip" edged out of the Christmas tree and went swinging down the traces. . . . "I took a deep breath and announced as confidently as possible: 'Contact at three thousand feet. Dead ahead and 200 feet up.'

"'Well, actually,' said John, 'it's a good 300 feet below us.'

"I looked at the tubes, but the picture had not altered. The instructor looked over my shoulder. 'It's that squint again, sir,' he said to John. He shrugged. 'You'll have to allow for it as you close in.'

"So the wretched thing was not

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only uncertain, coy and hard to understand; it could be a lying jade as well."

(Published by Collins. Australian price, 22/6.)

Smugglers—and All That

AS inveterate readers of jacket-flaps, we don't know how we got trapped by this one—*Forbidden Cargo* by Sydney and Muriel Box. After having read right through it, and privately deciding that it would make good fare for teenagers, we found that this was the clientele intended.

Husband-and-wife British play-writing team of Sydney and Muriel Box (*Seventh Veil*, etc.) are responsible between them for a British motion picture of the same name, and now, the book.

It is a story of the Customs and Excise Service, and a chase after drug smugglers from the South of England to the South of France. Two of the most amusing characters in the story are the bird-watching Lady Flavia Queensway and her schoolboy nephew, who have a habit of turning up in unexpected places.

(Published by Heinemann. Australian price, 13/3.)

Old Plot Re-Used

THERE is apparently some conspiracy abroad for established authors to experiment with old plots. Last year Cronin (*Crusader's Tomb*) tried out one—the scion

of good family, cut off without shilling because he insisted on being an artist and dying of TB in garret.

Now Daphne du Maurier has employed an even more ancient gimmick—the man (goodie) who be

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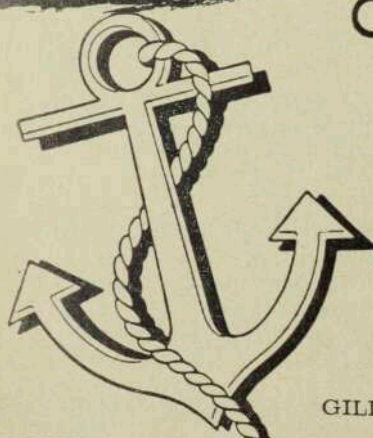
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comes entangled with his double (paddie). The novel is called *The Capegoat*—a prophetic title, as the story turns out. If you can swallow the premise that any one individual, not an identical twin, can be so like another, that even others and children cannot tell one from the other, then the rest of the story has suspense, drama and entertainment value—although I think the indefatigable Daphne could have made something better of the end.

An Englishman, nameless throughout the piece, is nearing the end of a holiday in France which he loves as much as his own country. He is a lecturer in history at, driven by a sense of despondency and failure, seeks a few days away from the world in a monastery near Le Mans. It is at this point that he is confronted by his double—the wicked Comte Gue. The Comte tricks him into taking over his identity, and as a result our fastidious Englishman finds himself ensconced in the bosom of the Comte's family and the bed of the Comte's wife, assuming the Comte's troubles and obligations—which are not few.

Comte Gue has said that he was by way of being a family man, and it proves to be a piece of unenriching understatement.

There is the dowager Comtesse, a vicious old matriarch who is, additionally, a drug addict. There is another Paul, who suffers under a sense of frustration as the younger son. Paul's wife, Renee, with whom the Comte varied his amorous adventures. The Comte's wife, a mercurious female given to misadventures but of some prospective wealth. The Comte's sister, Blanche, who lives the life of a nun and curses her hatred; the precocious child, Marie-Noel; and finally, the Comte's mistress, Bela.

In addition to this kettle of fish, there are the problems attendant on the broken-down establishment, and the family glass-works. In the short time he has, our Englishman makes some quite surprising changes, but whether du Maurier fans will approve of the way she works it all out, is another matter.

Published by Angus and Robertson, Sydney. Australian price, 18/9.)

in the Ileum

HERE are some who like medicated novels. Some who do not. Count us amongst the Do Nots. However, if you differ, *This Side Holman's Hill* (Frank Freedman) is a pan-to-pan description of a man with a terrible pain in what he calls his gut.

The action takes place in a Veterans' Hospital, somewhere in Canada, and the climax is the hero having an ileostomy—which means

that he is left permanently with his bowel protruding through the wall of the abdomen, said bowel being fitted with a neat rubber pouch, for the obvious reason.

These are some of the facts of life, we know. However, not everyone finds the subject hilarious entertainment.

(Published by Secker & Warburg, Ltd. Australian price, 15/6.)

Another Win for Perry

AFTER that, we can turn to Erle Stanley Gardner's latest opus with something like relief.

Perry Mason is right on the ball again in *The Case of the Fiery*

Fingers. With the assistance of that super-efficient secretary, Della Street, and Private Eye, Paul Drake, he goes through the gamut of those incredible things that can be done only in America. He races around in high-powered cars; flits about the country in high-powered airliners; orders up suites at luxury hotels; manipulates half a dozen telephones at once; disdains normal hours of sleeping or eating; and fires on 12 super-charged cylinders for 24 hours of each day. As in all his other Cases, he is always in imminent danger of being arrested himself—why, it is far from clear.

Finally, he goes into court, and in the face of overwhelming odds, spikes the guns of the District Attorney and the whole of the local police force. (Over)

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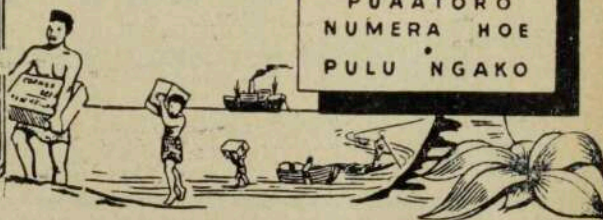
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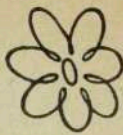
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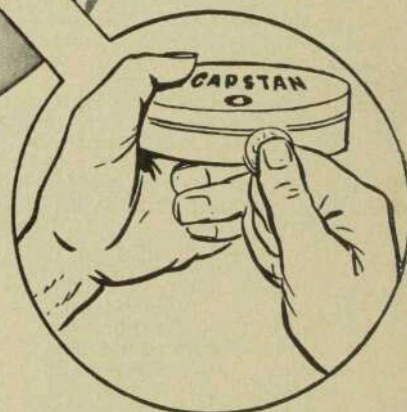


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Published by Wm. Heinemann. Australian
e, 13/3.)

Amongst the Rest . . .

ALL A NONSENSE (Mark Bence-
nes). An extraordinary apt title
a piece of fiction which hits on
keys and fails to produce any
ognisable tune. Designed ap-
parently to be sophisticated and
vocative, one suspects that the
hor let his characters get so out
hand that he has, in the end,
te literally to leave them skir-
ishing in the bushes at the bottom
the garden.

Published by Peter Davies. Australian
e, 17/-.)

IFE IS WORTH LIVING—
rth book in the series by Bishop
ton Sheen, presenting Cath-
ism with an American touch. As
h the previous three books, this
sists of the scripts of some of
inspirational talks the Bishop
vers over an American TV net-
k.

Published by Peter Davies. Australian
e, 18/9.)

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melite Nun, told by Mother
herine Thomas who has spent

25 years in that contemplative order
in America. She discusses the daily
routine of the women who enter
the cloistered life; as well as her
own experiences before and after
she left the world of a normal girl
for the discipline of mind and body
that is required of these dedicated
women.

(Published by Worlds Work. Australian
price, 22/6.)

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SAILING**: One of the "John and
Jennifer" series of children's books
by Gee Denes, published by Heine-
mann for Children's Book Week
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This is the 11th of the series—all
designed to teach youngsters some-
thing as well as to entertain them.
It is illustrated by colour and black
and white photographs of real
children learning to sail a boat.

The price of this book is only
8/3; unfortunately it is likely to in-
spire your offspring with the idea
of owning a sailing dinghy—and
that is going to cost quite a lot
more.

† An unusual type of "pay-back"
was made at Goroka, New Guinea,
recently. While playing, one
Chimbu boy cut another's finger
off. The father of the injured boy
quickly retaliated by cutting off the
finger of the other boy.

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carried off, en route to a well-
deserved holiday in Honolulu,
the matron in charge of the
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Gobray.

She completed her early training
as a nurse in New Zealand and on
returning to Tahiti at the out-
break of the Second World War
joined the Free French.

She saw active service in field
hospitals in Syria, Africa, Germany
and France and was the deserving
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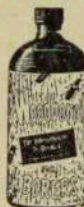
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Nine Years of Nonsense . . .

(Continued from page 79)

Americans like to regard these colonies as "possessions", free of the taint of colonialism. In fact, Puerto Rico was conquered from Spain (as the British captured Jamaica); the Virgin Islands were bought from Denmark; Alaska was bought from Russia; and Louisiana from the French. The Panama Canal Zone was acquired in the 20th century by methods "which would have been condemned if indulged in by a European Power at a much earlier period".

Hawaii became American in much the same way as Fiji became British; American Samoa came into American hands regardless of the wishes of its people, by an arrangement with Britain and Germany, who took other territories.

Burns does not criticise the USA for empire building, but he points out that "it is not enough to say that Alaska, the Canal Zone and other places were essential to American defence unless it is admitted that Gibraltar, Sierra Leone, the Falkland Islands and Singapore were no less necessary to a nation whose very existence depended on the command of the sea and possession of naval bases at strategic points."

He goes on to quote American writers who have pointed out that British naval supremacy during the nineteenth century also served to protect the USA.

Americans are proud of the fact

that they gave independence to the Philippines at the time promised although some have suggested that the process was hastened by the sugar industry. But the actions of the British in granting inde-



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dependence to India, Pakistan, Burma, Ceylon and Ghana are regarded in the USA as the reluctant surrender of a repentant imperial Power relieving the inhabitants from colonial oppression.

When Malayan or Mau Mau rebellions and Cyprus disorders are discussed by Americans, they mightily forget that their own country was faced with a revolt in the Philippines which lasted from 1899 to 1901, involved the use of more than 125,000 US troops, and resulted in widespread devastation, the use of concentration camps and the other repressive measures normally employed by military commanders in putting down insurrections.

But perhaps the greatest fallacies of American "anti-colonialism" are its regard to the American War of Independence itself. In terms of twentieth century connotations, the Revolutionary War was in no sense a struggle for release from colonial subjugation, but essentially a row between colonial Englishmen and their home government.

A modern parallel would be a declaration of war by the Kenya whites against the British Government—one major difference being, however, that the Kenya blacks have far greater rights and legal protection than the American Red Indians ever enjoyed.

The leaders of the colonists in the American colonies who revolted against British rule were for the most part Englishmen as capable as their cousins in the home country in governing themselves, and with the stubborn independence of the breed.

They were also large land-owners (you like, planters) and slave-owners to boot. At the time of the revolution, few, if any, of the revolutionaries considered that the Red Indians had any political rights, or inherent rights to the lands which the white colonists (in modern parlance, exploiters) coveted.

It has been suggested, in fact, by American writers such as John Miller and J. P. Kinney, that not the least of the causes of the Revolution was the attempt by the British Government to protect Indian lands against increasing white encroachment. "Had the modern view of 'colonialism' been accepted in the eighteenth century, the world would have thought it wrong that the destinies of the North American colonies should be left in the hands of the white minority. The interests of the Red Indians and Negroes would have had to be considered to ensure that the whites did not attain too great political power."

There is, in fact, little difference between the expansion of the United States across the continent of America and the British expansion overseas, except that fewer of the aboriginal inhabitants were killed in the present British colonies than perished in the American wars

against the Indians.

The slanted approach to American history in USA schools leaves many American children believing that the British colonies—and also Australia, New Zealand, Canada, etc.—pay taxes to Britain; that British colonial rule is invariably arrogant and oppressive, whilst "wisdom, justice and equity" invariably characterise the overseas dealings of the USA, which is in consequence loved and admired by all dependent peoples.

Such myths die hard. They will become increasingly awkward to sustain, however, as the most powerful nation of the West herself comes under increasingly heavy fire by coloured politicians seeking scapegoats.

There have already been a number of fusillades. During the visit of Vice President Nixon to Puerto Rico in February, 1955, he was handed an open letter in which 15 members of the Independence Party of the local legislature denounced "the hateful and obsolete colonial system existing" in the island.

In the Panama Zone, in 1952, according to the *New York Times*, there were bitter complaints that "racial discrimination continues to exist . . . in violation of all principles of human dignity and continental solidarity".

In the Philippines, where much is owed to the USA, it is considered that America "turned the islands into a supplier of raw materials to

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the American economy, and hindered industrial growth of the island economy". Many Filipinos have complained that the USA gave them political independence, but left them economically a colony.

More recently, the anti-American riots in Chiang Kai Shek's Formosa shocked and bewildered Americans. The simple fact, of course, is that racial antipathy is not a peculiarity of peoples of West European descent. Even in countries which have achieved independence it is still convenient to blame the former colonial power for existing shortcomings which could more correctly be attributed to natural conditions and inefficient administration.

Resentment of white domination in world affairs continues unabated, and in this regard, the following passage from "Foreign Affairs" of July, 1955, by a frank Indian writer, R. Masani, is of particular interest. Said Masani ironically: "It is understandable that, deprived now of British or Dutch rule on which to blame all our misfortunes, we should look outside our country for a whipping boy to take the place of our old masters. Memories of past political subjection combine with resentment at continuing claims to white supremacy to make the United States, the current symbol of white supremacy, the obvious target of our righteous anger."

They Will Work it Out

R. W. H. WATSON, Managing Director of Rarotonga's United Island Traders, returned unexpectedly to his office one Sunday afternoon in April and surprised two thieves in the store. Both were teen-age boys who were arrested. An older man who had been stationed outside the store as lookout was also arrested. The thieves used a key to gain entry to the store and the padlock was fastened again by the lookout to put passers-by off the scent. On April 18, Teupoka Tangataia and William Matakino were convicted and were sentenced to one month's imprisonment. They were then released from custody on the condition that they laboured on a public works job for the duration of their term.

GREAT SPREAD OF RHINO BEETLE IN FIJI

AGRICULTURAL officers in Fiji are satisfied that the present tedious methods of control of the rhinoceros beetle at least have the effect of confining the pest to areas where it was first discovered.

The latest report of the Coconut Crops and Diseases Board said that the western area of Viti Levu appeared to be entirely free of the

pest. Survey teams working in the Tavua area could find no trace of the beetle.

Travelling inspectors have reported that farmers in the Navua area have co-operated well and have shown a lively interest in the campaign.

INSURANCE CO. PAYS OUT

IN settlement of claims as a result of the fire which swept a city block in Papeete, on December 22 last, the insurance company involved, American International Underwriters, recently paid out 8½ million Pacific francs. This is equivalent to about £A60,700.

The Pacific Islands Society

(Founded 1937)

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

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

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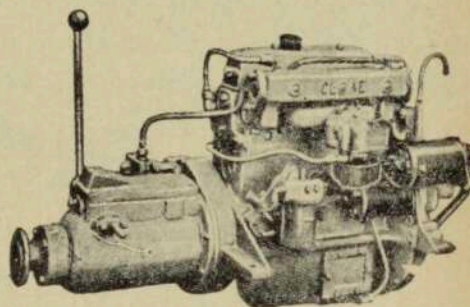
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P.I.M.7/57

News of Pacific Shipping

(Continued from Page 67)

by Mr. Bill Steffany, of Pago Pago, and used for trading around the group.

There are no slipways at Pago Pago although one is expected to be built before the end of this year. Most small ships, including the Japanese fishing vessels which operate for the Van Camp cannery, are pulled up on the beach for minor repairs.

FOR ARMCHAIR SAILORS (AND OTHERS)

Three offerings are in this month from publishers Rupert Hart-Davis Ltd., Numbers 33, 34 and 35 in the Mariners' Library series. All three are good reading for those with any kind of interest in a seafaring life.

No. 33, *The Southseaman*, by Weston Martyr is a reprint of a story that was first published in 1926, but like the sea itself, books about boats do not date, and this is written in an amusing and light-hearted fashion. It describes the adventures of two young men who quit their bank and stockbrokers' office respectively to build a 43-ft schooner in Canada, sail it to New York—and sell it at a profit. That is what they hoped, anyway, and although things did not turn out as

expected, following the history of *Southseaman* from drawing board to voyages in the Atlantic provides a lot of information as well as a lot of amusement.

No. 34, *Wylo Sails Again*, is the second book by Frank A. Wightman about his yacht. In the first, *The*

Wind Is Free, he tells how at end he has to sell *Wylo* in Trinidad and return home to South Africa. This second book describes how returned to the West Indies from SA and bought back the yacht and went sailing again.

No. 35, *Heaven, Hell and*

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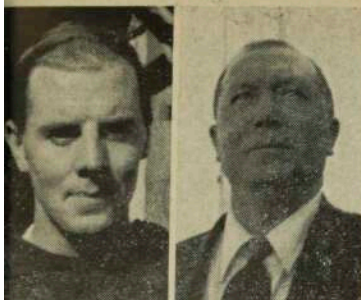
THROUGHOUT FIJI, SAMOA, TONGA, NEW HEBRIDES, NEW CALEDONIA, SOLOMON ISLANDS, SOCIETY ISLANDS, COOK ISLANDS, NIUE, PAPUA, NEW GUINEA, ETC.

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Sgt. Aksel Evensen (right), who was in command of "Salve Regina" on her delivery voyage (see also page 67). Another Paul (left), who will take charge of her when she is in the Solomons.

ter, by Bill and Phyllis Crowe, published in 1955 and is now published in Mariners Library. The young American couple appeared in the Pacific about 1948 on their 39-ft *Lang Syne* and eventually made a complete circumnavigation via East Indies, Ceylon, Zanzibar, Africa to the West Indies. Australian price of all three books 3/3 each.

METHODISTS AFLOAT

The Australian passenger liner *Atroon* left Sydney on June 19 carrying 350 Methodists for a three weeks round tour of mission stations in Fiji, Tonga and Western Samoa. The cruise was designed to show Methodists what happens to the money they donate for foreign missions. Similar cruises were organised by the Methodist Church on the old *oomba* before the war.

MODERN WHALECHASER FOR NORFOLK IS. CO.

The new 125-ft wooden whale-chaser *Norfolk Whaler* completed trials on the NSW North Coast in June and at the end of the month had departed for the Norfolk whaling station to begin season's operations. The craft, the first of its kind in Australia, was constructed by Ballina Slipway and Engineering Co., at Ballina, NSW. The cost in the vicinity of £10,000. She is equipped with the most modern instruments, including radar and echo depth-sounder and first-class accommodation and facilities for her crew of nine.

PERSONAL

Mr. Bjarne Halvorsen, Sydney builder well known in the Territory, will fly to Port Moresby on 23 to visit clients and prospective clients. Mr. Halvorsen's company builds (amongst other vessels) K-class copra scows that have been so popular in the Territory.

has been reported that Captain

Eric de Bishop, leader of the *Tahiti Nui* drift expedition that came to a disappointing end about 400 miles from its goal in May, was suffering from pneumonia at Valparaiso.

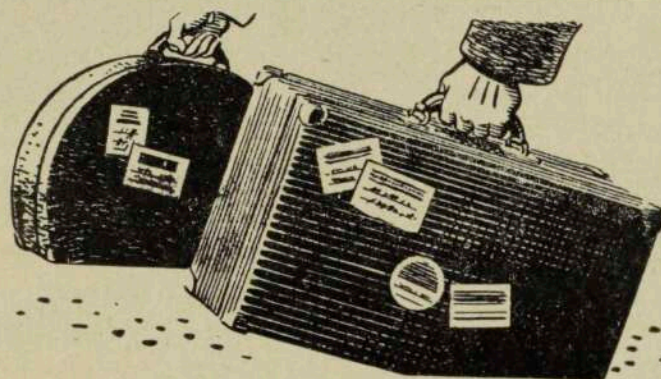
NEW HEBRIDES GETS NZ VETERAN FROM FIJI

The elderly 250-odd tons *Nikau*, purchased by Burns Philp (SS) Co. from the Northern Shipping Co., of

New Zealand, about a year ago for the Fiji trade, has now been transferred to Burns Philp (New Hebrides) Ltd., and arrived in Vila in June to go into service in that group.

She replaced *Moala*, which goes to Suva for overhaul.

Nikau was bought last year after *Vasu* was sunk on a voyage between Suva and Apia. In November of the same year, BP (SS) Co. bought



Going places?

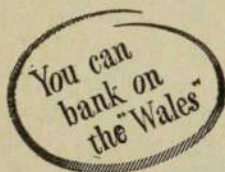
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atanui, also from the Northern Shipping Co., and probably *Nikau* now surplus to requirements in Fiji.

For her delivery voyage to Vila, Captain J. L. Lumsdale, normally master of BP's *Yanawai*, was in command. Captain A. Pickering, *Nikau*'s master, acted as Chief Officer for the voyage. The Fijian crew was replaced by local crew in Vila.

Nikau was built in Glasgow and launched in 1909 but is now diesel powered.

MOSE COSTLY AIR SEARCHERS

Concern at the high number of costly air searches which have had to be made for missing small craft, especially in the Fiji area, is expressed in the latest New Zealand Marine Department annual report.

The report notes that in some cases the vessels involved are not in distress, but because they have not been equipped with radio transmitters they have not been able to report and thus prevent the cost of search-and-rescue operation which has been set in motion when the vessel has become overdue.

The solution, of course, is to require all vessels on deep-water voyages to be equipped with hand-cranked automatic distress transmitters operating on the continuously monitored 500 kcs marine distress morse frequency.

The necessary equipment is available and standards for its capabilities have already been agreed upon by maritime nations.

A vessel using such a set can be speedily located by aircraft or ships using direction-finding equipment which is part of their normal navigational equipment—so what are we waiting for?

Someone will have to make the first move and we believe that it rests mainly with the marine insurance underwriters offering incentive rates for vessels carrying automatic distress transmitters, and secondly, by compulsion through the necessary local legislation.

The "SARAH"-type of midget very

high-frequency R/T distress equipment used in aircraft is not the equipment best suited to present Pacific Islands waters conditions. The 500 kcs equipment has greater range and the frequency better monitored. All big ships are equipped to receive on 500 kcs but few can monitor the "SARAH" VHF channel, and fewer still can take radio bearings on this frequency. The equipment needed for Islands small-craft is the Marconi Salvita-type and its English and American equivalents.

SCOTT NOT SOLD

Mr. J. B. Turner's scow, *Scott*, was offered for sale at public auction in Suva on June 15, but bidding failed.

TWIN CYLINDER 14 H.P. HEAVY DUTY KELLY & LEWIS MARINE DIESEL ENGINE

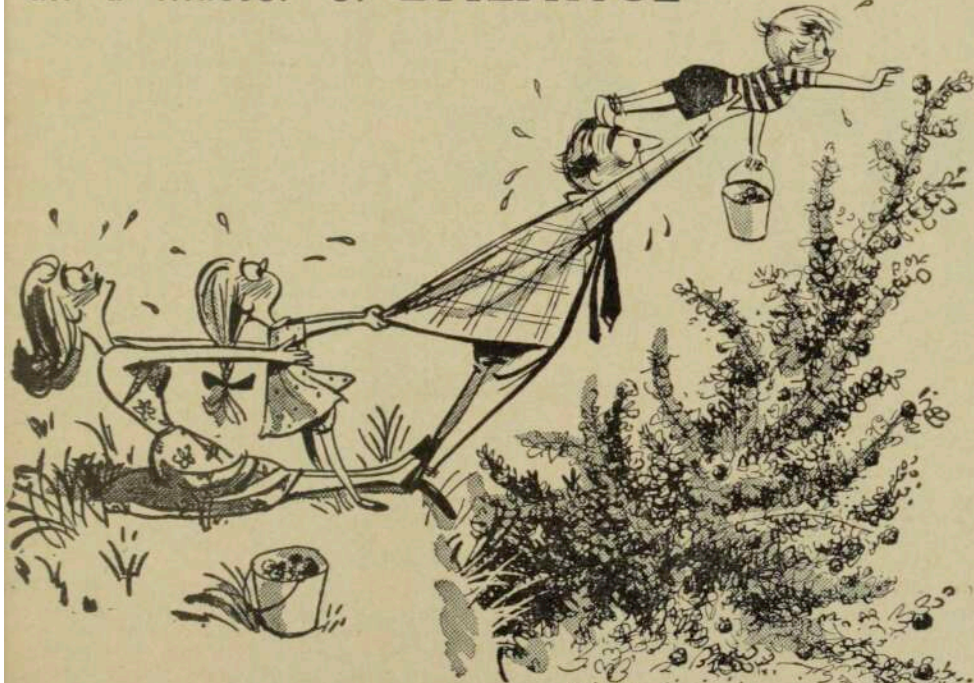
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to reach the reserve. Many F shipping people attended the sa which was conducted by A. McGowan and Company.

The *Scott* is now in the dry do for overhaul.

She is well-known as a tradi vessel in the Fiji Group.

She last appeared in the news December (Dec. *PIM*, p. 105) wh allegations were made that Japanese vessel had tried to for her onto a reef.

News of Cruising Yachts

• *SWEVENS II*, the yacht wh has been moored at Voco Point, L for nearly two months, awaiti auxiliary engine parts from Austr left there on June 20 for Cair where her owner, Mr. J. Lair Peach, expects to join her. I Laing-Peach, who has been cooli his heels in Lae all this time, s the "delay and miscarriage of ca between Australia and the Ter tory was the worst he had e known."

• *FITHEACH BAN*, luxury i ft schooner, arrived in Sydney Ju 21 after crossing the Tasman fr Picton, in the Marlborough Soun NZ.

Her owner, retired Royal Na captain, Captain A. F. Watchl has been sailing round the wo in *Fitheach Ban* for the last years, stopping where he pleased as long as he wished.

The Marlborough Sounds were pleasure for three years.

From Southampton he went the Mediterranean area, where spent three years. Then he set across the Atlantic for the W Indies, after which he pass through the Panama Canal for cruise through the Pacific. called in at the Marquesas, Tah American Samoa and Fiji bef arriving at Russell, in the Bay Islands, New Zealand.

This meandering voyage to four years. On his arrival at Pict he met an old friend, a retired coastal captain, Captain A. Baggett, who was later to beco one of his crew for the Tasir crossing. After three years in I Captain Watchlin had the urge sail again, so after engaging a cr set out for Australia, where he I many friends.

Apart from Captain Baggett other members of his crew w Commander W. Tidy (RN, retire and Mr. D. Maney, a Welling garage proprietor and a yacht enthusiast.

Soon after passing Cape Farew at the top of the South Isla *Fitheach Ban* ran into squa weather and hove to. She was h to for 6½ days, during which ti she drifted as far north as northern tip of NZ's North Isla

The actual journey across



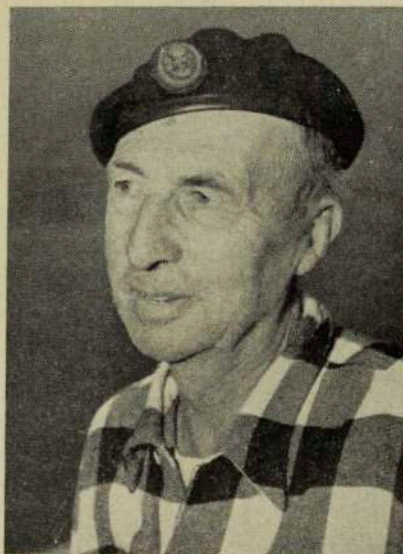
"Fitheach Ban" at Barraclough's moorings, Shcutters Bay, Sydney.

asman took 7½ days, remarkably good time.

Captain Watchlin's crew returned New Zealand a few days after arrival in Sydney. The Australian post may see a lot of *Fitheach Ban* and her wandering captain in the next few years, for Captain Watchlin has no immediate plans to move. He does plan, however, to tear

himself away from his schooner long enough for a visit to the out-back of New South Wales and Queensland.

Fitheach Ban was built in 1928 by White's, of Southampton. She is powered with two 80-hp Glenaggar motors. Her tonnages are: gross, 65; net, 52. She is equipped with an automatic pilot (George) which

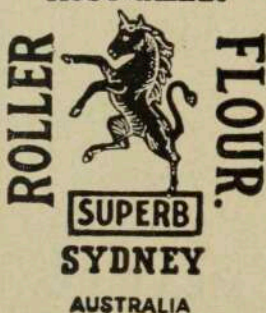


Captain A. F. Watchlin, of "Fitheach Ban".

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ayed its part admirably when the captain and crew wanted to rest. *Fitheach Ban* is Scottish-Gaelic for *White Lady*.

• **VIXEN**, of Miami, Florida, USA, gaff-rigged cutter of 34 ft, with a beam of 10 ft, left Papeete (Tahiti), June 4, to continue a world cruise. Owners: James and Jean Clark.

They arrived in Tahiti about one year ago, via the Galapagos and Marquesas Islands. The compass led among the latter Islands, and navigation thence to Tahiti was by wrist-watch compass.

They contemplate travelling to the Great Barrier Reef, Australia, via Samoa and Fiji, and will spend over a year there.

• **JOPEDA**, a gaff-rigged yawl, 34 ft by 11 ft, of Vancouver register, under the command of John Wilmsey, cleared Papeete on June 22 for New Zealand, via Rarotonga, Tonga, etc.

The other crew members are Peter Walmsley and David Field. They are part-owners.

Reported June 18, yawl wrecked near Rarotonga; crew safe.)

• **THE FLYING WALRUS**, a 37-ft ketch, built and registered in

Vancouver under the joint ownership of John and Diane Wells, made the port of Papeete on June 1.

They left Vancouver last October; were on the Pacific coast of USA until February; left Santiago on February 28; arrived at Nukuhiva, in the Marquesas, on April 2. At Takaroa, the radio broke down. A Mormon missionary was seriously ill, so they transported him to Rangiroa. Here they experienced a south-east gale; but conditions improved as they neared Tahiti.

John and Diane intend staying in Tahiti until late in July. They were in Tahiti in 1948 on the yacht *Escapee*. (PIM has had worried inquiries from friends about these sailors).

• **WHITE HART**, a 48-ft ketch, with a beam of 14 ft 7 in., Victoria registry (British Columbia) cleared Papeete on June 22. Owner-skipper Tony Reeves is widely known among the South Pacific Islands. Although soon returning home to British Columbia, via the Tuamotus, Marquesas and Hawaii, so that he may be in time to join in the salmon fishing, he contemplates returning—probably to Rarotonga, to settle down there.

• **NANI**, flying US flag, a ketch of 38 ft, under Owner-skipper Dr. Jack Randall, cleared Papeete on

June 22. Of the crew, Jeremy Hewett and Jean Marsh both joined *Nani* in Papeete.

Dr. Randall is an ichthyologist, associated with the University of Hawaii and has spent nearly 18 months in French Oceania, conducting researches in marine life, especially fish.

It was during his wanderings in Los Angeles that he chanced upon the hull of the *Nani*, purchased it, and built it into a compact and modern yacht. He probably will be soon returning home—an addition to the family is expected in early August.

• **MARCO POLO**, a ketch of only 28 ft, under New Zealand registry, owned and skippered by Tony Armit, who is accompanied by

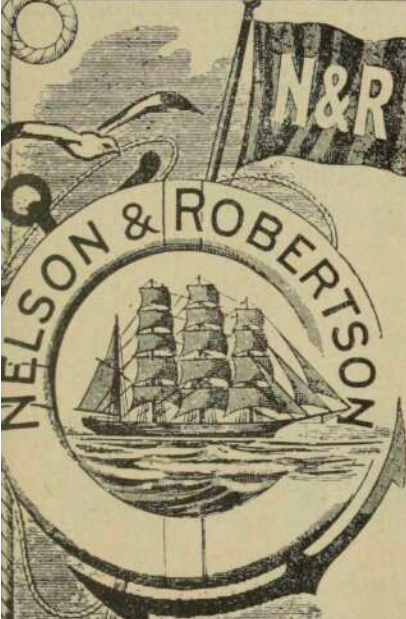
PACIFIC ISLANDS AIR PHOTOGRAPHS

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

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Tig Hoe, arrived in Papeete on June 17. After clearing the Panama and the Galapagos, they sailed for 32 days south-east to the Marquesas; remained there two weeks; then finally made Tahiti via the Tuamotus.

Tony Armit says they soon will set sail again—Tahiti is not primitive enough, any more!

• *ASTRID*, the 24-ft. New Zealand double-ender, was swinging at anchor in Nukualofa early June. Her skipper, Mr. Len Panther, and his only crew member, Miss Joan Foster King, sailed her from Mangonui, in New Zealand. This is Mr. Panther's first ocean trip. They had a spell of bad weather south-west of the Kermadecs, then were almost becalmed.

Miss King was admitted to hospital on arrival in Tonga, with an ulcer at the base of her spine, believed to have been caused by sitting on hard decking while on watch.

They will cruise through the Vavau Group, then cross for a look at Fiji before turning home to New Zealand.

• *MIRANDA*, 34 ft x 11½ ft gaff ketch, cleared Auckland for Papeete June 22. With owner-skipper John O'Donnell, of Australia, is Peter Nelson, who sailed in the yacht *Palmosa* from Suva to Queensland some years ago; Don Cameron, who reached Auckland recently in the

yacht *Solquest*, and who crewed in *Celebes* in the last Los Angeles-Papeete Race; and John Smith.

Mr. O'Donnell, who was formerly employed at Pago Pago hospital, has been fitting out *Miranda* in his spare time since last September, while employed as a radiographer at an Auckland hospital. A call at Raro-

tonga was likely if winds did not permit a direct passage to Papeete.

• *TZU HANG*, which called at Island ports last year, was reported in a Chilean port in April, having been dismantled in a storm when bound from Melbourne to Rio Janeiro via the Horn. The yacht made port with 4 ft of water be-

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According to a report received in Auckland.

• **RAIREVA**, 36-ft sloop, which cleared Auckland in 1955 under the name of *Renegade*, returned to that port June 23 under new ownership. She had changed hands at Port Moresby after cruising Western Pacific waters.

Her present company, D. Robinson, of Canada; K. Teppo, of Finland; M. Fromager, of the Channel Islands; and R. Duyne, of Holland, took over and cleared Moresby last November, bound Sydney, coastwise. *Raireva* is expected to clear Auckland for Papeete via Rapa late July. Mr. Teppo featured in a yachting disaster off Sydney Heads two years ago.

• **PAGAN**, motor fishing vessel which, under Australian ownership, was adrift for several weeks between Papeete and Auckland en route from England last year, has now joined the Auckland fishing fleet under the new name of *San Cristobal*, following extensive refit and alterations. The craft changed hands last January.

• **MAKORA**, 48-ft English yawl, with New Zealander H. E. Goodwin, daughters Anthea and Alison and Miss Stella Copsey aboard, entered Auckland June 25 from Papeete and Nukualofa.

At Papeete, Alison, who formerly cruised the Islands in *Arthur Rogers*, placed Mr. Jeremy Hewett, who parted for Hawaii and the US.

• **ZONDA III**, sold by owner Larry Chiswell, at Auckland, will probably remain in those waters. Chiswell, who has now purchased a 21-ft craft for local cruising. Mr. Chiswell and Mr. Palmer, *Diana*, have both been employed on an Auckland dinghy building firm.

• **SOLACE**, of England, cleared Palmerston Island for Nukualofa on June 3, west-bound for England via ports.

• **PETULA'S** drift across the tropical Atlantic several years ago on an ocean-sounding and meteorological expedition, will be recalled in Fiji because Mr. Claude Dickson, formerly of Nadi Met. Staff, is one of the three-man party. The full story has now been told in "Voyage of the Petula", by Frank Evans, recently published in England by the Robert Hale Co. The yawl was accompanied by a ketch built at Dakar, from where the voyage commenced.

• **DIANA**, after a lengthy spell in Auckland, resumed cruising early this year when Norman Young headed the yacht back towards Papeete, with a possible en route call at Rotonga. Also aboard: Ralph Hague, Dave Morgan, formerly of *County*, and Fred Unsted.

• **SEA CHANTY**, of Vancouver, is clearing there in July for an ocean cruise. Roy Kempel is owner of the 36-ft ketch.

• **TAHOE**, 36-ft schooner, owned by Reg. Blake, was clearing the same port for Australia via the Islands.

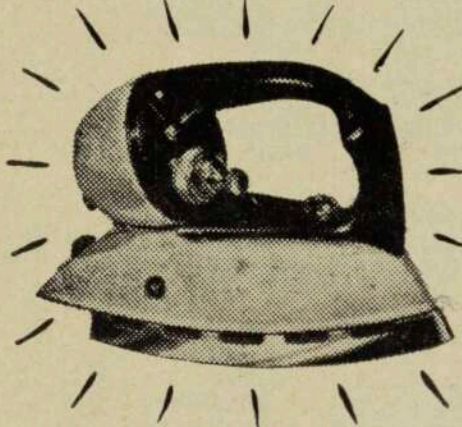
• **NOVIA**, in which Lee and Ann Gregg cruised Polynesia several years ago, is on the move south again after three years in Honolulu, and should have been at Papeete in time for the July celebrations. An en route call at the Line Islands was planned. The yacht suffered damage in Honolulu on March 9, when a seismic wave swept the moorings. From Papeete, *Novia* will head for Borabora, Samoa, Fiji and Queensland.

• **DANA RESCUER**, the 19-ft

2 in., all-metal auxiliary life-boat, which Danish skipper Walter Vestborg is navigating round the world on a demonstration voyage, was at Canal Zone in May. As earlier reported, Danish fishing skipper Claus Sorensen, 70, designed the craft as the ideal ship's lifeboat for 30 persons, totally protected from the weather, and with a 20-day motor cruising range. He hopes to interest the world's maritime authorities in the vessel's capabilities. The boat will head north for Los Angeles and cross the North Pacific via Hawaii, Wake and Guam to the Philippines, Singapore and Colombo, thence home via Suez.

• **HAVFRUEN III**, 60-year-old,

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"Not in your lifetime . . ."



"What did you say?"

"I said, 'not in your lifetime will you use the amount of electricity required to make one ton of aluminium.'"

"You amaze me—tell me more."

"Do you know that it takes four tons of bauxite to produce one ton of aluminium?"

"The mind boggles!"

"What's more, the bauxite often has to be shipped thousands of miles by sea to the smelters situated in remote parts of Canada."

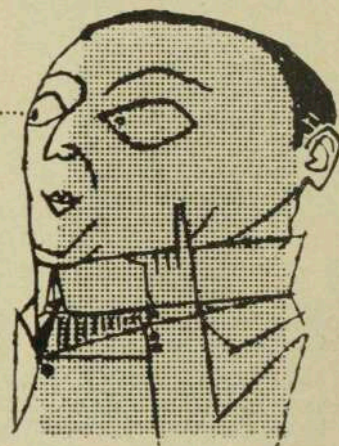
"I bet that requires some organisation."

"I should say it does—and one of the leading organisations in the world for the production of aluminium is the Aluminium Limited organisation."

"Who are they?"

"If you want to find that out—just direct your gaze to the paragraph below."

The Aluminium Limited Group of Companies is one of the major world suppliers of aluminium. Their far-sighted expansion programme has been a vital factor in overcoming the shortage of this important metal. The smelting plants of the Aluminum Company of Canada Ltd., principal fully owned subsidiary of Aluminium Limited, are sited near vast hydro-electric generators. To the huge plants at Arvida and in the Saguenay area and at Kitimat, ocean freighters bring cargoes of bauxite and other raw materials needed for aluminium production. From these centres the world is supplied with ingots of purity as high as 99.99%. The Aluminium Limited Group has gone a long way towards making the Aluminium Age a possibility. The organisation, comprising over 50 fully owned or affiliated companies in 28 countries, is mainly engaged in the production and fabrication of aluminium. The research and marketing enterprise and resources of these companies are at the service of the world's users of aluminium. Aluminium Union Limited is the international selling company of the Aluminium Limited organisation.



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Territory of Papua-New Guinea: BURNS PHILP (NEW
GUINEA) LIMITED, Port Moresby.



LONDON MONTREAL CALCUTTA SYDNEY BRUSSELS

1-ft gaff-ketch, owned by Terence and Anne Carr, of England, was in the West Indies in April and plans here for a July arrival at Papeete with the probability of a more westward Pacific penetration later. The Carrs have lived abroad for all their years of married life and are members of Royal Cruising Club, Ocean Cruising Club, and Mr. Carr is currently also Commodore of the Royal Air Force Yacht Club. The yacht is of the well known Colin Archer type.

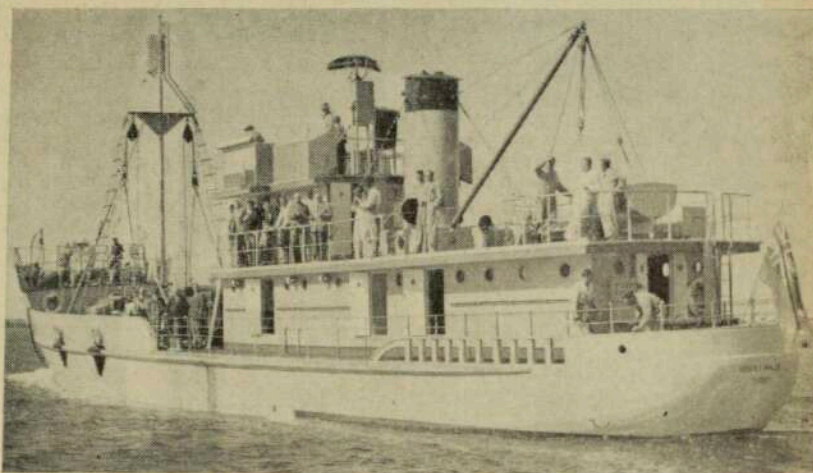
• **WIND SONG'S** former owners, from whom it will be recalled sold that yacht in Suva in 1952, now own the 40-ft double-ender *Ocean Bird* at Millings Bay, BC. Allen and Sharie Currell and 14-year-old son, Keray, are aboard—and dream of another Polynesian cruise.

• **WHITE SEAL** will soon start moving from Chicago down the Mississippi River to the sea on commencement of a Pacific cruise via Panama. Gerry Trobridge is owner and other details lacking.

• **GEMINI**, of Portland, Ore., in which radio ham Jack Wheeler and wife, Leah, cruised to Tahiti several years ago, should now be at Palmyra, Line Islands. Jack had been engaged by International Geophysical Year research authorities to tend scientific instruments

at that American atoll and was to clear Honolulu in May. Martin Vitousek is maintaining supply communications with Palmyra, Fanning and Jarvis with his 72-ft schooner

Fiesta for the same organisation. *Fiesta* is well known in French Oceania and Cook Island waters. The yacht ran cargo under charter in the latter group last year.



The Norfolk Island and Byron Bay Whaling Company's new 125-ft. whale chaser, "Norfolk Whaler", which went into service on June 9. She was built in seven months, from the hull up, by the Ballina Slipway and Engineering Co. (see page 103).

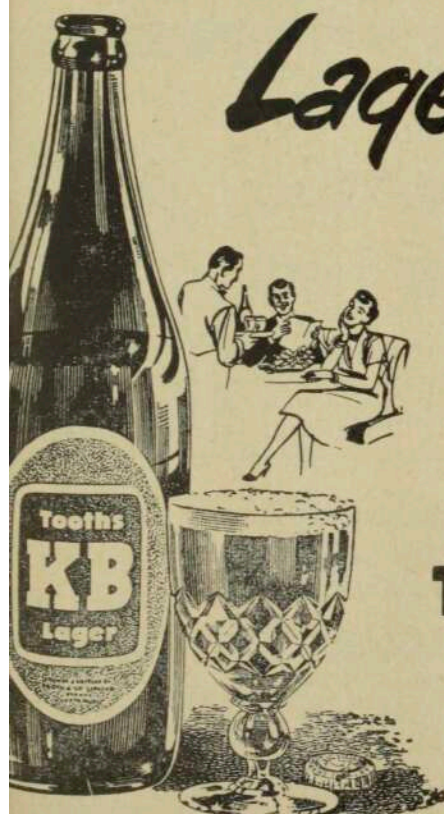
The chaser has a beam of 22 ft. 6 in. and a 9 ft. draft. She has a displacement of 232 tons, and a maximum speed of 12 knots.

She is powered with 2 GM 220 hp diesel

motors, and has English hydraulic steering gear and propellers.

"Norfolk Whaler" is built of hardwood and is copper-fastened. She has accommodation for a crew of nine.

The master is Captain H. Hannell and the gunner is Captain L. C. Mills. When "Norfolk Whaler" has filled her quota of 120 whales at Norfolk Island she will go to Byron Bay to take up the quota allocated there.



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EDUCATION FOR ISLANDERS

SPC Produces P-NG Picture Book

A SMALL book recently sent to us by the South Pacific Commission is called *Papua and New Guinea in Pictures*, and has evidently been produced for native children of that Territory to aid them in their social studies course.

It consists of about 44 very good full-page photographs, and a description of each which takes up the opposite page.

We presume that this book is to be issued to native children attending schools in the Territory; we suggest that it could be issued also to primary school children in Australia; or similar children in other Pacific Islands.

Judging by the number of telephone calls the PIM office has from harassed mothers who want "something that my child can put in her project book," many primary school teachers are carried away with the idea of interesting their pupils in the Territory; unfortunately, there does not seem to be sufficient of the cut-out and paste-up literature around to satisfy the appetite they arouse.

A book of this sort would spare the project makers—not to say their mothers, the travel agencies, and perhaps the PIM.

It might not be a bad idea to issue the book free to Federal Parliamentarians who take it in turns to make trips to the Terri-

tory in the winter recess but returning having learnt very little.

The book was written by E. P. Marriott, a missionary teacher at Popondetta, Papua, and published by Macmillan. To produce this book of publication, with this number of photographs, would cost far more

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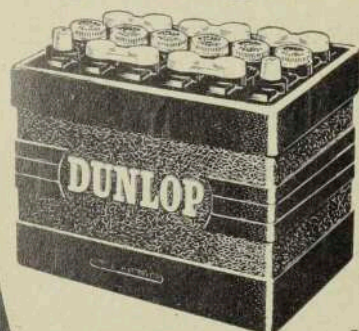
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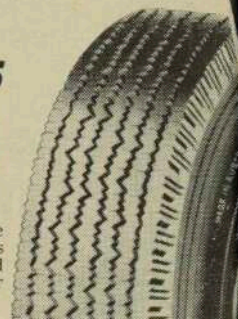
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ED. GOVT.

ONCESSIONS, ETC.

Widying-Up In

Norfolk Island

NORFOLK ISLAND, which has
had an Advisory Council, is now
to have a "full council"—pre-
sumably a Legislative Council
on the P-NG pattern.

This is the result of the petition
addressed to the Queen and signed
by 400 NI residents about 2½ years
ago. It did not reach Her Majesty
but the fact that there was a
petition has evidently caused the
Department of Territories to think
of years of furious effort—and to
bring forth this mouse.

Of the Norfolk Island "full council"
as Islanders as much self-
determination as the residents of
New Guinea get from theirs,
they will not be much better off.
The Bill providing for the new
council was before the Federal
House in the last stages of the recent
session.

In addition, an Act validating all
ordinances passed since 1915 also
went through at the same time. It
seems that since 1915, the Gov-
ernor-General has been delegating
power to the NI Administrator
fixing the commencement of
various Acts. This he was not
fully entitled to do.

NEW PLANE FOR

N. CAL. AERO CLUB

THE Aero Club of New Caledonia
received from France at the
end of May, a Stampe training
plane. This follows the recom-
mendation of Admiral Ruyssen, of
the French Navy, who recently
visited Noumea and was impressed
by the work being carried out by
the Club.

The Stampe is a biplane used for
advanced training of pilots.

Following the fatal accident in
the training plane, which dived
down a hill in a Noumea suburb
(M. April, p. 20), the Club has
asked members to fly Club
planes over Noumea.

SAMOAN BUDGET CUTS

GOVERNOR P. T. Coleman, of
American Samoa, has
announced that a \$17,000 cut
is to be made in the current
year's budget by Washington; and
it was planned to cut \$52,000
from the budget becoming effective
July 1, 1957.

The Governor has directed all
departments to apply stringent
economy measures to make certain
their respective activities remain
within prescribed allowances.

BOOKS FOR ALL IN FIJI

LIBRARY services in Fiji to
people outside Suva have been
extended recently through the
British Council's Book Box scheme,
and the Commissioner for the Gov-
ernment of India is shortly to start
a similar scheme.

The British Council scheme is
now operating in at least 14 centres
outside the capital. The boxes are

sent from Suva at regular intervals
and boxes containing books which
have already been circulated at a
particular centre are returned for
issue elsewhere.

The books are available to all who
care to avail themselves of the ser-
vice, and circulation is supervised
by a voluntary librarian.

The scheme is designed to bring
books to communities which would
otherwise be denied them.

† Mr. W. G. Johnson, chairman and
managing director of W. R.
Carpenter and Co. (Fiji) Ltd. was
in Sydney early this month on a
business trip.



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Red!*

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THE DIFFERENCE
IN FLAVOUR**

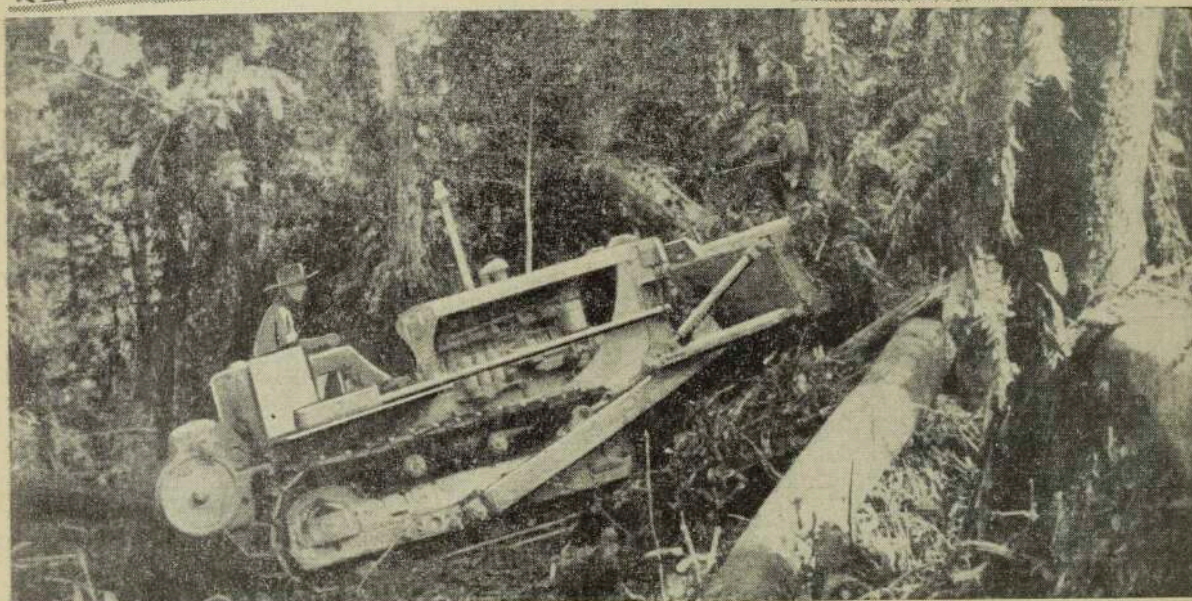
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Tomato Sauce on your table for
breakfast, lunch and dinner. Whether
the meal is hot or cold, you can be
sure you'll enjoy it much more with
the added flavour of Rich! Red!
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Sauce with the fresh, ripe tomato
flavour, vacuum sealed for extra
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Only when the lush but useless jungle is cleared can the rich soil of New Guinea and the Pacific Islands be used to produce money crops of cocoa and coconuts.

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

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

Not all clearing jobs justify a D8, but from the D2 with 43 h.p. to the D9 with 320 h.p. you can be sure there is a Cat-built Tractor to meet your clearing needs cheaper than any other method.



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by a trained staff devoting their
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Papua-New Guinea Diary

(Continued from Page 51)

out the Territory, where they might have to fly if war came. In a month, for the last three months, a RAAF aircraft has visited the Territory from Canberra, where they do a navigation and survey course. The plane leaves Canberra Wednesday night, and the week's takes in Townsville, Port Moresby, Lae, the Highlands, Manus, and back to Canberra.

IN GAZELLE PENINSULA?

Well known geologist, Mr. G. A. V. Stanley, who has been visiting Rabaul recently, said that it was reasonable, on surface evidence, to believe that oil could exist in the Gazelle Peninsula.

Mr. Stanley said that although oil tests were now centred in the area, the possibility that oil exists in the Gazelle Peninsula could not be overlooked.

Mr. Stanley was speaking at a meeting of the Methodist Men's Society at Rabaul.

LONGEST AWNINGS IN THE COMMONWEALTH

In spite of harsh words about Territory contractors by the Administration Director of Works, Mr. Glen, severe criticism of the Administration by the contractors (see page 10) some very fine buildings are being erected in the Territory.

One of the most modern buildings in the Territory, Mr. N. Maloney's motor showrooms and block, costing £43,000, was opened in June by the Administrator, Mr. D. M. Cleland, at Port Moresby.

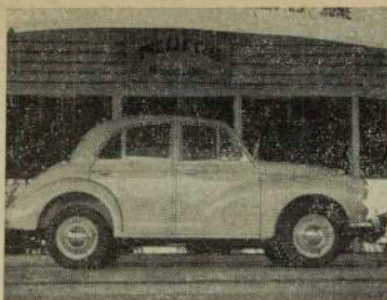
The new building, built by John Maloney & Sons, comprises showrooms and 11 offices with the longest aluminium awning in the Commonwealth, sun resistant glass and a combined ceiling and

Maloney has suggested that the Administration remove an old building, now being used by the Post Office, and repaint the Post Office. Then, he said, Cuthbertson would become the most attractive shopping centre in the Territory.

THIS IS WHAT WAS SAID

In May, the Administration Director of Works, Mr. Glen, claimed that Territory contractors had been robbing the Administration by overpricing. He said that as far as was concerned he would "get Territory contractors as they were robbing the Administration."

Mr. Glen was speaking in Port Moresby on June 18, the Director of Hornibrooks, Mr. Kenzie Clark, Sydney, and Man-



The Morris Minor car worth £820 which was raffled (1,000 tickets at £1 each) by the Parents and Citizens' Association, Lae. It was won by Mr. Fred Stevens of the New Guinea Company, who has been having a run of luck. A few weeks earlier he had had a southern lottery win.

aging Director of Hornibrooks Constructions in the Territory, Mr. G. Noe, said that the Administration would be well advised to set up a committee of private and government experts to examine plans and specifications for large government contracts before tenders were called for the work. Examination of plans and specifications by a panel of trained men before they were let out for tender would do away with many of the unnecessary delays and the inevitable arguments which followed later.

Mr. Noe said that recently he had examined plans and specifications

for a Government job, part of which he could not understand. He made enquiries from the people who drew up the plans and found that they didn't understand them either.

"They had merely taken some specification details from another plan in Australia and included them in the belief that they had to be right," Mr. Noe said. (Over)

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The Safe Way to Safety



Do you wish to serve delicious appetising dishes this summer —dishes that will get you praise from your admiring family? Then follow this sure way to success. With all cold meats, salads, fish dishes, etc., serve Aunt Mary's Tomato Sauce. Aunt Mary's Tomato Sauce is made from only the finest

sun-ripened juicy tomatoes, carefully and hygienically prepared to retain that piquant, mouth-watering flavour, even in the hottest climates.

For that special dish this summer, try this recipe for Oyster Cocktail.

OYSTER COCKTAIL

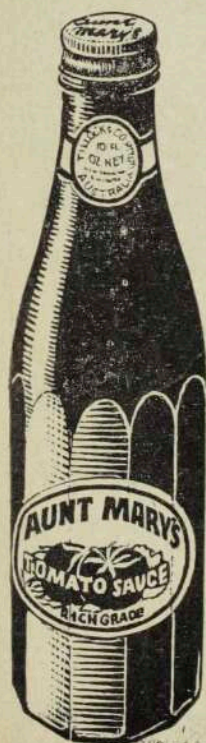
- 1 Part Aunt Mary's Tomato Sauce.
- 1 Part Milk.
- 1 Part Worcestershire Sauce.
- 1 Dash Anchovy Sauce.
- Pinch of Salt.

Place Tomato, Worcestershire and Anchovy Sauces in a dish with pinch of salt and mix well, then add milk and shake well—chill.

This recipe can also be used for Lobster or Crab Cocktail.

TASTY — TANTALISING

Aunt Mary's
TOMATO SAUCE



ADMINISTRATION TAKES OVER ELECTRICITY UNDERTAKINGS

Heads have already rolled with the transfer of electrical undertakings from the Commonwealth Department of Works to Administration on July 1.

When announcing the change over, on June 18, Mr. Hasluck said that "associated with the establishment of the Electrical Undertakings Branch is the determination of conditions of service for staff to be transferred from the Commonwealth to the Administration, as this matter is under examination. However, he didn't mention any sackings; although this has occurred

WELL-KNOWN IDENTITY RETIRES

A living monument to a man of kindness and consideration, the sick will remain in Port Moresby after Mr. Max Roth, Department of Public Works section supervisor, has gone. He left the Territory in June for retirement in Queensland.

Mr. Roth started Hospital Ameliorities Committee in 1947. It arranged for local clubs to take turns visiting the European Hospital every Sunday morning and to take along newspapers, sweets and smoke for the inmates.

Mr. Roth first went to the Territory in 1939 with the Department of External Territories. After the outbreak of war he became ill and was evacuated on the last day of the ill-fated *Macdhui*.

BAD WEATHER DELAYS AIR CRAFT AND MR. HASLUCK

Mostly due to bad weather conditions in Papua-New Guinea, Qantas had a period of minor troubles during June.

On June 14, the scheduled Skymaster from South was delayed at Cairns. The Minister for Territories, Mr. Paul Hasluck, was on board, but a charter DC3 from Townsville picked him up and arrived in Port Moresby only 10 hours late.

After circling Lae airstrip some hours on June 16, that day Skymaster returned to Port Moresby. Mr. Hasluck was on board this time too, but was brought across to Port Moresby by DC3 the following morning. Late, however, to open the Goro Show, for which he was scheduled on June 16.

As a result of widespread weather over the Queen's birthday week-end, several services were delayed. The 24-hour delay on Honiara, BSIP service caused southbound DC4, on June 19, to be delayed 24 hours.

Bad weather held up the scheduled Catalina from Rabaul to Port Moresby, on June 13, and this plane did not leave until June 15. The Catalina



"Ivira"—in real life, Norma Collis—in the play "Blithe Spirit" which was produced by the Lae Musical and Dramatic Society in May, and at Bulolo in June.

ed at Kandrian but could not
e off again. The stranded
engers, including a six-weeks-
baby, were accommodated in the
ll community and two food drops
e made from Lae. Engineers
Lae by boat with a replacement
ne, and after working on a plat-
a of native canoes lashed to-
er, installed the engine and the
alina took off at 9.30 a.m., on June
for Port Moresby.

MISSING IN NEW IRELAND AREA

hen an SOS went out for a 40-ft
ch adrift in the Ysabel Channel
een Emirau Island and New
ver for some days with two
ves on board. A DC3 took off
Lae at first light on June 20
in the search. After search-
without result she landed at
us Island for refuelling, stayed
night and set out again on
morning of June 21.

ortly afterwards the crew of
DC3 saw the missing launch be-
towed by another ship, and re-
ed to Lae to set off on a
duled flight to Rabaul.

PROJECTOR FOR GEMO ISLAND

out the time that Territorians
digging in their pockets for the
garian Relief Fund, the inmates
Gemo Island Isolation Hospital,
Moresby, made a contribution
h brought praise from everyone.
Public Service Association was
moved that they talked about
ng money and supplying the

hospital with a movie projector.
However, nothing has been done.

Now the Apex Club of Port
Moresby is making a move towards
obtaining the projector, and is
sponsoring a public appeal for £300.
There are 270 patients at Gemo.

ASTRAY IN A COLD, COLD WORLD

The newly formed Life Saving
Club at Port Moresby was presented
with a reel by the Bank of NSW
in June and was eagerly awaiting
its arrival for the first Surf
Carnival. However, it did not arrive
and the club was later advised that
the reel had been loaded by mistake
on to a plane to America.

The reel, painted in the Club's
colours, cost £75.

EDUCATION FOR ASIANS

During his visit to the Territory
in June, the Minister for Terri-
tories, Mr. Paul Hasluck, com-
mented on higher education of Asian
students from the Territory.

Asian students, like all other
students from Papua-New Guinea,
are eligible for Commonwealth
scholarships for tertiary education
on the same terms as Australian
students.

Mr. Hasluck said that two Asian
students from Rabaul, Mr. Stephen
Cheong and Miss Ellen Tsa, had
completed teacher training courses

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- skill that has made Peck's food famous
- . . . just the thing to make an ordinary
- salad an extraordinary success. Try
- Peck's Corned Meat and Cereal, soon.

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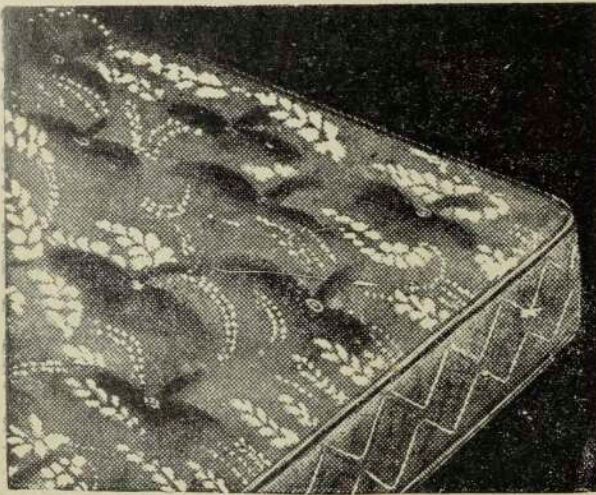
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120

JULY, 1957—PACIFIC ISLANDS MONTH



Mr. Leo Byrne was married to Miss Winsome Murphy at the Roman Catholic Church, Port Moresby, on June 17. Mr. Byrne is a Public Servant.

Photo: Papuan Prints.

education in Australia is not regarded as being necessarily the sole and final answer to the problem of higher education. As soon as possible, the Territory education system must develop its own high schools, technical schools,

and other training institutions. At present, however, the most urgent need is to extend and improve primary education, which was the foundation on which all further progress rested.

YOU NAME IT—THEY'LL THINK ABOUT IT!

It was announced in Port Moresby in late June that the Minister had given approval to the inauguration of a staff's "suggestions scheme" within the Public Service.

The Minister said, "Following the receipt of a recommendation from the Public Service Commissioner,

the aid of Government scholarships. Mr. Hasluck also referred to Mr. Paul Mow, of Rabaul, who graduated as a Bachelor of Economics from the University of Sydney in 1956, and who was subsequently awarded a special post-graduate scholarship by the United States Government.

For family reasons, Mr. Mow was asked to interrupt his studies in New York, but the Administrator is now considering means of sending Mr. Mow to spend some time in Australia so he could complete the requirements for a higher degree.

NATIVE STUDENTS IN AUSTRALIA

Mr. Hasluck also commented on the scheme for educating selected native students at Australian secondary schools, and on the widespread public interest which the scheme has evoked ever since its inception.

(That's what you might call grand statement, Mr. Hasluck!)

Under the scheme, 75 native students are being educated at Government expense at secondary schools in Australia. One scholarholder, Dalai Maniana, of the Mission, has already gained Victorian Leaving Certificate and gone on to nursing training at Epworth Hospital, in Melbourne. Although the students may be faced with problems of re-adjustment on their return to the Territory, the Administration is making every effort to overcome this problem. Guided guidance is being arranged for the students, and they are kept in contact with Territory development, and particularly with the educational opportunities which will be available when they return. The Administrator has been asked to enter into the question of providing special training for the students to complete their secondary education so they will be ready to take up jobs according to their ability."

Hasluck said that secondary

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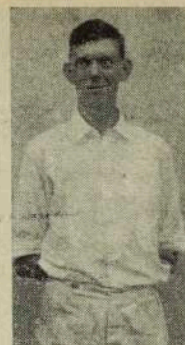
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Mr. K. G. McCracken of the University of Tasmania, who was in Lae, New Guinea, June, installing equipment for the continuous recording of cosmic rays for the IGY (P. June, page 117).

I have approved recently the inauguration of a staff suggestion scheme within the Public Service. The scheme is proposed to be given wide publicity among departments, and suggestions will be invited from all officers. Suggestions will be examined closely by a committee comprising representatives of the Public Service Commissioner, the Department of the Treasury, and the Department in which the office making the suggestion is located. The Public Service Association will be invited to nominate a fourth member of the committee.

"On completion of examination of a suggestion by the committee it will report to the Public Service Commissioner on the merits and practicability of the suggestion, and monetary awards will be made having regard to the value of a suggestion to the Service."

PLAQUE TO SZARKA AND HARRIS

During his recent tour of the Territory, the Minister for Territories unveiled a plaque to memory of L. Szarka and G. Harris at Telefomin. (Szarka and Harris were patrol officers who were massacred by natives during an uprising in the Telefomin area in November, 1953.)

LAND PLANES NEARER FOR DARU

Airfield construction teams are working on the Daru (West Papua) airfield, expect to have the field ready for operation about August.

The airfield will enable land-based planes to replace the old Catalina now on the service.

ASIAN FLU INEVITABLE

The Acting Director of Health, Dr. R. Scragg, said in Port Moresby on July 1 that there is nothing more sure than that Asian flu would come to the Territory but there was no point in worrying about it.

"In fact, flu is here now, it is always, but it is not until we receive reports of mass infection that we know there's an epidemic on. Scattered incidents of it, at present, are not very worrying," he said.

"However, to give the natives who have no immunity some protection

have closed outlying islands to
tours.
That means that no one will
be allowed into the Mortlocks, the
Mans, the Feads or the Western
Islands off Manus.

Only those people who have been
vaccinated with the new vaccine
will be permitted to enter the
islands and we can inoculate the
others", Dr. Scragg said.

NORSEMAN DOWN NEAR LAKE KOPIAGO

Some fears were held for the
crew of the Norseman aircraft
which crash-landed in a swamp
about two miles east of Lake
Kopiago on June 29, in an un-
controlled area. An Administration
spokesman said in Port Moresby
at the time that "the natives have
only one patrol through there
every day, and they are notorious
robbers".

However, the rescued men said
the natives could not do enough
to harm them and were the best they
had ever seen, pitching camp and
leaving them over the long walk
to Lake Kopiago.

The aircraft, piloted by Captain
Tschuchnigg, and with three
passengers aboard, was dropping
supplies in the Duna area when the
engine of the Norseman gave

out from an altitude of 500 feet the
plane landed in a pit-pit swamp,
about 30 yards and then
rolled over on its back.

David McLoughlin, a senior
officer with the Administration
Islands Department, was in the rear
of the aircraft with Cadet Patrol
Officer R. Hill, when the plane hit
the ground and they were thrown about the
cabin. McLoughlin and Hill were
taken to Port Moresby European
Hospital when they returned by
a Beaver aircraft on July 2
and treated for injuries.

Captain Tschuchnigg and Mr. J.
Gadden, Mendi education officer,
were both in the pilot's cabin,
and uninjured.

Assistant District Officer J.
Fair played a prominent part in
the rescue. He made a 12-hours
trip to cover the 36 miles of razor-
sharp ridges between his station and where
the plane had crashed.

THIS SHOULD MAKE MR. HASLUCK HAPPY

Administration spokesman
announced in Port Moresby on
July 2 that enrolments for the
coming Legislative Council
elections in August had been a
success throughout the Territory.
The people had enrolled compared
with 71 people at the last elections.
Enrolment rolls closed on July 1.

E. K. Laws, formerly Com-
missioner of Police in Fiji, has been
appointed as a Deacon in Salisbury
Cathedral, England. He will serve
the parish of Shaftesbury, in
Dorset.

P-NG Rugby

League

New Guinea Reps. Win First Round

THE Rugby League season in
Papua-New Guinea reached a
high-point at Bulolo over the
Queen's Birthday week-end, when
the season's first inter-Territory
games were staged.

Each season Papua and New
Guinea meet in four games. Repre-
sentative and Reserve thirteens
from the two territories clash
twice—two of the games being
played at Port Moresby and the

other two in one of the New Guinea
centres.

The Papua teams are chosen from
the five clubs participating in the
PRFL competition at Port Moresby,
and the New Guinea sides are
selected from widely spread centres
—Lae, Goroka, Madang, Rabaul and
Bulolo.

At Bulolo on June 15, the Reserve
Papua and New Guinea teams drew
31-all. On Sunday, June 16, the
New Guinea representative com-
bination was much too good for
Papua, winning 15-6, after leading
7-6 at half time.

Although New Guinea was
superior in practically every depart-
ment in the representative game,
the team was possibly not the
strongest that could have been

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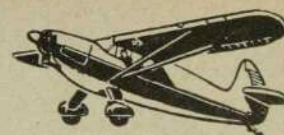
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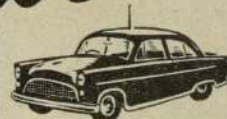
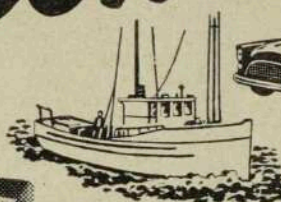
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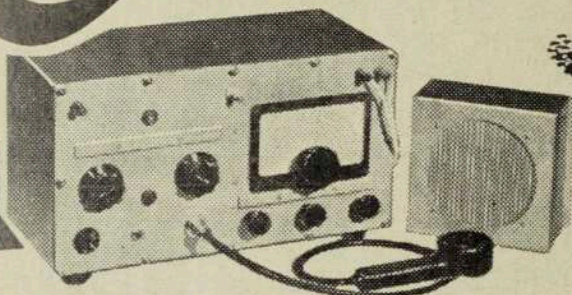


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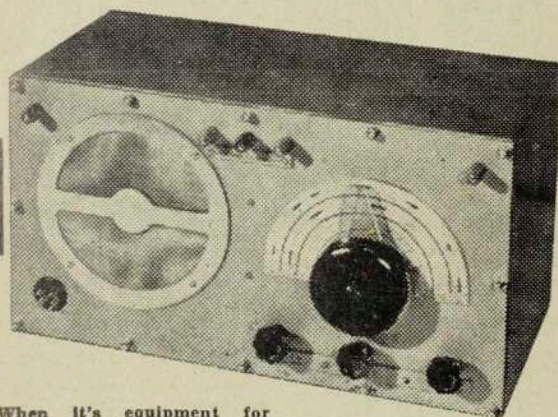
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new post-office block, rising behind the old, in Suva, Fiji. Fiji Builders, Ltd., are contractors.
Photo: Stinsons.

sen. Three players from Goroka, Johnson, Danny Leahy and Collins, had great chances making the side. Johnson is well known to New Zealand and Fiji by Union enthusiasts as he is former Australian International by Union lock forward.

These days, Johnson, who is still in his mid-twenties, owns a coffee plantation at Goroka and has lived in the Territory.

New Guinea's representative team (F. Snelling (Lae); M. Huxley (dang); W. Phillips (Bulolo); Farrelly (Lae) (Captain); N. (Rabaul); V. Mitchell (Lae); Hay (Madang); B. Orchard (N. Donald (Madang); R. (Rabaul); R. Albert (dang); H. Chandler (Lae); and Laythorne (Lae).

Papua's line up for the big game (G. O'Rourke (DCA-QEA); L. Henson (Hawks); E. Bailey (a); M. Cooper (Hawks); B. (Hawks); D. Gooding (e); B. Dimmick (Paga) (tain); B. Costello (Maganis); Adams (Paga); J. Brosnan (a); B. Flynn (Maganis); J. (twin (Paga); and J. Winfield (anis).

New Guinea scored three tries three goals to Papua's three

tries were from Phillips and Payne (1); while Snelling and three goals.

Papua goals came from the of big centre Cooper.

New Guinea's best players were Phillips, Orchard, Snelling, Albert Chandler, while none of the players really excelled themselves.

the Saturday the Reserve

teams threw the ball about—as the scores 31-all suggest—and the crowd witnessed a very fast game.

The hosts for the week-end, the Bulolo Rugby League club, enter-

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tained visitors from all over the Territory in grand style. There was a dance in the Bulolo Theatre on the Saturday night and a dinner at Pine Lodge Hotel on Sunday night.

All is in readiness now for the season's return games at Port Moresby on July 28.

YOU CAN HELP BUILD IT

Nukualofa Community Hall and Library

An appeal has been launched in Tonga to build a new community hall and library to replace the Queen Victoria Memorial Hall, Nukualofa, which was sold after World War II.

The Queen Victoria Hall was built in 1906 with the active support of the European community and until the Second World War played an important part in the social life of the town. During the Pacific war it was used for military purposes. Proceeds of the sale were banked. A start was made to raise funds for another hall and it is now proposed to do something about it. A committee has been formed and £1,500 is in hand; but it is thought desirable to have £5,000 in hand before work commences. The new hall will be called the Queen Elizabeth Hall.

Many ex-Tonga residents may like to help in this cause. If so, large or small donations will be accepted gratefully. They should be sent to the Treasurer, Queen Victoria Memorial Hall Trust, PO Box 32, Nukualofa, Tonga.

† The son of a Samoan Chieftain, Titiimaea Ta'inau, is in Australia on a 12-month lecture tour. Titiimaea is a pastoral teacher for the Methodist Board of Missions. He left his wife and daughter, Janet, 2, in Samoa. He also has

a son whom he has not seen. The child was born after Titiimaea arrived in Australia. He said that he would name his son Australia after the Samoan custom of giving sons souvenir or token names to recall events.

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WORK AND LIFE ON RAROAIA (Bengt Danielsson, author "Love in the South Seas"). Dr. Danielsson has made a complete investigation of the social and economic conditions of the little-known Polynesian group on Raroia. There is a map and maps. £2/1/6, postage 1/6.

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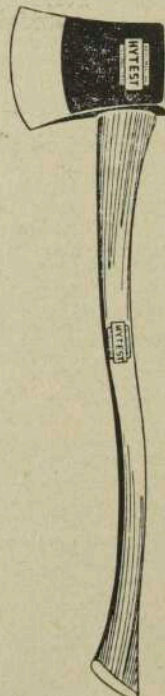
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LIONS OF POUNDS
AND DOLLARS

The Memories of Unilever's Founder

Letter to the Editor

READ the article in June issue of "Unilever and Lord Leverhulme" with much interest. I was born a few miles from Sunlight and I remember the day when W. H. Lever got his ticket for £50,000 against the Daily Mail; and I can see him now, sitting down from the George's in his carriage, on the way to the ferry, waving his hat and shouting to cheering spectators.

In 1949 I travelled with his son, the second Lord Leverhulme, a maturely aged man who died in America soon after. We had many drinks together, when his wife (he divorced his first) was discovered where I came. It was hard to believe that the hesitant individual was the son of such a dynamic personality as W. H. Lever.

The latter hated Lords so much he walked away from what he thought was the safe seat of power, to contest Ormskirk against Derby's heir, Lord Stanley. I still remember his posters stating the country yokels: "Don't be afraid, the ballot is as safe as the grave". But he took to beating, and his Party also Lever's old seat to the Tories. I remember that the barristers' case against the Daily Mail died Rufus Isaacs (afterwards Reading); "Galloper" Carson, later a Lord; T. E. Horridge, defeated Prime Minister A. J. Ayrton at Manchester; and "Freddie" Smith (Later Birkenhead).

Leverhulme was undoubtedly a big man; but your correspondent is off the beam in reckoning the earnings of his company against the efforts of all other industrialists. You say that the 1956 assets of Unilever were £98,000,000. In 1952, General Motors' net assets were over 1,000,000,000 dollars—over £360,000,000 sterling. I do not have the latest figures; but in 1952 (since when there has been considerable inflation and assets are much larger) there were 10 American Corporations listed as having over 10,000,000 dollars. Unilever USA Company did not figure in these and Colgate, which are a much bigger company than Levers USA Co. (I think), only made 10,840,295 dollars.

Other big earners were Standard Oil, who are, of course, spread over many of our companies, such as, for example, New Jersey, 519,000,000 odd; Standard Oil of Indiana, 174,000,000 odd; Socony Mobil Oil (the New York Company), 10,000,000 odd; Indiana, 121,000,000;

Ohio, 17,500,000; Kentucky, 10,250,000; while American Telephones made over 406,000,000. Incidentally, American Telephones have over 1,000,000 shareholders, compared with Unilever's 198,000.

Ford figures were not published, as it was a private concern in 1952 in USA; but the baby Ford Canadian Corporation made over 15,000,000. The Ford Foundation assets in 1955 were listed at 580,918,567 dollars, and I read that the Ford Family gave one thousand million to this Foundation for the advancement of peace, education, etc., etc. At the rate cars are

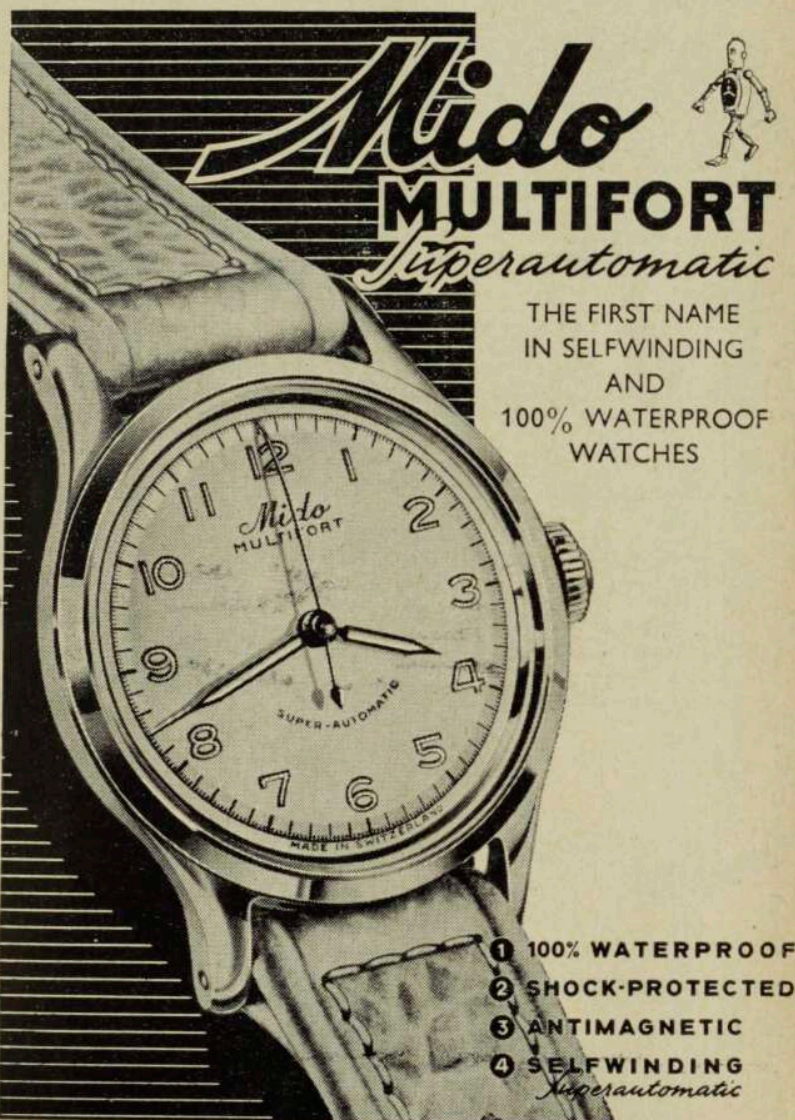
increasing in USA, General Motors and Fords will be racing still further away ahead of Unilever. In the record production year 1955, 7,920,000 passenger cars were produced, 53 per cent. of which were made by General Motors, Ford's contribution being 30 per cent. In Greater Los Angeles alone there are 6,000,000 people owning 2,700,000 cars, and each day the population increases by 600 people and 300 cars.

I am, etc.,

CHARLES SULLIVAN.

Sydney.

July 2, 1957.



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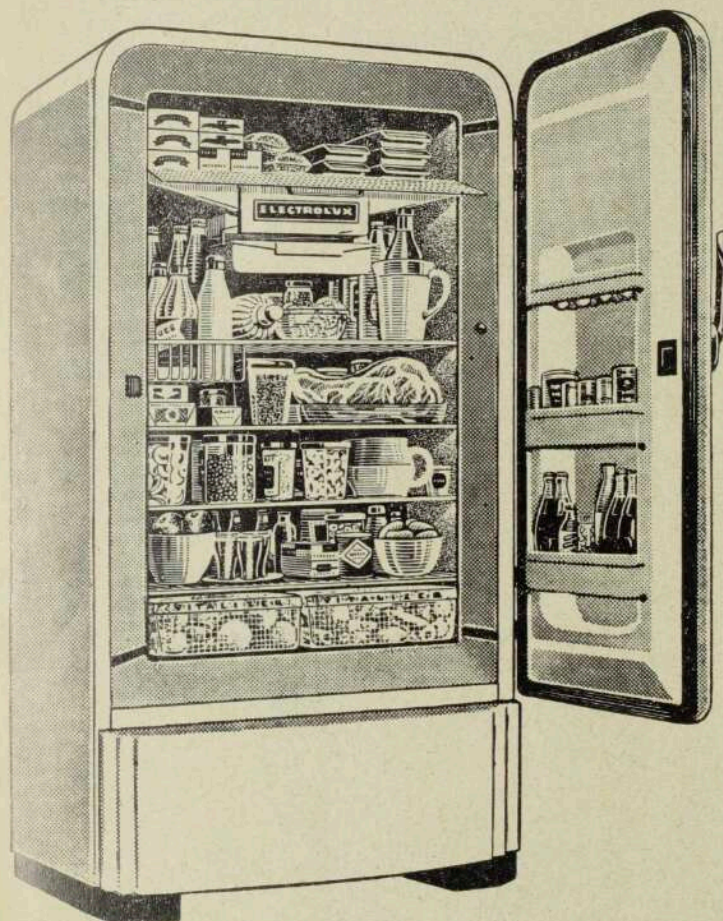
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er a Flood

a Famine

NG SHIP SCHEDULES TERLAP

IPPING services, as well as air-line services, have come in for a lot of criticism in Papua-New Guinea recently.

Some territory ports do not see a ship for weeks and then five or six come in together. This, of course, means that the others have to loiter and waiting for the ship already at the wharf, to unload.

And if a ship is not one of the "priority", it may be in or-out for three or four days. The question of priority is a very point with some shipping companies. As one company official said: "It's absolutely unheard of in other part of the world. Can you imagine what would happen at the Port of London if ships had to wait?"

Early in June, in Lae, an Australian-West Pacific Line ship, *Aros*, was at anchorage while two other ships, which came in after her, unloaded ahead of her. Then she was to take aboard a record shipment of timber and plywood for a week.

A week later, the *Bulolo* stood while another vessel unloaded. This was unusual. In almost every place, if a ship beats the *Bulolo* to port, she has to give way to her priority.

The *Bulolo* carries freezer goods, while other ships carry necessary supplies, also.

Clearly a better time-table than the present overlapping one could be arranged—*Lae Correspondent*.

A spokesman for Burns Philp & Co. Ltd. in Sydney said that his company could make a time-table to keep to it (except for bad weather) if Australian-owned vessels were given priorities at P-NG posts. It would be the only way to ensure regularity of service.

He said that often Australian ships had to wait while ships from other countries loaded and unloaded.

On one occasion, the *Malaita* was kept at Rabaul for five days waiting for a ship from the East to arrive.

He said that BP's had applied for priority for its new cargo ship, *Ontoro*, but this had been rejected by the Administration.

He told that Territorians had complained about shipping services and said: "So have we, and we have complained bitterly."

A spokesman for Swire and Yuill, agents for the New Guinea Australian Line, said that there were several factors which interfered with

The Navy Ball was held in Port Moresby on June 7. Here Captain Hawley, PM Harbourmaster, chats with Mrs. Cleland, while the Administrator, Brigadier D. M. Cleland, looks on. Next to Mrs. Cleland is Mrs. Watkins, with Mr. D. Watkins, Secretary for Law, standing.

Photo: Papuan Prints.



schedules, but the chief of these was the weather.

A ship might be delayed at any Papua-New Guinea port for two or three days because of the weather. It might arrive back in Sydney a week behind schedule, but its next sailing from Sydney

could not be arranged to avoid a clash with a BP vessel, or even another vessel from the New Guinea



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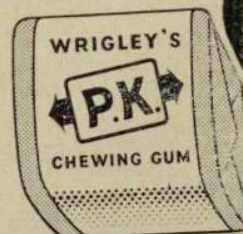
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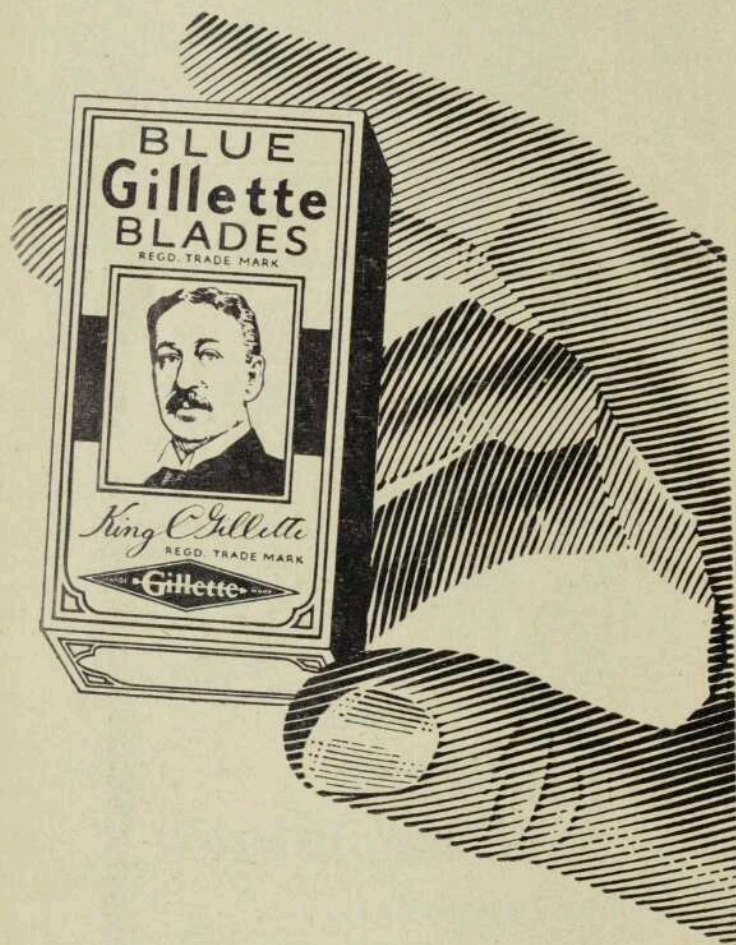
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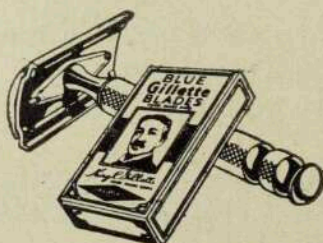
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Australia Line, because it was uneconomical to hold a ship in port.

Waterfront troubles at Australian ports could also cause serious upsets to schedules.

EDITORIAL NOTE: Like a lot of New Guinea problems, this appears to have turned into the completely vicious circle, with everyone giving perfectly reasonable answers, yet everyone continuing to be completely frustrated.

The only solution seems to be for the Administration to build wharves at each Territory port capable of accommodating five ships at a time. And we cannot see that happening this side of the millennium.

In recent months, the seven ships servicing Papua-New Guinea from Sydney have piled up in fantastic fashion. Perhaps it is just the luck of the game, but we cannot recall similar congestion before the war, although there were fewer wharves then, and the weather was no different.

In July, by luck if not design, these ships were scheduled to leave Sydney well-spaced: BP ships on July 2, 9, 16, and 29; and NG-A ship on July 26 and 31 respectively.

However, in the previous "run around," no less than six of them sailed from Sydney within a week of one another, late May-early June. That has been typical of the programme in recent months.

SINKIANG FOR CHARTER

The Australia New Guinea Line passenger and cargo liner, *Sinkiang*, has gone to the Far East on charter. She will resume the Australia-New Guinea run on completion of the charter.

She proceeded to Hongkong from Rabaul (terminal port for her June voyage to P-NG) on July 12.

TAXI OVERCHARGING

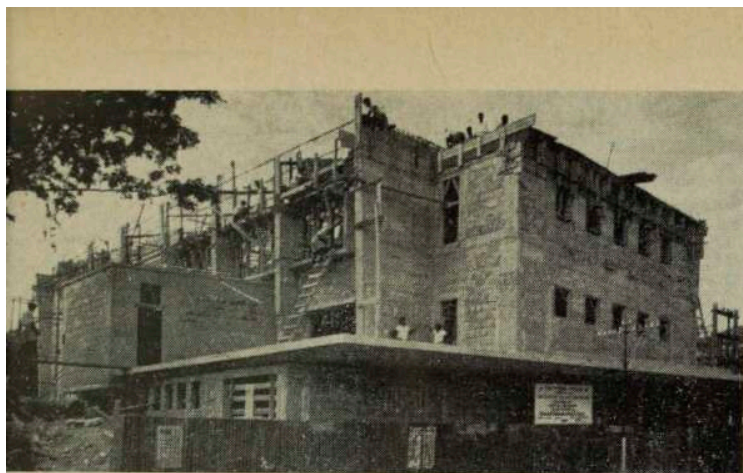
Suva to Get Tough With Offenders

THE Transport Control Board in Fiji has moved quickly to institute control of taxi services following complaints about overcharging.

The board has recommended the Colonial Secretary (Mr. A. R. Stoddart) that in future the number of taxis be limited, that fare meters be installed, and that no taxi drivers' licences be issued without a thorough investigation into the applicant's background.

The criminal element has been increasing among taxi drivers, especially those not employed by reputable firms.

The Fiji Visitors' Bureau has become alarmed at the increasing number of cases of overcharging reported to it, and wonders how many unreported cases there are



Modern Theatre for Suva . . .

The new Phoenix Theatre, now being built on Goodwell Rd., Suva, is expected to be in use by October. It will be Fiji's most modern theatre. Narain Construction Co., are the contractors.

Photo: Stinsons.

Islands Boxers Displease NZ Association

NGAN boxer, Feleti Kaho, has become unpopular with the Auckland Boxing Association, which sponsored his entry into New Zealand. He is likely to be sent home, in cause of the Association's dissatisfaction with Kaho's attitude to training, and his physical condition. He had been at the gymnasium on only three occasions since he fought on April 8.

Early in May he was forced to withdraw from a fight with Mike Ravula (Fiji) because of a hand injury.

The Association, at a special meeting early in the month, decided that Kaho was not fit to fight Peter Schmidt in the Auckland Town Hall on July 15, and accordingly cancelled the bout.

Ron Grimmer, Kaho's trainer, said that he had frequently tried to have Kaho attend training, but without success. Mr. Grimmer has been associated with most Tongan boxers who have visited New Zealand.

He said that to the best of his knowledge Kaho was the first Tongan boxer sent home.

The Auckland Boxing Association has been the run-around by several Islands boxers lately.

For the Samoan light-heavyweight, Johnny, who had knocked out Ravula, arrangements were made to import a Tongan, Valevale, to fight Kaho. Kefata, after Valevale agreed to fight NZ, calmly announced he would not meet Kaho.

The Association ran into some delightful trouble in trying to arrange a bout between Tuna Scanlan and Bill Beazley. Beazley was incredulous in replying to the Association, that this was nothing compared with the indignation indulged in by Scanlan.

But, the secretary, after a lot of trouble, and Scanlan's uncle, apparently also his manager, who said he could not let the fight until he saw Scanlan. Then the secretary managed to raise Scanlan, who he could not accept the Beazley fight until he saw his uncle.

The exasperated secretary then gave up trying to arrange the bout for the time being.

Error of Taveuni Defeated

Fijian boxer, Sakiusa, billed in Noumea as "Terror of Taveuni", was, on June 8, defeated by the New Caledonian champion,

Mare Islander, Doudie, for what was called the championship of the South Pacific.

The event drew a record crowd.

Following a quiet first round, Sakiusa reached home with a smashing right to Doudie's jaw. Its only apparent effect was to teach Doudie prudence. Master of in-fighting, Doudie succeeded in making Sakiusa play his game. Sakiusa, disconcerted by the close tactics and hampered by a wound over the eye, could not stop Doudie piling up the points which gave him the match.

Accompanying Sakiusa to Noumea was another Fijian boxer, Vucago, who also lost to a New Caledonian. However, while they were in the French colony, both boxers were, according to our correspondent, treated like visiting royalty.

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HECK TO AN PORTANT INDUSTRY

o Transport For Territories Cattle

HE process of introducing good-class cattle to the Territory of Papua and New Guinea, to establish there what could be a large and profitable pastoral industry, has been interrupted in recent months by unwillingness of shipowners to provide the necessary facilities.

Mr. M. J. Leahy, of Zenag, Moresby District, while in New South Wales in June, noted that the quality of excellent type could be obtained at reduced prices, because of the shortage of stock. He lined up over 400 head of cattle for transport from Sydney

to Lae was refused by the shipping lines, although the New Guinea Administration subsidises the introduction of cattle to the extent of £30 per head.

The explanation lies in the excessive charges made for constructing cattle-stalls on the ships—wages and materials, in Australian ports, have gone to fantastic levels. There is some further obstacle in unreasonable demands made by RSPCA inspectors.

It is reported that Messrs. Atkinson (who have established a cattle station at the head of the Markham Valley, in New Guinea) and Mr. Webb (who is interested in stocking a large pastoral area northwest of Port Moresby) have encountered similar difficulties. They wish to send additional cattle to the Territories, but shipping is not available.

Messrs. Atkinson in recent months got a few hundred head from

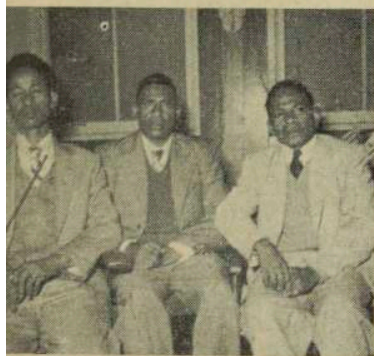
North Queensland to Lae by using the "landing-tank ship" *Wewak*—but this, of course does not permit of shipping cattle from southern States.

The Administration, which has been actively encouraging the cattle industry, is perturbed about the lack of transport for stock. It was reported in June that the Assistant Administrator, Dr. Gunther, was doing his utmost to persuade shipowners to find some means of providing transportation.

† The Lepers' Trust Board, Christchurch, NZ, has received a legacy of £3,000 from the estate of a well-known Waikato farmer. The money will be applied to the relief of leprosy and tropical diseases in the South Pacific. The bequest came at an opportune time as the Board had already received a request for the extension of its work in the Solomon Islands.

‡ The Tongan light-heavyweight boxer, Johnny Halafih, had a points win over former British middleweight champion, Johnny Sullivan, in a hard 10-round bout at Newcastle-on-Tyne, England, late June.

Pacific Islanders at Noumea SPC Health Talks



ty trainees and instructors from all parts of the Pacific are attending an eight weeks' course on health education training at SPC headquarters in Noumea. The course is the first arranged by the SPC for training Pacific islanders in practical ways of helping their people.

Training staff will comprise specialist personnel from the World Health Organisation and the SPC, assisted by instructors representing different skills from Australia, the Philippines and Guam.

Australian aborigine medical assistant from the Northern Territory, Mr. Phillip Roberts, a medical assistant from Uganda, Mr. Sado Bagenda, who is studying health in Manila under a WHO fellowship, will also attend the course.

Some of those who attended the course—seven men and three women—passed through Sydney on their way to Noumea. They spent their time visiting places of interest. They all looked over the Children's Hospital, Camperdown, while the men also went to the Technological Museum, and the women to St. Margaret's Maternity Hospital, Darlinghurst.

Shown in the pictures above are:

Left to right: Reuben Taureka, Port Moresby; Kahu Sugoh, Department of Health, New Guinea; Evertius Romney, teachers' preparatory school, Sogeri Education Centre, Port Moresby; Turo-mori Tergog, Medical Training School, Wewak; Frank Dorubenang, Assistant Health Inspector, Nauru Administration; Hera Ganiga, senior instructor, Port Moresby Aid Post Training School.



At left (left to right): Yilda Naime, nurse in charge of Infant Welfare Clinic, Hanuabada, Papua; Cecilia Tabua, NG Department of Education teacher in hygiene, homecraft, cookery and nutrition; Mary Motu, nursing assistant, Infant and Maternal Welfare Section, Madang, NG; William Fakamea, Assistant Medical Practitioner, BSIP.

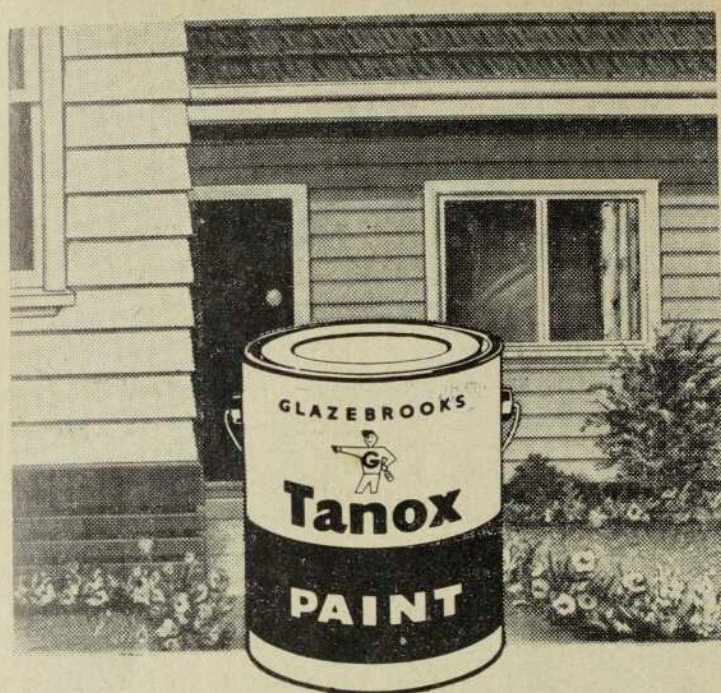


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Letter to the Editor

LEVUKA IS NOT DECAYED

WE strongly object to *PIM*'s latest derogatory remark about Levuka, published in your February issue, in a report in which Levuka is referred to as "a decayed tropical port."

Official statistics prove that, far from being anything like a decayed port, Levuka is one of the busiest ports in Fiji. Records show that this port was visited in 1956 by more than 100 registered vessels each month; and this figure does not include the daily launch service to and from Natovi.

The amount of copra shipped during 1956 was 8,090 tons, which is a sizeable percentage of Fiji's total copra production.

Therefore, it is obvious to anyone who examines reliable information that Levuka is, in fact, quite a busy and important port.

Yours, etc.,
LEVUKA CITIZENS'
ASSOCIATION

June 21, 1957.

In spite of the 100 vessels per month, communications in and out of Levuka do not seem to be very fast. The offending item appeared five months ago! It occurred in an article on whaling (projected) and we said that Levuka would benefit from another industry. It is probably quite true that Levuka is no more decayed than many such small ports. However, Levuka cannot overcome its history. Long, long ago it was the capital of Fiji; in fact it can be said that it was Fiji. But from the moment the capital was moved to Suva (1882) it was inevitable that Levuka should live in diminishing glory.—Ed. PIM.

¶ Madame Ingeborg de Beausacq, German-born American woman who has carried out unusual photographic commissions in South America and elsewhere for New York interests, and who (see *JU PIM*) was on her way from Fiji via Sydney, to Dutch New Guinea, was side-tracked in the New Hebrides. She went to the New Hebrides, to catch the *Tulagi* to Santo, en route to Honiara and Bougainville. But she was mountain-climbing in Malekula, at the *Tulagi* running early, had to leave Santo without her. It was several weeks before she could get out of the New Hebrides—by air—but she got to Brisbane mid-June and went on immediately to NG.

† Major-General C. E. Weir, Chief of the New Zealand General Staff, paid a short visit to Fiji last month as a representative of the Chiefs Staff Committee.

Sydney RSL

Official Hits Out

TO P-NG LAND SETTLEMENT SCHEME AND POOR AGRICULTURAL SERVICE

The Commonwealth Government and the P-NG Administration have no interest and no intention of making it possible for ex-servicemen to settle on the land in the Territory under any Government scheme. Mr. W. Yeo, president of the RSL in New South Wales, told PIM recently.

Mr. W. YEO, representing the National Council of the RSL, went to P-NG in June to find out among other things, ex-servicemen's problems in any scheme of land settlement.

He was startled by what he learned and saw at first hand.



Mr. W. Yeo.

Mr. Yeo was a successful farmer in NSW before he became president of the RSL in that State. He gave up farming to devote his time to the interests of the RSL.

He said on his return to Sydney that two matters which had an adverse effect on husbandry in P-NG amazed

• The lack of any attempt to eradicate pests attacking cocoa and coffee plantations in the Markham Valley and Goroka areas;

• The appallingly low quality of cattle from Government stations offered at an auction sale at Goroka.

He remarked that the cattle sale, first held for many years, had been arranged, at a cost of thousands of pounds, to coincide with a visit by the Minister for Territories (Mr. Hasluck).

The cattle offered would not have been allowed into an Australian yard.

One brought up to £15, yet the cost of air freighting them to Goroka was many times more than

referring to land settlement, Mr. Yeo said that the disposal of any land which became available was by tender. This meant that people with money could

get the man who had been in the service for five or six years was usually precluded because during service he did not have the chance to acquire capital.

The Commonwealth Government refused to advance one penny

for land settlement in Papua-New Guinea to those men who served in the forces," Mr. Yeo said.

It could not raise the argument that finance was not available because it had provided all the money for war service land settlement in Western Australia, South Australia and Tasmania.

"It is to be regretted that in the original scheme of land settlement, Papua-New Guinea was not included as an 'Agency' State like the three I mentioned," he said.

Agency States merely acted as custodians for the Commonwealth, while the other three States (NSW, Vic., and Q'd.) provided their own money for war service land settlement and the Commonwealth provided sustenance until the farms became payable units.

Mr. Yeo said that the claims by

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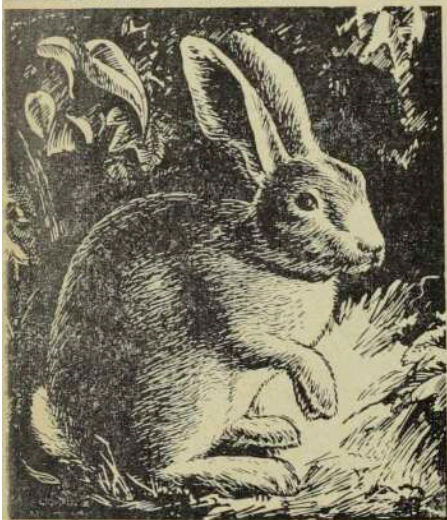
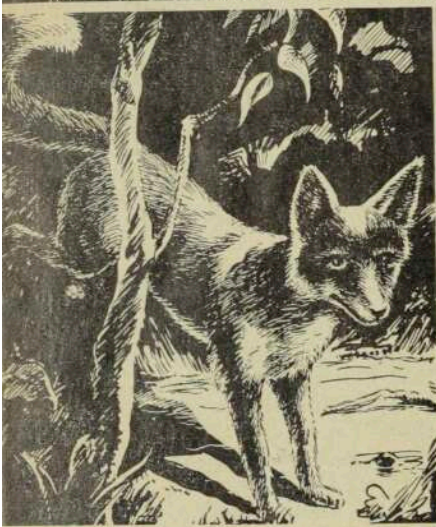
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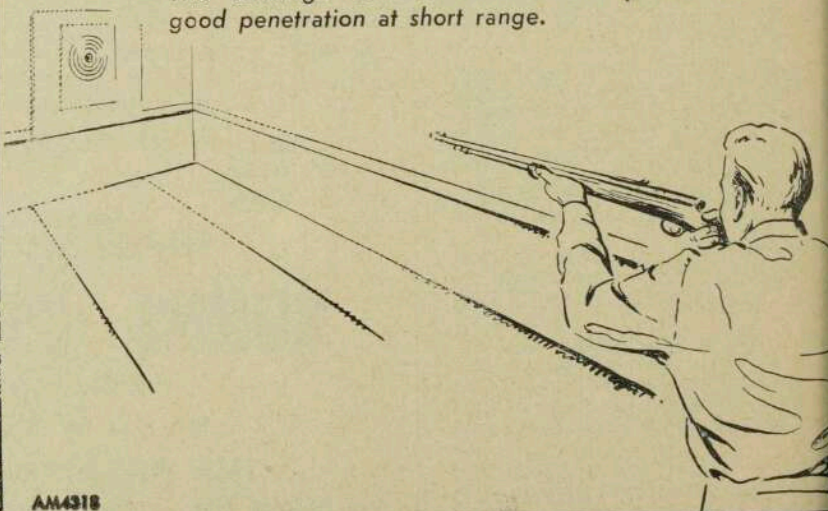


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Administration that there was and available was denied everywhere he went in the Territory.

RSL sub-branches were of opinion that ample land could be made available without any interference with the rights of the natives.

In addition, the settlement of Europeans among the natives could help but be of benefit to the Territory as far as improved methods of agriculture were considered.

That is apparently not considered by the Administration," Mr. Yeo

The Commonwealth's claim that the holding and improving land by the natives was absolutely false, Mr. Yeo continued. As examples he pointed to the Government Experiment Station Plantation in the Markham Valley, and coffee plantations in and around Goroka.

Cocoa trees in the Markham Valley were falling down and dying because they were attacked by a grub.

The grub infestation was rampant throughout the plantation because of the knowledge that it was there discouraging to other cocoa growers in the area.

Other grub had attacked coffee trees in the Goroka area.

There has been no attempt by the Administration to send qualified entomologists into these two areas to find out ways and means of combating these pests which are having a severe effect on production," Mr. Yeo said.

Another matter of concern to ex-servicemen is the Administration's alleged waste on their cattle stations.

That these alleged cattle stations costing the Territory is anyone's guess—but it is probably many pounds a year.

The benefit derived from these government stations by those who wish to raise cattle in the Territory is practically nil. The money that has been wasted could have been used to set up those who wished to go on to the land without any burden to the Australian taxpayer," said Mr. Yeo.

Mr. YEO said the future was a matter of concern to all Europeans. People were not keen to invest money in the Territory because they were given no security. Those who are anxious to settle in Papua-New Guinea and make their money there are frustrated because they do not know if they will be there for 10, 15 or 20 years," he said.

In his personal opinion, after seeing the natives and making inquiries, it is that it will be 50 years before the natives, especially those in the Highlands, could effectively defend themselves.

The Territory of Papua-New Guinea, and Dutch New Guinea, are seen as the bulwarks against

danger from the north. The natives certainly could not resist any invasion, therefore Europeans should be encouraged to go there and settle, but that will need a complete change in the attitude of the Commonwealth Government.

"I do not suggest for one moment that the natives should be unjustly treated. But I believe that we can hold Papua-New Guinea for many years to come only by encouraging European settlement.

"Ex-servicemen and other Europeans think that the Commonwealth's vacillating policy should end, and that the United Nations should be told, 'What we have we hold', and that intervention by UN in the control of Papua-New Guinea should be no longer tolerated."

Mr. Yeo said that there were a number of ex-servicemen in Papua-New Guinea who had placed themselves on the land without any financial assistance from the Government.

A number of those men to-day were in precarious circumstances through lack of capital to adequately work their holdings to full capacity.

The Administration should give serious consideration to assisting these men financially, at a reasonable rate of interest, similar to the rates charged on the mainland.

NATIVE ASSOCIATION

Mr. Yeo intends to appeal to all RSL sub-branches in Australia to help the Papua-New Guinea RSL to provide club rooms with all amenities for native ex-servicemen's associations.

One of Mr. Yeo's briefs while in the Territory was to find out something about forming native ex-servicemen's associations.

He attended a meeting of the

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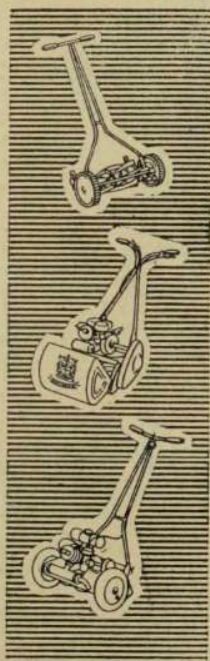
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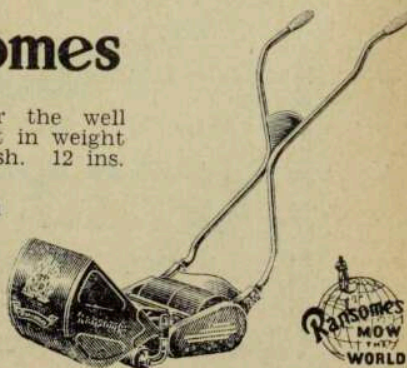
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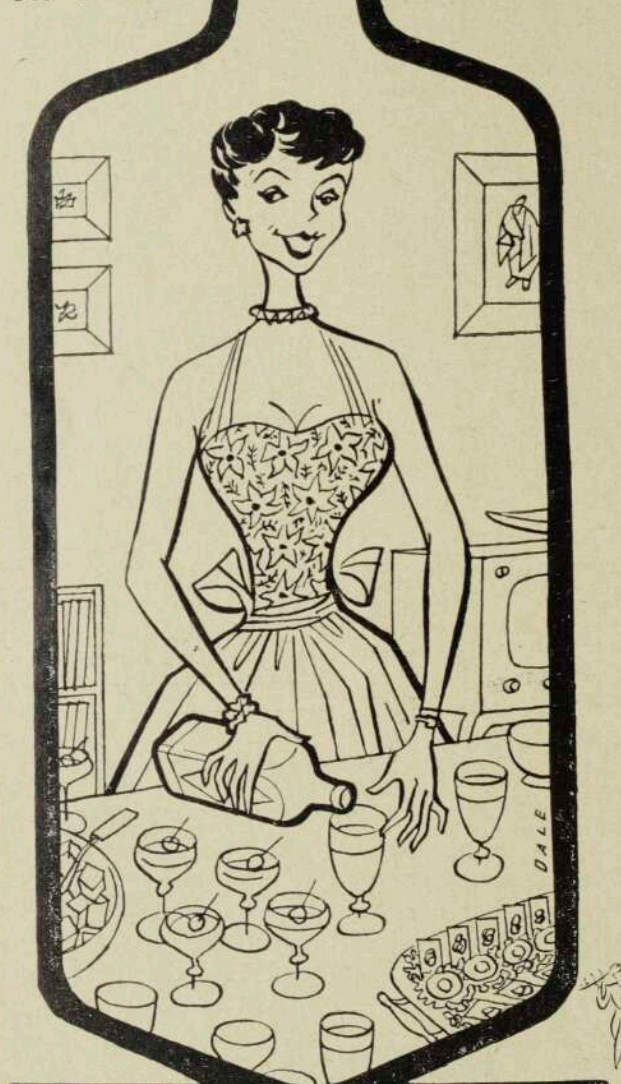
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Rabaul Sub-branch of the RSL, which a former P-NG Branch official Mr. George Whittaker, spoke to native ex-servicemen.

Mr. Whittaker had told the natives that the RSL would assist them with any problems, and emphasised the need for them to retain the association with Australia.

Mr. Whittaker had also pointed out the benefits that could accrue from Australia, as against what might happen if another country took control of Papua-New Guinea.

Mr. Yeo said that the RSL in New Guinea was deserving of commendation for its initiative in setting up these native ex-servicemen's associations.

TRIBUTE TO:

M. Leon Wright

It was with regret that the many friends of M. Leon Wright learned of his death late May, at Santo, New Hebrides. M. Wright had been ill for a long time.

With his death goes the last link of the Wright family, which for half a century was one of the foremost pioneer French families in the Condominium.

Leon went to Santo as a young man to join his father Thomas, who built up one of the large agricultural enterprises in the country.

Although severely affected by the depression of the early 30's of the Wright plantations, etc., were eventually saved and restored to prosperity by hard work.

During the Pacific war, the United States forces built an aerodrome on the large Wright cocoa plantation. Known as Bomber III airstrip, it was used as an operational base for the American Task Force during the battle of the Coral Sea.

After the war, M. Wright took up the task of re-establishing order in his plantations.

He was a man well known for his kindness and his hospitality. He is survived by his wife, Madame Wright, nee Pricot, and two daughters, Josianne and Leonette, who are now Madame A. Bettel and Madame L. Reverce respectively, of Noumea.

† Mr. Henry Lafleur, New Caledonian mining magnate, in June took delivery of an American Piper plane which he will use in his mining exploitations. The plane is four and has a range of 600 miles. It will be piloted by a member of Mr. Lafleur's family. Mr. Lafleur will use the plane for travelling between his numerous mining enterprises, and the plane will also be available in case of accidents or illness to bring patients to Noumea.

Pacific Commerce and Industry

ASSOCIATED AUSTRALIAN OILFIELDS, NL.—Associated FRENEY OIL FIELDS, NL.—oil prospecting companies are to offer shareholdings in Papuan Apinaipi Co., Ltd., at 6d each. Associated oil prospecting companies are to offer shareholdings in Papuan Apinaipi Co., Ltd., at 6d each. Associated oil prospecting companies are to offer shareholdings in Papuan Apinaipi Co., Ltd., at 6d each.

for-three held would be made at a date to be announced. The new issue will have the effect of raising paid capital by £4,680,000 to £18,720,000. The directors expect the dividend on the increased capital to be 8 per cent.—the present rate is 10 per cent.

The bonus issue will be financed from a surplus from revaluation of assets in Fiji and from the share premium reserve. The Fiji fixed assets were valued at £5,895,521 in the balance sheet as at March 31, 1957. Share premium reserve stood at £819,000.

Sir Edward said:

"The company's land, buildings and plant in Fiji stand in the balance sheet at values very much below their true worth in the currency of to-day. These assets were not revalued in 1934 (when 292,500 £20 shares were allotted on the basis of one-for-one held); moreover, it now costs three and a half to four times as much to instal sugar-milling equipment in Fiji as before the war.

"It should be understood that a share issue of this kind is not something for nothing for shareholders. It results in part from a

restatement, as share capital, of cash previously contributed by shareholders in the form of a premium on the last issue of shares, and in part from a restatement of the value of existing assets in up-to-date monetary terms following inflation.

"Already shareholders as a whole own the assets of the company and the revaluation and share issue will not affect the intrinsic value of those assets. Speaking generally, each shareholder will own the same proportion of the same company, the same assets and the same enterprise as before."

CSR CHEMICALS PTY., LTD.—This subsidiary of the CSR Company has been appointed sole Australian agent for British Geon's nitrile rubbers. These special synthetic rubbers have been produced for some years in the US by the B. F. Goodrich Chemical Co., of Cleveland, Ohio, and are known in the rubber and allied industries as Hyear.

British Geon, Ltd., which is 45 per cent. owned by Goodrich, is beginning production

AUSTRALIAN GOLD DEVELOPMENT, NL.—R. Victor, a director and mining consultant, and the managing director of Golden Age, NL (Mr. A. B. Clarke) recently went to Gold Development's New Guinea option inspection. Mr. Victor has been associated with all the company's previous successes. chairman (Mr. Wallace H. Smith) at the meeting said that AGD had obtained information from a very experienced, reliable prospector, whom the directors had known for years.

The prospector had said the area contained a deposit carrying fine gold with outcrops ranging from 15 to 20 dwt a ton. To finance the option the company would have to raise the outstanding £5 on the contributing

report early this month said that results from the area being prospected in New Guinea were disappointing. They varied from a ton up to 18 dwt a ton. These did not substantiate values obtained in dish tests.

MALAYSIAN PETROLEUM COMPANY PTY., Mr. Eric F. Griffin, chairman and managing director of Oil Search, Ltd., resigned as director of Aust. Petroleum and Island Exploration Co. Pty., Ltd., on June 30. Mr. Griffin has been appointed by Oil Search, Ltd. to his place.

PHILIP (SS) CO., LTD.—There is an active market for Burns Philp (SS) shares, writes a Sydney financial expert. Fully paid shares are selling for 44/-, the cost of entry through rights to the shares is 1/- dearer. To accentuate the sale, the old shares are entitled to 1/1½ dividend. Rights are selling for 22/6, 20/- Fijiian currency (about 22/6 Australian) to pay to the company on the new shares a total cost of 45/-.

There is some confusion over the shares to be remitted for the new shares," the commentator writes. "Are some people of the fact that payment on the new shares is expressed in Fijiian currency?"

FIJIAN SUGAR REFINING CO., LTD.—The Sir Edward Knox, announced on June 1 a bonus issue on the basis of one-

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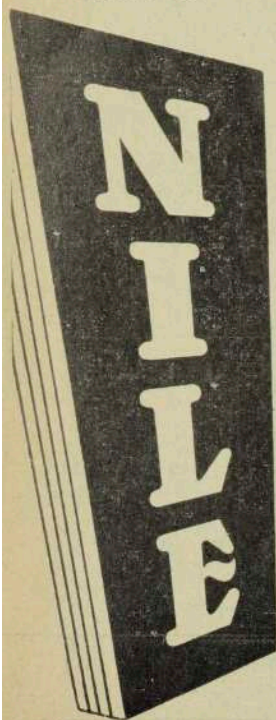
(INCORPORATED IN NEW SOUTH WALES)

PACIFIC ISLANDS MONTHLY—JULY, 1957 139

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Comfort

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Here are the snugest-fitting, most sensibly styled briefs you've ever known! Nylon leg bands which expand or contract as your leg muscles move; form-fitting design which eliminates "creeping"; smooth, skin-comforting texture woven for years of wear. All sizes.



AERO T-SINGLETS

The Nile Aero T-Singlet can be worn as a singlet or a T-Shirt. Stylish raglan sleeves ensure a smart appearance. Aero's cool, open weave allows the skin to breathe. Sizes 34-44.

Aero Briefs

Nile Distributors Pty. Ltd., 125 York Street, SYDNEY.

These rubbers in Great Britain, and CSR chemicals will handle the Australian sales. These nitrile rubbers are resistant to oil, and other solvents. This makes them suitable for fuel and oil hoses, and in a wide range of uses as gaskets, oil seals and packings machinery.

ENTERPRISE OF NEW GUINEA GOLD AND OIL DEVELOPMENT, NL.—Permission has been granted the company to extend its gravity survey. The survey will now cover a limited area of the eastern part of Dutch territory within the company's permit area. The company is at present gravity surveying in the area of the Sepik and August Rivers.

GOVERNMENT LOAN.—The Government of Australia has opened a public cash development loan of £1,250,000 on June 24. The loan was to be repaid not later than July 23.

The issue price was at £99, and rates of interest were: (a) £5 per cent. per annum, from November 15, 1962-64, effective rate of £5/3/3 per cent.; (b) £5/7/6 per cent. per annum, maturing November 15, 1972. The effective rate of about £5/9/3 per cent. The underwriter for the whole of the loan is Messrs. J. H. & Co., of Melbourne and Sydney. It is believed to be the first time an exploration loan has been underwritten by an Australian underwriter.

The proceeds of the issue will be available as death-stock—stock will be acceptable at par, and accrued interest for the payment of death-stock or an estate's income tax, the underwriter said.

GUINEA HOLDINGS, LTD.—Net profit for the year ended February 28 was £42,649 after paying £15,000 for depreciation and £27,000 for income tax. In the previous year the profit was £36,471. The income from investments was £38,390, an increase of £6,716 on the previous year.

Guinea Holdings was formed to acquire all the shares in Guinea Airways, Ltd. The acquisition has now been completed and Guinea Airways, Ltd., owns the whole of the capital of Guinea Airways, Ltd.

On February 28 Guinea Airways, Ltd., held assets worth £667,519. Ordinary shares were valued at £445,551, preference shares at £50,000, and debentures and registered notes at £171,968.

WESTERN TIMBER CO., LTD.—The half-yearly dividend was held at 3 per cent. to February 28. New issue shares participated in the dividend with the terms of their issue.

The directors, in their half-yearly report, stated that conditions throughout the building industry continued to be unfavourable and resulted in a considerably less profit throughout the company's operations.

WILKINS PARA RUBBER ESTATES, LTD.—The company (Mr. P. Pring) announced at an extraordinary meeting that the company proposed to issue a bonus issue of ordinary shares. The bonus will be in the proportion of three 5/- units for each one unit held. The issue was made from a revaluation of assets. The company recently made a capital return of 1/- per share. Paid capital is now £18,751. The proposed issue will involve £57,653, raising the total to £76,404.

MACROBERTSON (AUST.), LTD.—The company has spent nearly £100,000 on its 1,250-acre plantation at Wanaru, near Lae, in New Guinea. Robertson's is the only Australian company growing its own cocoa. The plantation has been steadily developed

Territorians Married in Australia



Mr. and Mrs. E. D. Clarke have now returned to Rabaul, NG, after a honeymoon trip to Perth, WA, and Alice Springs. They were married at the Methodist Church, Inverell, NSW, on March 30 this year. The photograph shows the bridal group outside the church. The bride was attended by her sister, Mrs. A. A. Hopper, of Rabaul (shown right), and Miss Jenny Kimmorley, of Inverell. The bridegroom's brother, Mr. Ian Clarke (shown right), and Miss Jenny Kimmorley, of Inverell. The bridegroom's brother, Mr. Ian Clarke was best man; and Mr. A. A. Hopper was groomsmen. Miss Jane Hopper in foreground.

since it was acquired two and a half years ago. Already more than 60,000 trees are flourishing. When the plantation is fully productive it is expected to yield about 300 tons of beans a year.

Although this will not meet the company's requirements it will provide a useful contribution of premium grade beans.

Mr. Geoffrey Brewer, purchasing director for Mac. Robertson's recently paid a visit to Wanaru and other plantations.

MORRIS HEDSTROM, LTD.—Morris Hedstrom, Ltd., in its first full financial year as a subsidiary of W. R. Carpenter and Co., Ltd., showed

BUYING AND SHIPPING AGENTS FOR ALL PACIFIC TERRITORIES

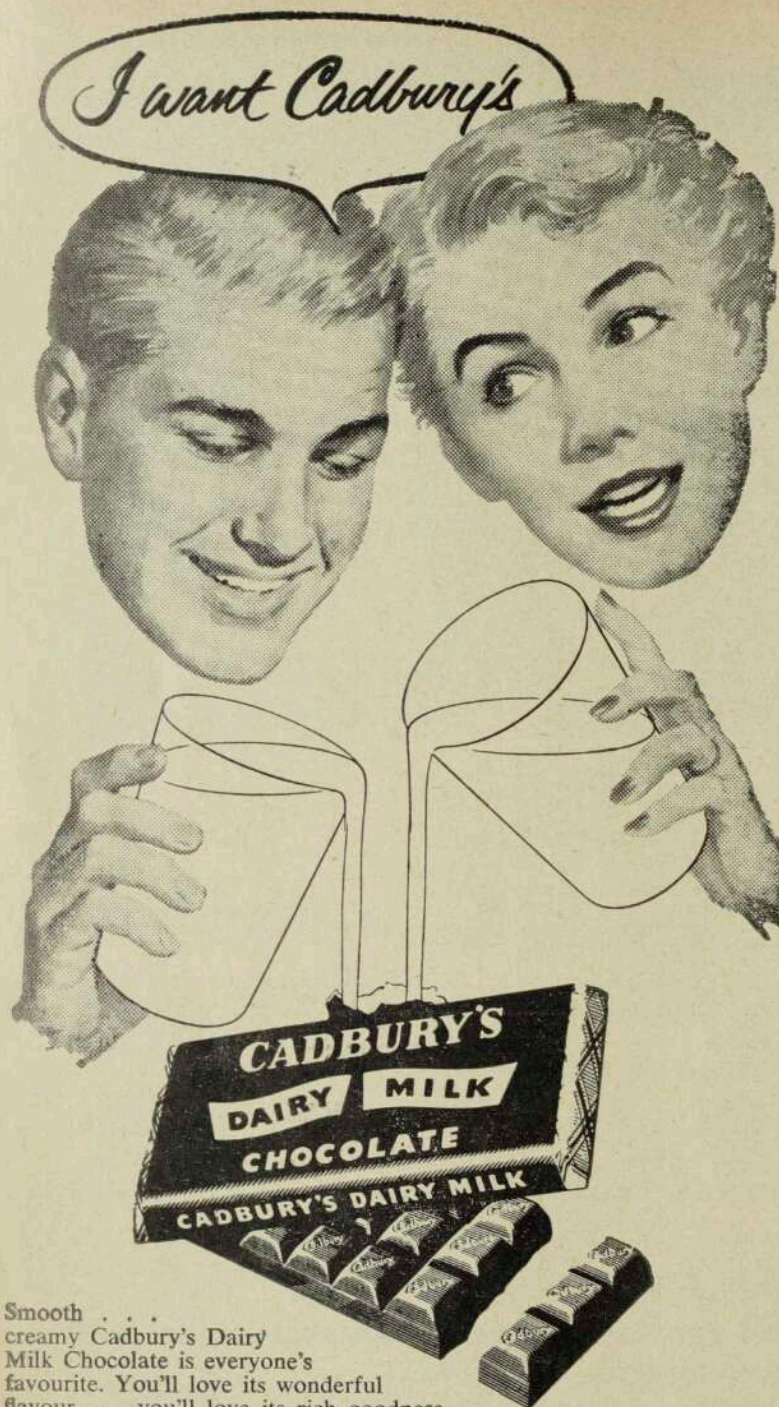
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favourite. You'll love its wonderful
flavour . . . you'll love its rich goodness
because there is a glass and a half of pure,
fresh, full-cream milk in every half pound.

MD2/ZCH

CADBURY'S DAIRY MILK CHOCOLATE

a net profit of £F152,336, an increase of £7,896 or 5.4 per cent. Ordinary dividend is raised from 12½ to 15 per cent.

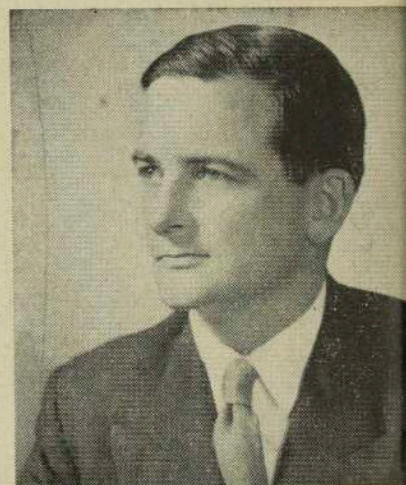
The ordinary dividend requires £78,061, and the preference 6 per cent. charge is £13,152. The total amount required for dividend, £91,213, is £61,123 less than the profit.

The earning rate is 26.7 per cent. of ordinary capital, after allowing preference dividend. The result is after tax, £178,20 (up £6,183), and depreciation, £76,832 (down £10,864).

W. R. Carpenter and Co., Ltd., acquired 9 per cent. of the ordinary capital in January 1956.

* * *

NORFOLK ISLAND AND BYRON BAY WHALING CO., LTD.—The directors say that the company has ample to "complete operations" before the end of the current whaling season. It was intended at first to complete the catch at Norfolk Island and later carry out whaling operations at Byron Bay. Because of a slight technical difficulty and bad weather at Norfolk Island, a delay had occurred, and operations were to have begun at Norfolk Island on June 29.



Mr. J. B. Leslie (above), former Vacuum Company representative in Fiji, has been appointed manager of the company's Pacific Islands Branch. He was in Fiji from 1949 shortly after he returned from war service in the NG area, until 1951. He succeeds Mr. A. Hennessy, who retired on June 30 after 46 years' service with the company. In his new appointment, Mr. Leslie will be stationed in Melbourne.

SANDY CREEK GOLD SLUICING, LTD.—During April about 56 oz of gold were recovered from about 5,250 cubic yards of material treated.

* * *

STEAMSHIPS TRADING CO., LTD.—The company has issued 22,860 ordinary 20/- shares for freehold and leasehold property and shares in a local company at Port Moresby.

† The 10 per cent. increase in freight imposed by the Messager Maritimes Line between Sydney and Noumea is one of the factors which has sent the cost of living index up by 4 per cent. in May. Other factors were increases in prices of meat, vegetables and fish.

G PAYS
BUTE

George Whittaker Bows Out

WELL-KNOWN Territorian, Mr. G. K. (George) Whittaker, officially left New Guinea, on 3, but his friends should be glad to see him again occasionally.

Mr. Whittaker went to New Guinea, in 1924, and has always had more than a full share of community work during his stay. He was elected member of the Legislative Council for New Guinea Mainland.



Mr. Whittaker photographed at Lae airport when leaving N.G.

Mr. Whittaker worked with the Department of Public Health until the mid-1930s, after which he took up a position as a dental out-patient at Lae, and practised as a dental practitioner in that town for many years.

He is perhaps best known for his work with the Territory RSL, as President of the Lae Branch and in 1949, the first President of the P-N.G. He was one of the prime movers in the amalgamation of the activities in Papua-New Guinea.

He attended the National Congress of the League in 1956; in Adelaide in 1951, presented a case for P-N.G. State representation on the National Executive and that the proposal was unanimously accepted.

Mr. Whittaker was made a life member of the League in 1954. He received the MBE for his military services during the war in New Guinea. He was also awarded the King's Coronation Medal.

In 1954, following the retirement of Carl Jacobsen, Mr. Whittaker returned as the elected member for New Guinea Mainland. He did not seek re-election owing to ill health, which is the main factor in his decision to leave the Territory.

His farewell to Mr. Whittaker at Lae, was arranged by the RSL, on July 2. The public was invited, and the function was attended by the Minister for Territories, Mr. Paul Hasluck, and the Administrator, D. M. Cleland. Deputy State President of the Territory, Mr. D. Gore-Brown, presided in the absence of Mr. R. Bunting, who was in Australia on

League business. Mr. J. Knight, State Secretary of the League, spoke on behalf of the returned servicemen of the Territory, outlining Mr. Whittaker's service to the League over the past 12 years.

Mr. A. J. Bretag, chairman of the Lae Town Advisory Council, supported Mr. Knight on behalf of the people of Lae, and referred to Mr. Whittaker's public life apart from the RSL—particularly to his

work with the Town Advisory Council.

A presentation of a clock was made by Mr. Gore-Brown on behalf of the RSL.

IN the evening, a dinner was arranged at the Hotel Cecil by the State Branch Executive, the Lae Sub-Branch Executive and Committee, and the Women's Auxiliary of the League.



"TOOTH DECAY DEMON" is a nasty piece of work. Brush him off with IPANA. Ipana contains WD-9, the active bacteria destroyer and anti-enzyme. Tests have shown that brushing with Ipana right after eating can prevent up to 60% of tooth decay.

Make your next tube of toothpaste IPANA. Use it faithfully . . . your teeth will certainly become cleaner and whiter . . . your mouth and breath will stay fresher . . . and you can be confident that every brushing with Ipana is reducing the risk of tooth decay.

HAVE A DENTAL CHECK-UP every six months. Brush with Ipana ALL the time. See your dentist for the check; your chemist for Ipana.

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WP49.24

THE CLAIM THAT WILL NOT DIE

Waria Syndicate Seeks Compensation

THE claim of the Waria Syndicate, in respect of certain land and mining rights in the Waria section of New Guinea, still is being advanced before the Australian Government, reports Mr. Heinrich Rudolph Wahlen, of Hamburg.

Mr. Wahlen was a merchant in German New Guinea prior to 1914 and was instrumental in getting the grant for the Syndicate from the German Government. He has been pressing that claim since the end of World War I.

The major share of the Syndicate appears to be held by Swedish nationals; and the claim has been submitted, in Canberra, to both the Swedish and the German Ministers.

Mr. Wahlen says that negotiations had reached a certain stage, a few months ago, when they were interrupted by the death of Mr. Erfass, who was handling the matter.

The Commissioner of Titles in New Guinea decided, in 1955 and 1956, that any rights that the Waria Syndicate may have possessed were obliterated by the Mining Ordinance of 1922, No. 1, but the Syndicate replied that there had been no reference to that Ordinance in the reply given by the Australian Government on July 21, 1938, to the notes submitted to Germany and Sweden.

The Syndicate now admits that the Australian Government has authority to expropriate German property in New Guinea, after World War I; but it points out that compensation must be paid for that property; and this becomes a matter of importance because the major share in the Syndicate was held by Swedish nationals.

(The compensation allowed German property-owners in New Guinea after World War I was paid in cash, but was credited to the German Government, as part of the war damage which Germany had to pay; and the German Government was expected to compensate its own nationals accordingly. This, of course, means that in most cases the New Guinean German nationals lost everything. But Swedish nationals, not having been in the war, were probably a different category).

Mr. Wahlen says that the matter is again being brought before the Australian Government by the Governments of Sweden and Germany.

h Qantas

IGHT ACROSS THE WORLD AND BACK

THE decision of the United States Government to allow Qantas to fly across America from San Francisco to New York and on to Europe means that this Australian airline can operate right around the world. Qantas claimed that it was the first to do this, but it was later challenged by Pan American Airways which operate west-about, San Francisco to Europe via Manila, Bangkok, and the Middle East; and from Europe back home across the Atlantic. However, PAA does not operate to the USA).

return for these rights—which were bitterly opposed by some quarters in the United States—Australia conceded to America in reciprocal rights to operate through Australia to South Africa, South East Asia. Provision is made for a route from South Africa to Australia via the Arctic.

Qantas has drawn up tentative schedules to operate "round the world" with Super Constellations by the end of this year. Elapsed time for such a flight will be about 96 hours, with 96 hours flying

the agreement for the exchange of rights has not yet been signed. Details such as whether Qantas will pick up passengers for the USA flight and on to London still to be ironed out. Qantas passengers will, however, be able to continue their journey at American ports—and that was the right, any other, that Qantas needed to establish. Qantas may fly from New York by European airport, at which it can obtain traffic rights. As no traffic rights for Paris, perhaps is not interested in rights at present.

Should Qantas ever wish to fly to Paris it will have a useful bargaining point in the Australian Government's granted to the French Aeriens Intercontinentaux, which now operates through Darwin and Brisbane to Caledonia and New Zealand. At the end of this year TAI is to operate through Sydney, to eliminate Brisbane.

The US Government will decide if an American airline will be given the right to operate over new routes to and from Australia. Pan-American Airways, as the only US airline operating in the South-west Pacific, is expected to make application to use these

There is no guarantee, however, this application would succeed,

Garden Party at Vailima . . .



This year Governor and Mrs. Peter Coleman, of American Samoa, visited Apia for the Queen's Birthday holiday. On June 3, High Commissioner and Mrs. G. R. Powles, of Western Samoa, gave a garden party and our photograph shows guests being received by (left to right) Mr. Powles, Mrs. Powles, Mr. Coleman and Mrs. Coleman.

Photo: Edwards Studios.

as it has been suggested that another major US airline, Trans-World Airlines, is interested in the South-west Pacific.

TAI AT BRISBANE

ONE of those unforeseen technical hitches compelled Transports Aeriens Intercontinentaux to make its Brisbane debut on July 11, and not July 4 as had been announced.

This weekly service with DC6B aircraft touches down at the following points between Paris and Auckland—Athens, Karachi, Saigon, Darwin, Brisbane and Noumea. It

gives Queensland and New Zealand residents an interesting alternative in overseas air-travel.

A cocktail party to mark the inauguration of the Brisbane stop-over was given by the company's agents at Prince's in Sydney on July 11.

† Mr. Tony Bambridge, well-known businessman of Papeete, Tahiti, had in June deserted commerce for adventure. He was at Tautira, digging for treasure, which was supposed to have been buried there a couple of centuries ago by the Spaniards.

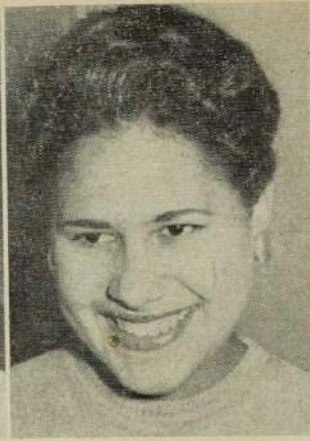
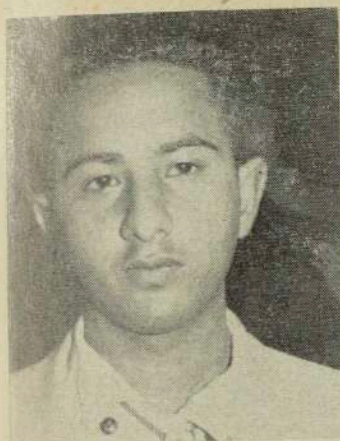
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127



ISLANDERS MEET IN SYDNEY: Amongst guests at a recent social evening given by the Polynesian Society, Sydney, were, above (left to right): Mr. V. Graham, of Suva, who is studying in Sydney; Miss Veronica Leisner, of Hawaiian descent, who is the daughter of the

Association's treasurer; and John Helona, of Rarotonga, and Moana Mann, of Apia, who enjoyed some Polynesian dancing.

RIGHT: Mrs. Irene Lloyd, formerly Ioka Opetia, of Apia, W. Samoa.

Photos: Tele-Photos.

25/4

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Pacific Islands:

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† A veteran Lutheran missionary, Mrs. Adele Welsch, who first went to New Guinea, 40 years ago, has returned home to Germany. Mr. Welsch was killed during the war when a Japanese ship in which he was being transported with other missionaries to Hollandia, was attacked and sunk by United States bombers. Fellow Lutheran Missionaries, Mr. and Mrs. Fred Schoettler, are making the trip with Mrs. Welsch.

† The New Caledonia internal air service Transpac in late June carried its 10,000th passenger. The passenger, a Lifou native, was carried free in honour of the occasion. The service was inaugurated in September, 1955.



Earlier in June, the company resumed its passenger service to the Loyalty Islands.

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LETTER TO THE EDITOR

Family Groups In Samoan Politics

In your May issue you publish a letter by Mr. C. Gardiner captioned "Samoa faces constitutional changes—and seethes a little".

According to Mr. Gardiner the present "set-up" in Samoa is dominated by the Nelson family and "connections". It is a well-known fact that, as is usual in a small country like Western Samoa, the leading European-Samoan families, Stowers, Ham, Meredith, Nelson, Mussen, and others—are all through several generations related more or less remotely to each other. But that does not mean that these families have formed political "set-ups", or support each other. To the contrary, in many cases they oppose each other openly. If, for instance, one family is related to the Nelson family, another is a strong supporter of Mataafa and his Samoan Planters' Union for whom Mr. Gardiner acts as publicity agent.

Mr. Gardiner states that my daughter married Tualaulelei, presumably the Hon. Tualaulelei, member of the Executive Council and of the Legislative Assembly. Actually, a Samoan girl whom I brought up and married a son of the Hon. Tualaulelei and, regardless of this, have strongly opposed the policy of the Hon. Tualaulelei in the Legislative Assembly—during the session particularly, over the nationalisation of the copra industry.

Tualaulelei is not related or connected with the Nelson family. At present there is a court case pending between the firm of Nelson and Tualaulelei.

The Hon. Mr. Plowman is not remotely related to the Nelson family. I know of none of the Samoan members of the Legislative Assembly who are related to each other.

On the other hand, Mr. R. P. King has married into the Nelson family which is closely related to the Nelson family.

As much for the accuracy of the comments made by Mr. Gardiner, I have also failed to indicate actually the "dominance of the Tamasese-Nelson connections" as a big difficulty in the country's political future.

As far as the directors of the Western Samoan Trust Estates Corporation are concerned, Mr. K. Meyer will certainly be surprised to learn that he is regarded as a member of the "Tamasese group". Mr. K. Meyer was appointed a director of the Corporation by the New Zealand Minister of Island

Territories as his personal representative, and he was the logical choice for the position as he is a pioneer cocoa planter of long experience.

It may also be pointed out that Mr. Gardiner's statements based on irresponsible beach talk of threatened civil war, and of the unhappiness of the Samoan people, only prove his ignorance of the Samoan people.

That there is a lot wrong in the Administration of the Territory nobody will deny, but the fault lies mainly with the present Executive Government and not with the duly elected leaders of the Samoan people.

Your correspondent boosts Mataafa and his proposed Samoan

Planters' Union. Increase of agricultural production and improvement of quality of agricultural products are the declared policy of the Government and though assistance of Mataafa and anybody else in this important aim would be welcomed, the establishment of another agency with the same aims seems to be wholly superfluous.

While Gardiner charges New Zealanders with lack of proper appreciation of the ancient social systems upon which Samoan life as a whole is built, he himself is entirely devoid of such appreciation and understanding.

I am, etc.,

A. M. GURAU.

Apia, W. Samoa,
June 19, 1957

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- Safety swing-back blades.
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ISLAND PRODUCTS LTD., Port Moresby.

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NEW COLORTOP MALTHOID

Now build yourself a coloured roof with Malthoid —
in non-fade red, blue, green and white.

Whatever the building job you have in mind, if it needs a roof — you need Colortop Malthoid. Why? Because Colortop Malthoid is the ordinary asphalt impregnated Black Malthoid with a new covering of fast coloured pebbles which gives you sturdy protection against storms and sweltering heat. All at low do-it-yourself economy.

Colortop Malthoid is so easy to use, absolutely weather-proof and durable — and you need no special skills when you lay it. You get full how-to-lay instructions on each and every wrapper.

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A Hydroseal repair is a permanent repair! Get Hydroseal for fixing leaks in metal, stone or wood. A scientific blend of asphalts, black Hydroseal is easy to apply with knife or trowel. For large holes sandwich it under and over a calico or canvas patch . . . it makes a completely waterproof seal. With *white* Hydroseal — a blended mastic reinforced with long-fibred asbestos — you don't just repair the cracks you make them *vanish*. With the same easy-to-use qualities of black Hydroseal, *white* Hydroseal is best where appearance is important — walls, for instance. Remember, you can paint over white Hydroseal — and it's easily broken down, with linseed oil, to a brushable consistency.

Brushable

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

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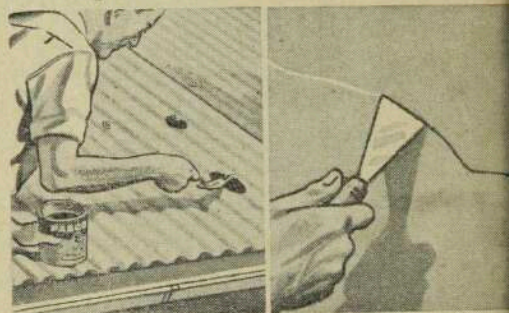
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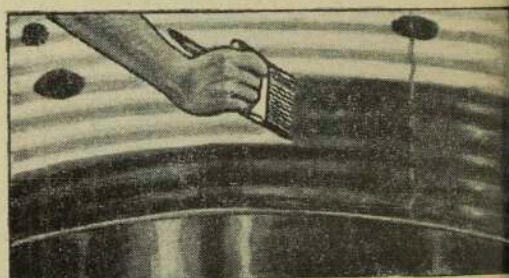
P.57



Fix and dress Colortop Malthoid with Pabco cement and coating. You'll get dependable protection, rugged efficiency against storms and sweltering heat.



A little leak can do a lot of damage. Hydroseal can't be affected by water, and withstands extremes of heat and cold. Where appearance is important use white Hydroseal — it can be painted over.



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

DEATHS OF ISLANDS PEOPLE

DR. I. H. BEATTIE

Ivor Hamilton Beattie, who at Levuka early June, was a who, in 33 years residence in contributed substantially to life of the Colony in many

was born in Edinburgh in After holding various medical intments in the United dom for a few years after the World War he bought Dr. sworth's practice in Suva.

was soon appointed to teach sthetics at the hospital, and ne a lay reader in the Anglican h.

1928 the old organ in the ro-Cathedral wore out and he to design a new one and this ment is now installed in the Cathedral.

Beattie started classes in aid and presented St. Luke's ic ground to the Medical ol.

h Pandit Durga Prasad Misra started a monthly vernacular paper known as *Vridhhi*, and ued publication until there Indian members on the ative Council.

1930 Dr. Beattie married Miss a New Zealand girl who had to Fiji to teach in a Chinese l.

en Fiji became a district of St. John Ambulance Brigade, Beattie was appointed Brigade on. Later he became an r of the Venerable Order of hn.

en Suva Cathedral was built s secretary of the Chapter, ntended the work, particu- in the final design of the and its partial installation. 1955 Dr. and Mrs. Beattie left to live in Levuka.

ER G. E. BERGERON, SM Rev. Father G. E. Bergeron, died at Lami, Suva, in June, 76. He was born at Boston e United States and joined Marist Fathers in 1905. He rdained two years later.

many years he was Professor cred Theology at the Marist ary, Boston, but followed this a number of years as a nary in Tonga. next served as Provincial of arist Fathers of Oceania, and ing that was appointed to where he was stationed at a and Lami.

er Bergeron died shortly the golden jubilee of his tion.

CAPTAIN AND MRS. J. LINFOOT

ain and Mrs. J. Linfoot, who illed in a plane accident off York, North Australia, while urvey flight, were well known i.

They had spent many months there at Nadi while Adastra Airways made survey flights of Fiji.

Mrs. Linfoot was an energetic worker for many fund-raising efforts, particularly when money was required for a new swimming pool.

MR. WILLIAM BENTLEY, Junior

Mr. William Bentley, Jun., of Suva, was drowned in an accident in the Lau Group in June.

He was the eldest son of Mr. and Mrs. W. G. Bentley, of Struan Street, Suva.

Mr. Bentley is survived by his widow and one child.

MRS. NELLIE BROWN

Mrs. Nellie Brown, widow of the late Mr. R. Brown, former manager of Burns Philp (SS) Co. Ltd., at Apia, died at Nukualofa, Tonga, on June 5.

She was a daughter of the late Mr. R. L. Skeen, a former Chief Justice of Tonga.

Mrs. Brown is survived by one son. Her elder son, Ian, was killed during the Second World War.

MISS HOLLY BARKER

The death occurred recently on Norfolk Island, of Miss Holly Barker who, following an accident, had been an inmate of the local hospital for many years.

Miss Barker was a sister of Mrs. Moltke, of NI, and of the late Sir Alport Barker, of Fiji.

She will be remembered by many Fiji residents.

MR. JAMES BROWN

Mr. James Brown, a New Zealander of Indian ancestry, who served for many years with the Fiji Police Force died in Auckland on June 17 at the age of 58.

He had reached the rank of inspector when he retired.

He is survived by his widow, a daughter and two sons, one of whom is resident in Fiji.

MRS. S. RAPHAEL

Mrs. Sophie Raphael, widow of the late Max Raphael and a daughter of the late Charles Netzler, who for some time served under the notorious Bully Hayes, died at her home in Apia, Western Samoa, on June 30, the day of her 70th birthday.

Mrs. Raphael leaves two sons and
(Continued foot col. 1, p. 151)

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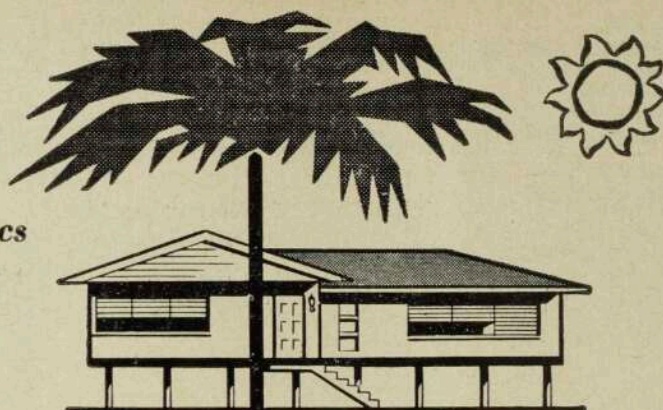
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Islanders at the Polynesian Association Get-Together



Amongst visitors to a Polynesian Association function in June were, left, Mrs. Lucille Cross (Scholz), of Raiatea, French Oceania, and E. Whinnen, who sailed shortly afterwards

for Papeete on the "Caledonien". Mrs. Laura Stevenson, of NZ, is shown with them. Centre: Mr. George Waqasaka, of Suva, and

Mr. George Thompson, formerly of Suva. Right, Mr. and Mrs. Peter Russell. Mrs. Russell was Miss Katie Stevens, of Suva.

Photos: Tele-Photos.

THE ARGUMENT IN THE NEWSPAPER

Trade Unionism in New Guinea Natives

HENEVER a class-conscious trade unionist of Australia wishes to make a stir—and making a stir is part of the technique of climbing from precarious unionism to the comparative security of professional politics—he is on an act about the "exploitation" of native labourers in New Guinea. He usually insists that the way of saving these helpless natives from greedy private enterprise is to encourage them to form unions.

There was one such newspaper demonstration, by an ex-member of the P-N-G public service, during which Mr. Michael J. Leahy, of New Guinea, was in Sydney. People who know the ex-civil servant would not take his ebullitions seriously. Unfortunately, Australians do not know the gentleman, might accept him as an authority.

Continued from page 149)

daughter residing in Australia. One of her sons, Karl, is a Pastor of the Seventh Day Adventist on.

MR. OTTO STEHR

Otto Stehr, of Manuan, in the Duke of Yorks, New Guinea, died in Rabaul late last year, after a short illness. He and his brother (who died about 10 years ago) were well known in New Britain. Mr. Otto Stehr, who was born in Samoa, came to New Britain in 1901, and had been extensively in the South before settling as a planter in the Duke of Yorks. He is survived by his wife and three children.

He has to be answered; and "Mick" Leahy took on the job with a zest that won considerable applause. In the correspondence columns of *Sydney Morning Herald* he wiped the floor with the trade union advocate.

Then the editor used his arbitrary pencil, and closed the correspondence, leaving the trade unionist with the last word. This was "Mick" Leahy's reply, which was in the post, but shut out by editorial dictum:

THERE is a process of change in New Guinea and that process will go on for centuries.

Brain, not brawn, runs the world to-day, to a greater degree than ever before. The New Guinea native has not—and will not have for centuries—the mentality to compete against or cope with the brain of more mature races.

To "unionise" him, he would have to be divorced from his native way of life, and become dependent on outsiders.

Africa, to-day, would be very happy to get all her indigenous peoples back into the village life the New Guinea native enjoys to-day.

A parallel to the labour set-up in New Guinea to-day would be to tell all the school children in Australia that they could go to school only if they wanted to go. Should they decide to go, and, while there, abscond with the school equipment, that also would be in order.

How can you unionise them?

Control by the United Nations—that pernicious body of armchair advisers representing, with few exceptions, some of the most backward, poverty-stricken and revolution-riddled countries in the world—should never have been inflicted on New Guinea's primitive culture. Now, we are used as a political football, kicked around by colour-conscious countries interested only in friction, not freedom.

There is little need for white trade-unionism in New Guinea.

Eighty per cent. of the employed are Administration employees, and they have their own Union.

As far as I know, most of the other whites in jobs are enjoying wages and conditions far in excess of their counterparts in Australia, who are working under union conditions.

The only people in New Guinea I could suggest who need unionism are the inspired workers, getting a few pounds a week, whom the missionary societies are exploiting in commercial enterprise, in competition with the uninspired and highly-paid workers of private industry.

† Three copra sheds and a bulk store at Rotuma were burnt down recently. Damage was estimated at between £25,000 and £30,000. The buildings were the property of Burns Philp (SS) Co. Ltd.

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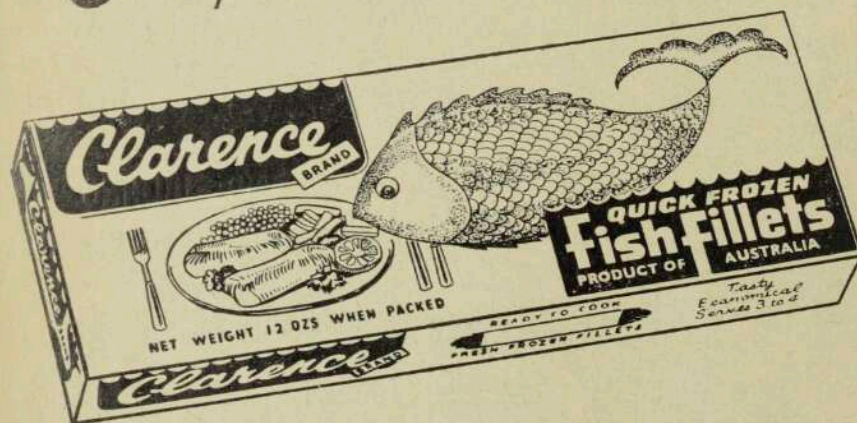
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Fiji Talent on Australian Amateur Hour

Fiji talent is to have a chance this year to compete in Australia's Amateur Hour, for which a prize of £A1,000 is awarded to the most likely to succeed.

Mr. Clifford Arnold, chief talent officer for the Amateur Hour, was in Fiji in June holding auditions at the Broadcasting House, Suva. He was followed by the Amateur Hour unit on July 19.

The unit, which comprises Terry (director-compere), George (producer) and George (musical director), was to record two or three shows.

These will be broadcast later this year throughout Australia over the quarie network (55 stations) of Radio Australia. (A somewhat unusual combination of Commercial and ABC stations).

The recordings in Fiji are the first made for the Amateur Hour in the Pacific.

The Amateur Hour unit is working in association with the Fiji Broadcasting Commission and the Visitors' Bureau in choosing items (there will be 10 items in each programme) and making recordings.

All semi-finalists and finalists for the £1,000 prize are selected by popular public vote. The winners of the heats in Fiji will be brought to Australia to take part in the finals.

It has been calculated that the programmes will be heard by more than 2,000,000 listeners throughout Australia—one of the best publicity boosts Fiji has had for a long time.

And P-NG to Have American Talent

One of America's top news commentators, Mr. Lowell Thomas, may broadcast his regular news analysis from Port Moresby next month.

He will arrive in the Territory with the Columbia Broadcasting System TV team at the end of July to make a film on the Territory for American viewers. P-NG will be one of seven countries to be so treated by the CBS; two of the others are Venezuela and Antarctica.

A CBS programme director, Mr. Gilbert A. Ralston, arrived in Port Moresby in early July to make preliminary arrangements for the TV team.

† The film "Last Paradise," made by Italian technicians Folco Quilici and Collona in Tahiti last year, was selected as one of the three best Italian films at the Film Festival held in Berlin in May.

BIRTHDAY HONOUR FOR TERRITORIAN

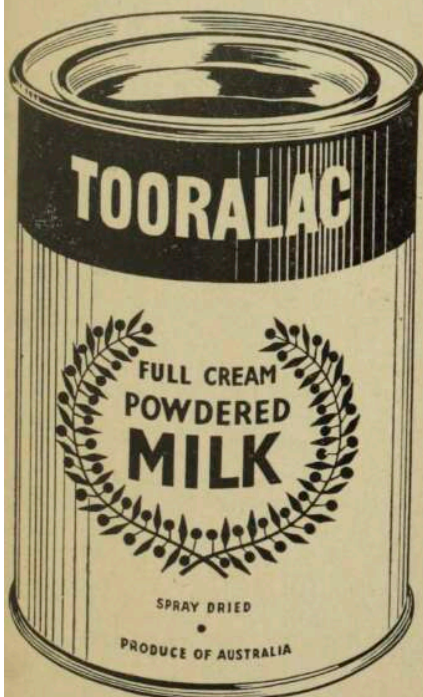
INSPECTOR Frank G. Hoeter, of the Royal Papua-New Guinea Constabulary, Madang, has the distinction of being the only Territorian mentioned in the recent Queen's Birthday Honours List.

Inspector Hoeter, who has the rank of Captain in the Papua-New Guinea Volunteer Rifles, has received the OBE in recognition of his services in building up the strength of the PNGVR's Madang detachment.

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Letter to the Editor

New Caledonia Fears a "Little Vietnam" of The South Pacific

IN your magazine of September, 1955, you rightly showed how the free nations of the Pacific and their territories had to defend and protect themselves against the invasion of Asiatics, "generally dominated by Communism."

We now understand the wisdom of such predictions, as here in New Caledonia a North Vietnamese population is fast developing. These people are very prolific and instead of intermixing and amalgamating with the local population they preserve their racial characteristics, marry only within their own group and preserve their own language and culture.

Even when they go to our schools, they remain Vietnamese. In Noumea, there is a French population of 15,000; and in the same area there are 2,800 Vietnamese in our schools. They are almost all influenced by Communism. The danger has appeared to all—and a Committee was formed to obtain their repatriation to the country of their birth, North Vietnam—known as the

"Democratic Republic"—in order to rid New Caledonia of such a danger. But Ho Chi Minh's government would have none of this—he would not grant entry visas to the Republic's own nationals—and this in spite of approaches from Paris.

Informal discussions between France and the Republic have been going on for months, but so far without any result.

The New Caledonian Committee which was formed to get rid of these undesirable people has been able to prove conclusively from documents that have been discovered that the local Vietnamese have been in touch with Ho Chi Minh's Communist Government. The local group, therefore, constitutes a perfectly organised bridge-head for the day when Asiatic Communism strikes south.

In view of the difficulties that our local Government is experiencing in ridding us of these people whom we consider our enemies, we are appealing to our friends in Australia, New Zealand and the United States to support the French Government and the New Caledonian authorities in their action to obtain repatriation of the Vietnamese.

In the existing circumstances, all of us here in the South Pacific have the same interest in protecting our still free countries from Asiatic Communism.

As president of the local Committee, I ask you to help so that

finally the French of New Caledonia may get rid of those Asiatics who represent a danger not only for New Caledonia but for Australia, New Zealand and all the countries that the still free world protects from Communist barbarism in the Pacific.

We are also applying to the United States Government, which is also interested in this question.

Yours, etc.,

PAUL BLOC

Rue d'Ypres,
Noumea, NC,
June 6, 1957.

M. Bloc is editor of the local weekly, "Civisme"; a former member of the General Council; a former president of the Chamber of Agriculture; and present President of the Committee referred to in his letter.—Comite de Defense des Interets la Nouvelle Caledonie.

† A course for cooks and restaurant managers is to be opened soon at the Noumea Technical College. Lessons, practical and theory, will be given in cooking, management and diet. The course will be open to people of all ages and will include practical lessons in various Noumean restaurants. You students showing exceptional gifts in the culinary art will be eligible for scholarships entitling them to continue their studies in a college in France.

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Tongan Football Tourists . . .



Tongan Rugby Union team that toured Western Samoa in mid-June and was to go on later to Suva. In Western Samoa they won two out of three tests, the third being a draw. —Photo by Hettig.

to the Editor

Norfolk Island Says: "So So Good"

ER 2½ years of persistent fighting since our Petition to M The Queen for a more democratic "set up"—Minister Hasluck has granted a new basis of local government which should remove most of the present system of dictatorship. It would seem to be the nearest practical approach to the autonomy given to the Island in 1856, taken away under most dubious and illegal circumstances—41 years later in 1897.

Minister Hasluck has shown his interest. It is now clearly up to the residents to take their local responsibilities more seriously and realise that the Council is no longer to be looked upon as a "joke".

It is essential that it be properly organised in every detail up to the standard of a Rural or County Council with its powers to make laws.

It is to be hoped that the Administration will busy itself with the real help in its Constitution—by offering samples of other successful Constitutions from post-war Australia, New Zealand and the United Kingdom—from which we can extract the most suitable for local needs.

There are those who have a great deal of experience of public service on the Island and who I think, gladly offer their advice if asked. In our new constitution we might do well to make provision being made for the appointment of two Aldermen from those with such experience.

Their term of office could be longer and so create continuity in Council matters.

It is also to be hoped that Minister Hasluck will obtain the services of an independent expert as is usually employed in the forming of such an Authority so that the transitional stages are speeded up, yet based upon the finest experience.

It is then up to the new Authority to assume its various responsibilities by degrees, as the financial position allows in each case.

I cannot see any fairer way of financing than for grants to be based upon a percentage of the Island's purchasing power—say, 40 per cent. This simply means a partial refund of concealed taxation now enjoyed by Australia in the form of income tax on individuals and the company taxes paid by the manufacturers, middlemen and transporters, all of which are included within the cost structure of the goods we buy and pay for each year.

Minister Hasluck has always gone to considerable length to say the Island pays no taxes. This is nonsense. I doubt if we get back more than 90 per cent. of what we pay into the Australian purse. Much of the Island's income is "fresh blood" in form of foreign currency.

Most of those who do not now pay income tax on mainland investments, would not do so even if we had income tax locally.

Even our direct taxes in duties are formidable in that they extract some £20,000 p.a. from an electoral roll of 518 persons. The reduction of a top heavy bureaucracy and so large an unproductive number in our midst, would remove the need for the Territories Department to be constantly attempting to hide the true position.

The propaganda booklet, "The

Progress to the Australian Territories, 1950-1956," published in 1957, is a typical example of misleading statistics for consumption of those voters not likely to know the real position.

For example, the NI population shown as 1,039, is no doubt taken when the Island was bulging with visitors to our Centenary celebrations. The real figures of the last census have not yet been published in our Gazette.

The state of local finances are deliberately kept from residents and it will be the duty of our new local Authority to see that all revenue and details of expenditure are published promptly each year. At present the last available Annual Report and Balance Sheet (in which detail is concealed) is for the year ending June, 1953. An appalling state of affairs but indicative of the position of Administration in general.

I would like to express my thanks to those amongst us—including our one-time President, Mr. R. H. H. Nobbs—who have stuck together and persevered with success in obtaining a more democratic set-up.

Much effort and money have gone into bringing matters to the present stage; it is now up to all residents of the Island to see that the new Council gets the support that it will require.

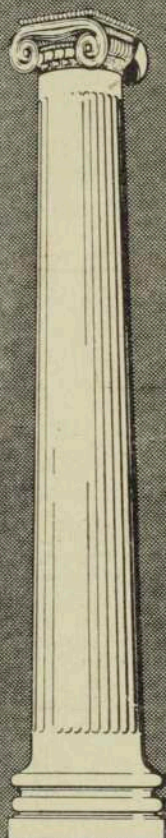
Yours, etc.,

W. K. SELBY NEWBALD.

Norfolk Is.,
June 22, 1957.

† A third child, Stephanie Jane, was born on June 26, in Sydney, to Mr. and Mrs. Stuart Inder, former well-known residents of Port Moresby, where Mr. Inder was 9PA Regional Journalist.

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LETTER TO THE EDITOR

The History of Ansett Airways

ANSETT Airways recent application to operate a service to Port Moresby has received considerable publicity, both in Australia and Papua, and it is clear that the article on page 21 of the *Pacific Islands Monthly*, for May, concerning "Another Company" and the possibility of competition with it, are related to this matter.

I am both interested in the history and airline operations, and read considerably on both subjects. I feel that this portion of the article, besides being unduly pessimistic, does not do Ansett Airways the justice it deserves.

Although your article does not say that an airline is involved, it would appear to readers in view of the publicity given the matter in your publications. For this reason, I put below the views of Ansett, as expressed by the magazine, *Aircraft*, a publication which is not given to glowing in over-glowing terms.

The "Coming of Age" of Ansett, as the article appeared as follows:

Ansett Airways Pty., Ltd., celebrated its 21st birthday as an operating airline on February 1st, 1957, a milestone in its career which was passed on the airline, not only in a most healthy manner, but with plans in hand for major developments. Within the next 12 months, it will be re-equipped with five Convair 440 multi-engine coach-type aircraft, and in addition to develop not only existing services but enter new routes.

At the time of the anniversary, the managing director of the airline, Mr. R. M. Ansett, spoke of his interest in the Lockheed Electra turbo-prop as a further development in 1959-60, and of planning to develop north, possibly into the Darwin area and Port Moresby, New Guinea.

Ansett Airways started 21 years ago as a company, operating a service from Melbourne to Sydney—then the same route where Ansett started his business career as a seafarer. Mr. Ansett was only 27 when he started his aviation venture, and it proved itself successful for its development (on August 15, 1937) into a wider field, with the inauguration of the Melbourne-Mildura-Hill service. The original equipment consisted of a Fokker and an Airspeed Envoy.

Following the extensions, Melbourne-Wagga-Wagga and then Sydney-Adelaide route. By the time the war broke out, the service was operating with three of the original Lockheed aircraft, but when the Japanese war began, the airline and the organisation of the airline were absorbed into the military organisation under contract to the US Service of mail to maintain courier services in Northern Australia.

After the war, Ansett had to take up where he left off, to rebuild his airline and air structure and found many difficulties and obstacles in the way. He believed that much of the restrictions came from the fact that, in pre-war days, he was in receipt of a government subsidy, and made the bold decision to renounce this and to "go it alone". The company to-day reckons this decision to be the turning point in the present

successful and highly promising development of the airline.

In the decade since 1946, while the major airlines were engaged in the bitter "airline war" which followed Labour Government attempts to nationalise the air transport industry and the founding of Trans-Australia Airlines, as a Government instrument, Ansett has followed the path of a rebel, consistently—despite forecasts of disaster—refusing to conform to the pattern laid by his bigger competitors.

He contested "standard" fare structures, worked his DC-3 fleet to the limit—setting world utilisation records in the process—and went boldly into both the freight field and into interstate routes.

In this he had the advantage of a financial structure that was widely spread over a series of interlocking subsidiaries of Ansett Transport Industries—a nation-wide network of tourist bus services, a chain of hotels, and a bus-manufacture company. Eventually he transformed the airline into a "coach" service and set a fare pattern for it that maintained a small differential below the standard fares of his competitors, and also offered a series of special concessions.

He added to his fleet the two pressurised Convair 340's, which now head it, and this move put the airline in a position, for the first time since the war, to meet competition on main interstate routes with equipment rivaling that of the other main operators.

In 1956 Ansett Airways was the third-ranking domestic airline in Australia, still well below ANA and TAA in overall transport figures, but showing a rate of growth that marked it as an operating company that could no longer be treated lightly by them in considering the competitive future.

Residents of the Territory, as a whole, I believe, would know little about Ansett Airways, not only because it does not operate services there, but because most airline bookings would be made through Qantas which, being the Government's international airline, would feed to its internal instrument, TAA. Therefore, I believe more consideration should have been given to it in your article, which paints a very poor picture to those who know little or nothing of its operations.

It is the announced policy of Ansett that it will endeavour to develop the Territory's tourist potential. This is another point in its favour. What has Qantas done in this regard? To my knowledge, the only time it has advertised Papua and New Guinea in Sydney's daily press, was when it was receiving competition in the form of Trans Oceanic Airways.

I am aware that the first application has been refused, and also that the matter will again be discussed during the review of Papua-New Guinea services. However, if strong support is forthcoming, the application will stand a better chance.

The picture of Ansett Airways competing with Qantas would be a healthy one—therefore, the application should receive the support of your magazine and that of all Territorians.

I am, etc.,

H. J. DICKINSON.

10 Manion Ave.,
Rose Bay, NSW.

Well-Known Tahiti Missionary Retires

PAPEETE, June 14.

MANY sad farewells were said at the departure from Tahiti on June 9 of the Rev. and Madame Phillippe Rey Lescure by the vessel *Resurgent*, bound for France.

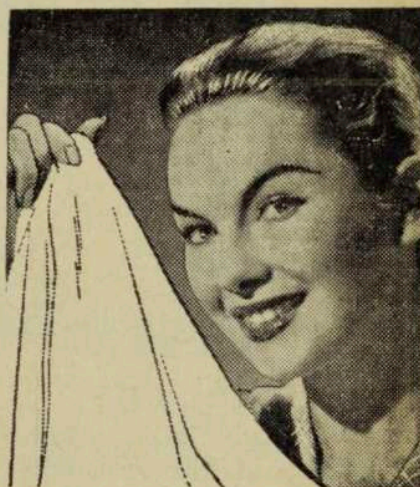
The Rev. Phillippe Rey Lescure, now bearded and of imposing stature, was born in France 60 years ago. During World War I, he was director of the YMCA at Armentieres; and it was there he met Madame Lescure, who worked with the YWCA.

After the war, they married and went to New Caledonia as missionaries. For 10 years, they worked for the natives, under very primitive conditions.

In 1933, they came to Papeete (Tahiti) and besides doing mission work, they presided over the Protestant schools for three years, owing to the lack of instructors.

For 14 years M. Lescure was in charge of the Tahitian and French parishes and he then began evangelistic work among the Chinese.

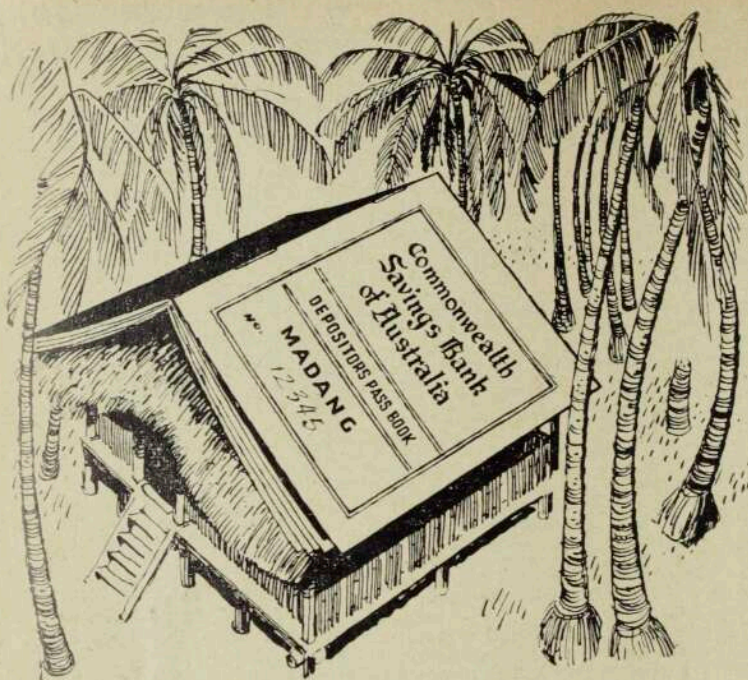
His understanding of human nature endeared him to all sections of the community, irrespective of denomination. He and his wife will be sadly missed.



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Editors' Mailbag

(Continued from Page 20)

Islands Monthly" is saturated will not make it an easy task.

In closing, I should like to point out that on page 27 of your December issue, despite your anti-Americanism, you have handed over the very Canadian town of Calgary to the USA. I have consulted the Encyclopaedia Britannica and there is no town named Calgary in the USA which would justify your error.

Yours for more accurate, and less emotional reporting—MARJARI WOODS.

There are several matters that we could take up with Mrs. Wood—but we will let them pass except to remark that if she lived down here on the bottom side of Australia instead of being tucked up there between the United States and the Arctic Circle, she might take a different view of world affairs. But this business of being insolent about the *Mariposa* really rocks. We cannot see the connection between the article referred to and Tokio Rose, and can only conclude that to treat any American institution with anything less than awe is regarded as a bad case of lese-majesty.

To revert to Calgary: On checking back we find that this item was written by no less than Perambulating Publisher, then on a visit to Papua-New Guinea (and currently there again). As he is a Fellow of the Royal Geographical Society, we blush for him; and for the sub-editor who let it pass.

Sorry too much, Sinabada.

Showing the Tourists the Real Moresby

A reader called H.H., from Port Moresby, writes from there to—once—commend us. This makes a pleasant change after that slap on the knuckles from Canada.

H.H. follows up the Tropicality April *PIM* concerning the treatment of a kitten in Hanuabada and suggests that a branch of the RSPCA would be in order. She writes on:

Some real good may come of interested folks taking VIP's to "Bulolo" round Titana Village on the other side of causeway, beyond Hanuabada, to let them see the slum with the diseased humans and animals in their hundreds where our Administration cheerfully ignores.

A scream from some important but sensitive soul might do more good than spending hundreds of pounds (as has been suggested) on a model village for the tourists might even bring out an authoritative officer with sympathetic shot-guns—periodically—for the animals, of course.

Has Mr. Hasluck ever seen Titana? I wonder?

Orders Finance P-NG Administration

TE businessmen in Lae, New Guinea, are wondering how much longer they can afford to the Administration on their

When approached in June for payment of outstanding accounts going back to January, and some as 12-months back, Administration officials told the firms that no more funds were utilised until after June, than by way of paying

same thing occurred last when it took until October to pay up accounts owing prior. It is understood that Administration purchasing officers are ordered to buy goods on behalf of administration departments, and they are governed in their purchases by the availability of funds allocated to various jobs. Businessmen accept these orders on faith and supply the goods, payment is withheld for

firm estimated that non-payment of outstanding accounts costing them an average of a day.

Position is really acute for business people who need the money to pay their own accounts cannot afford to carry the administration over long periods.

Final Note:

Guinea-New Guinea gets a grant between £7 and £9 million annually from Australia but the way in which the financial set-up of the Territory is managed, as in Port Moresby and Canberra, is such that there is everlasting difficulty.

However, whatever the technical reasons for these hitches that occur annually at the end of the financial year, the fact that private business, large and small, has to suffer government in this ridiculous way is a disgrace.

In fact, we can go further and say that any institution—no matter how large—its bureaucrat-made departments within itself—which operate the credit system of a country in this fashion is unfit to handle public money at all. Small traders—small and medium businesses—anyway—work on bank credit for which they have to pay interest. Yet the Administration forces them to finance Administration purchases by extending bank loans—although it is obvious that the Administration pays corresponding interest on the overdue account.

News Items from American Samoa

THE Legislature of American Samoa met in session for 15 days, May 27 to June 14.

A wide variety of resolutions were submitted to the Governor, ranging from requests for general pay raises and authority to claim ownership of land on sea side of main road to complaints about merchants selling bad smelling goods to public.

All resolutions are studied, commented upon by the Governor and submitted to the Secretary of the Interior, in Washington.

Governor and Mrs. Peter T. Coleman visited Western Samoa, June 1-4, as guests of High Commissioner and Mrs. G. R. Powles and participated in Western Samoan Flag Day celebrations as well as observance of the Queen's Birthday.

The Department of Labour in Washington approved the wage recommendations submitted them by Samoa's Wage Committee held last May. The new wage rates, affecting the Cannery, Standard Oil, longshoremen and new industries, became effective June 22. Cannery minimum rates increased from 35 to 38 cents hourly, Standard Oil to 45 cents and longshoremen from 25 to 40 cents per hour. Government employees are not affected by the above changes as yet.

The Inter-Samoan Consultative Committee (drawn from American and Western Samoa) met in a one-day session, June 12, to discuss mutual problems. Chairman T. R. Smith, High Chiefs Tamasese and Malietoa led the Western Samoan

group while Governor Peter T. Coleman and Samoa's leading chiefs for American Samoa completed the party. Subjects discussed included: (1) Immigration and Travel Permits, (2) Tariffs, (3) Japanese Fishing Vessels, (4) Agricultural School, (5) Treatment of Hospital Patients who are visitors, and miscellaneous subjects.

A Samoan nurse, sanitary inspector and one school teacher will represent American Samoa at the SPC/WHO Health Education and Welfare Training Programme in Noumea, New Caledonia. The trio comprised of Mrs. Arieta Multaupo, E Ripine Saupo and Fagaga M. Gala departed June 20 via the *Tofua*.

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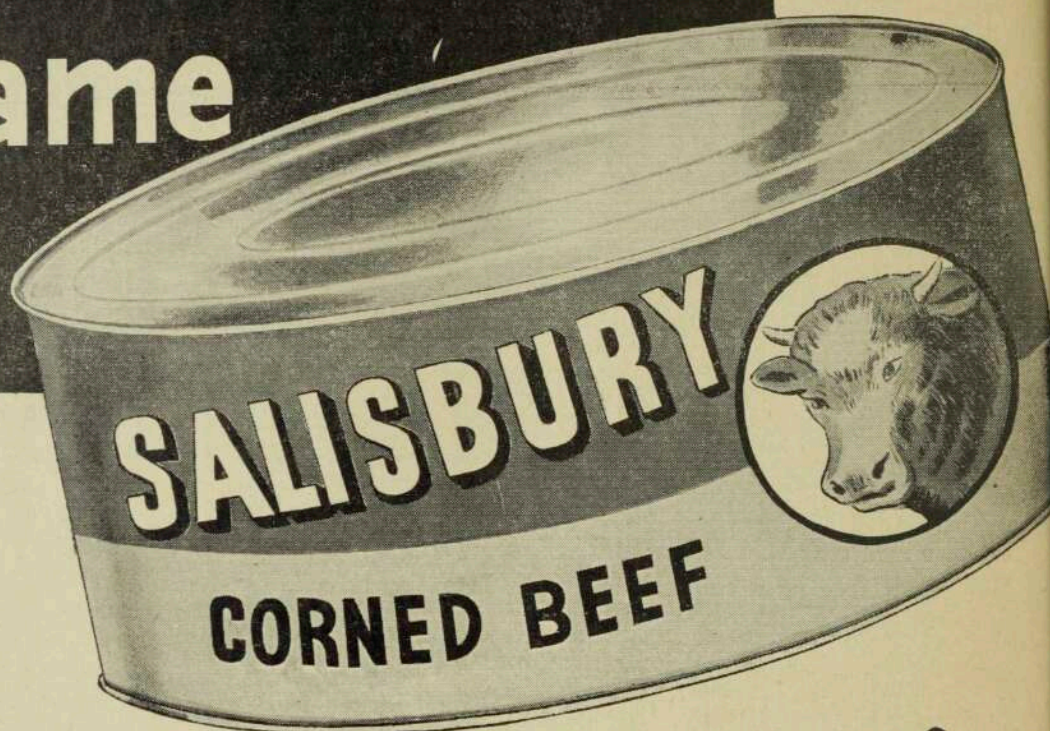
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the Case of the Lying Post Box

VERY cross Mr. H. R. Nisbet has complained about the way mail is handled—or not handled in some parts of Papua-New Guinea.

He says that the mail notice on the posting box in Lae, for instance, does not mean what it says.

One evening in May he posted a letter to his wife in Wau expecting it to be cleared at the next 8 a.m., but it was not on the box.

A deal involving £6,000 hinged on the letter so next morning he telegraphed his wife to collect it. However, Mrs. Nisbet received no letter, and Mr. Nisbet, very wrathful, telegraphed the Lae post-office.

According to Mr. Nisbet, he was told that when the drop box is full there is not sufficient time to get all the mail into bags and get away on aircraft, what is left is left until next time. Not very comforting when the matter is at hand.

Mr. Nisbet says that he has been very patient in the Territory, and that he is reasonably tolerant—although he is not as tolerant as he is apparently expected by the P-N.G. and Telegraphs Dept. to-day.

The High Commissioner of Western Samoa, Mr. G. R. Powles, returned to Lae from an official visit to New Zealand where he has had consultations with the New Zealand Government mainly on the proposed constitutional changes in the Samoan Government and the relative position to be considered by the New Zealand Parliament during its next session.

Coffee as
New Export

W. Samoa Agricultural Prospects Improve

AFTER the drop in exports of agricultural produce during the past few months, the economic position has greatly improved by a good cocoa crop now being picked and delivered to Apia sheds. At the same time the cocoa price somewhat improved and has reached the level of £225 per ton f.o.b. for first grade.

The June *Tofua* lifted 15,000 cases of bananas for the New Zealand market, a distinct improvement on shipments during the last five months, when only 5,000 to 8,000 cases were shipped by the USS Co. steamers. An increase in shipments during the second half of the year is confidently expected.

With better weather during the present dry season, an increase in copra cutting and copra exports may also be looked forward to.

An encouraging development is the harvesting of an exceptionally heavy coffee crop, which is estimated to be about four times as large as the previous year's crop.

While previous coffee production was barely enough to cope with local consumption, coffee planters have now to dispose of their crop in overseas markets and offers have been received from Samoan coffee, which is of excellent quality, from New Zealand and Australia as well as from England and the Continent.

Large areas of coffee have been planted by Government-owned Western Samoa Trust Estates Cor-

poration and private planters and should come into bearing in the near future.

NEW GUINEA WOMEN'S CLUB OF SYDNEY

The Annual General Meeting of the New Guinea Women's Club of Sydney was held at the Feminist Club rooms, 77 King Street, on July 18.

On July 4, a memorial service for the men who lost their lives in the *Montevideo Maru* disaster, or in New Guinea during the war, was held at the Cenotaph, Martin Place, Sydney.

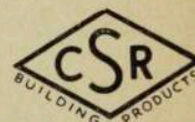
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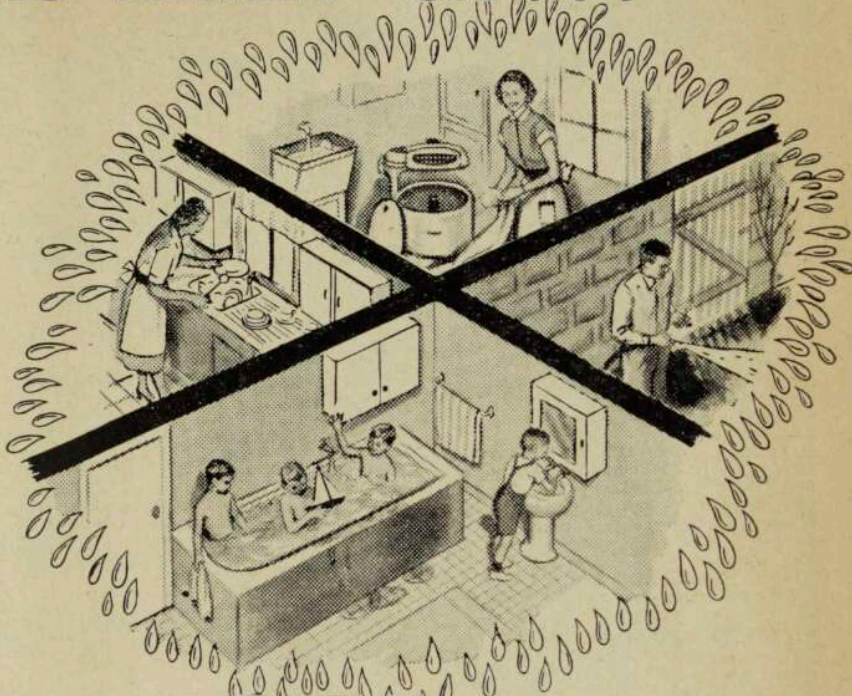
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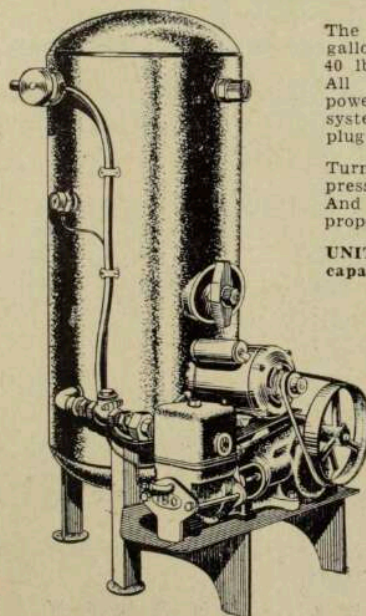
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FIJI:—Plantation grade £F52/5/6; FMS £F52.

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 4 cents lb. (\$US89.6 or £A40 approx. per long ton). Periodic bonus, if average proceeds exceed Govt. buying price and expenses.

SOLOMONS:—Honiara/Gizo Yandina: 1st grade, £56; 2nd £52; 3rd £45.

NEW HEBRIDES:—Buying price on May 11 fell from 6,000 Pac. francs (£A42) delivered Vila/Santo to 5,750 Pac. francs (£A40/5/-). European price, July 8, 67,000 Met. francs (£A84/4/- approx.) c.i.f. per short ton.

NEW CALEDONIA:—Noumea, Feb. 20: 7,250 Pac. francs (£A50).

FRENCH OCEANIA:—Recent prices were: Top grade 10.50 Pac. francs per kilo (£A62/15/- per long ton) f.o.b., Papeete; lowest grade 5.35 Pac. francs (£A39).

TONGA:—A Grade, £T52/5/-; B Grade, £T46/5/-.

COOK IS.:—Local price is based on £NZ58/14/4 (£Stg.58/10/-) per ton f.o.b. in bulk. Outer islands copra producers receive approx. 3¼d NZ per lb. equal to £NZ30 per ton.

COCOA:—Islands prices are based on the rate for Accra cocoa which on July 8 was £Stg.239 per ton, c.i.f. London.

P.-N.G.:—Good grade £A245 ex wharf, Sydney.

W. SAMOA:—July 5: £Stg.235 f.o.b. Apia.

COFFEE:—P.-N.G. July 8: Quote No. 1—Top grade 6/7 per lb; Quote No. 2—6/4.

PEANUTS:—P.-N.G., July 8: Kernels 1/6½-1/8; Virginia bunch, in shell, large, well cleaned, 1/4-1/5 per lb. del. Sydney; other 1/2-1/3 del. Sydney.

RUBBER:—P.-N.G. price is based on Singapore rate, which on July 5 was: No. 1 RSS, spot, 91½ Straits cents (33d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on July 8: New crop, c.i.f. Sydney, Tahiti White and Yellow label, processed, standard packs, 59/-, Green 57/- per lb.

RICE (Australian):—Price from May 1, 1957—P.-N.G.: Dry brown and dressed, 112 lb bags, 5 tons and over, £61 per ton, f.o.w.; under 5 tons £61/10/- per ton. Vitamised and enriched white, 112 lb bags, 5 tons and over, £67/10/- per ton, f.o.w.; under 5 tons, £68 per ton. Other Pac. Islands: Dry, brown, etc., £70

per ton, f.o.w., Sydney or Melbourne.

PEARL SHELL.—Prices between the majority of the Torres Strait producers and Otto Gerda Co. (USA) for 1956 (1957 prices not yet made public) were i.e.: Sound, £A736; D, £A390; E, £A300; EE, £A225; all f.o.b. Aust. ports; July 1, 1957, quotation by independent pearlers Sound, £A865; D, £A650; E, £A450; EE, £A255. Cook Is.—Manihiki: July 8, loose shell on beach, £Stg.448 per long ton. Export price, £Stg.700 f.o.b. Rarotonga. Tuamotus: 175-185 Pac. francs per kilo (£A1,000-£A1,060 per long ton) f.o.b. Papeete.

TROCHUS: One Sydney agent on July 8 quoted: N.G. £A350, B.S.I., £A355, both ex-wharf, Sydney. Along with another agent he was unable to quote for N. Heb. The second agent could not quote because he had not received any orders.

GREEN SNAIL: Quote No. 1, July 8 SW Pacific, in store, Sydney, £A378 subject to rejects.

LONDON AND U.S. PRICES

Copra:—London, July 8: Philippines, bulk, July/Aug. \$167.50 (seller); Straits Borneo, fair, merchantable, del. weight United Kingdom-North European port July/Aug. £Stg.63 (buyer), £Stg.63/5 (seller). New York, July 8: Philippine c.i.f., U.S. Pac. Coast ports, \$151 (asked).

Cocoon Oil:—London, July 8: Ceylon, bulk, c.i.f., United Kingdom-Nth. European ports, July/Aug. £Stg.95/10/- (seller). Straits, crude, c.i.f., bulk, July/Aug. £Stg.90/5/- (seller).

Cocoa:—London, July 1: Accra July/Sep shipment £Stg. 238/15/-, c.i.f. Liverpool Oct./Dec. (new) £Stg.238/15/-, c.i.f. L'pool.

Rubber:—London, July 5: Spot buyer Stg.27¼d lb. c.i.f. Oct./Dec. 27¼d.

ISLANDS MINING SHARE

FIJI

Aug., '39 June, '56 July 8, '57
Emperor . . . b9/11 b10/3 b6/-
Loloma . . . s25/6 b27/- b31/-

PAPUA-NEW GUINEA

Bulolo . . . b124/- b45/- b33/-
N.G.G. Ltd. . . b1/10 b2/2 b1/11½
Oil Search . . b3/11 b14/11 b9/9
Ent. of N.G. . . — s2/- b1/-
Oriomo Oil . . b5/- b6/6 b4/-
Papuan Apin. b4/11 b3/6 b3/1
Placer Dev. . . b68/6 b101/6 b105/-
Sandy Creek . . b1/5 s6d s1d

EXCHANGE RATES

FIJI.—Through BANK OF NSW, AUSTRALIA and BANK OF NZ, Australia. Fiji, basis £100 Fiji: Buying, £A111/2 Selling, £A113. Fiji-London, basis £100: London: B, £110/15/-; S, £112. NZ-F basis £100 NZ: B, £111/11/9; S, £110/4.

SAMOA.—Through BANK OF NZ, Australia on Samoa, basis £100 Samoa: B, £A123/12/6; S, £A124/10/9. Samoa-London, basis £100 London: B, £99/7 S, £101/10/-. Samoa-NZ, basis £100 NZ: B, £100; S, £100/10/-. Samoa-Fiji, basis £100 Samoa: B, £111; S, £110.

PAPUA-NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Buli, Kavieng, Madang, Wewak), BANK OF N. (branches: Port Moresby, Lae, Buli, Rabaul, Madang, Samarai, Goroka, agencies: Wau, Boroko, Kokopo) and BANK (Port Moresby) and NATIONAL BANK OF ASIA. (Port Moresby) quote exchange rate Australia-Papua-NG: 1 per £A100.

NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia - Norfolk Island: 5/- per £A100.

FR. PACIFIC COLONIES.—Pacific franc most valuable of the three franc groups in French Union, are used in New Caledonia, New Hebrides, and Fr. Oceania. FRENCH BANK (Comptoir National D'Escompte de Paris) in Sydney quotes Selling 140 Pac. fr. to £Aust.: 177 fr. to £Stg.; 63 Pac. fr. to US \$.

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- V.T.C. CORNED BEEF

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NOTES ON THE MARKETS

COCHUS has again been hard to sell in Sydney. One agent considered that he might be to do business for shell from Guinea and the BSI at £350 a ton, but another had not yet any orders.

Green snail was also difficult. Agent quoted £375, in store, subject to rejects. Another not prepared to quote a price. Cook Islands-Manihiki pearl shell sold from £Stg.800-900, f.o.b. Tonga, to £Stg.700.

World coffee production declined six per cent. during the 1957 season, according to data issued by the US Department of Agriculture.

The major reduction was from 10 million bags in 1955-56 to 4.7 million bags. The major decline, Brazil, was caused by adverse weather.

The remainder of the coffee-producing world maintained or raised its level of production.

BOY SLIM TO VISIT P-NG

LONGST some of the distinguished mid-Winter visitors to New Guinea will be Lady Slim, of Australia's Governor-General.

She will commence a 12 days tour of P-NG on July 27.

She will inspect women's organisations and social welfare projects in Port Moresby, Goroka, Lae, Rabaul, Kavieng, Finschhafen and Lae.

At members of the Eastern Island Women's Institute (NZ), of them accompanied by their husbands, recently made a three day tour of Fiji. It was the first party from the same Women's Institute to have toured Fiji in the three years.

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W.P.H.C. TERRITORIES (other than B.S.I.P.): G.E.I.C. Copra, 2-23; New Area Officer W.H.O., 2-82; "Arakarimoa" Hero, 4-56; Use More Electricity, 4-75; Visiting Minister of State, 5-22; Jobs Switch, 9-69; G. and E. Ports, 11-58; Knighthood for H.C.W.P., 12-19.

† A visitor to New Caledonia, in June, was Mr. Roland Pres, Director-General of the French Government's Mining Bureau. Mr. Pres said that the Mining Bureau is to extend its activities in New Caledonia substantially. Proof of this is the fact that in 3 years the Bureau has invested 90 million francs in New Caledonia surveys and prospects and this year 70 million will be spent. Eight engineers are at present working in New Caledonia and the number

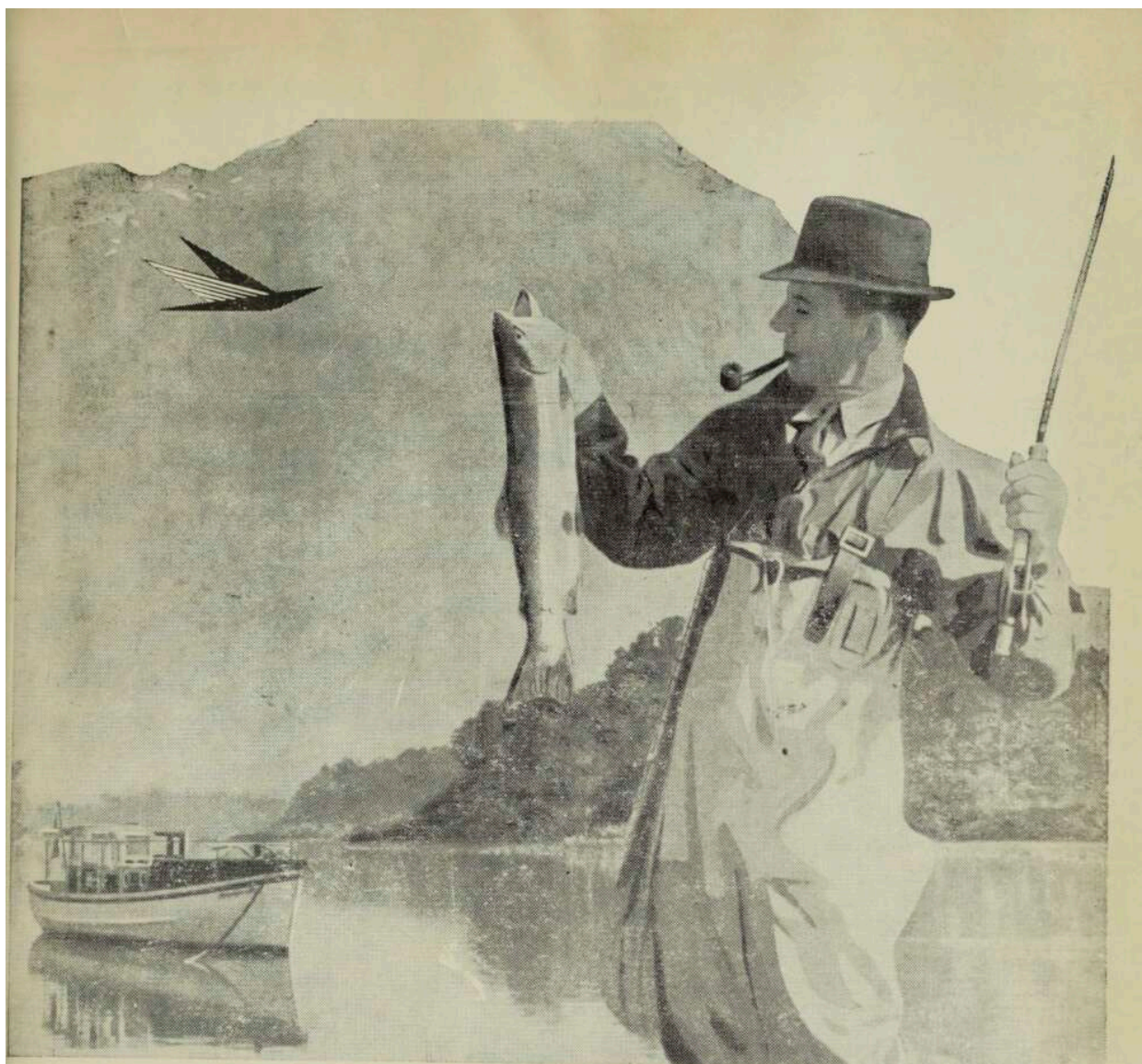
will be increased so soon as suitable men can be found. France at present has a shortage of mining engineers and the Mining Bureau will award scholarships to suitable scholars in New Caledonia permitting them to study at mining colleges.

‡ Mrs. Thelma Gardner, nee Anderson, recently revisited Cairns, Qld. to see her family. She now lives in Captown, S. Africa, but was well known in Papua and New Guinea where she lived before the war and for a short while after it. She was in Wau for some time and just before the outbreak of the Pacific War was managing the Cosmopolita Hotel in Rabaul, for Mr. Ben Gaskin. During the war she was transport-driver with the Netherlands Government in Brisbane and returned to Rabaul for Col. Watson's, in 1948. During a trip to South Africa she met her husband.

† The Group Scout Master of 2nd Huon Troop, Lae, New Guinea, Mr. Neville Dachs, is going to be a very busy man during his period of extended recreation leave. He is to represent the Territory at the American National Jamboree, Valley Forge, Pennsylvania, from July 14 to July 20; and the World Jubilee Jamboree at Sutton Coldfield, near Birmingham, England, from August 1 to August 12, 1957. After the Jamborees are over, Mr. Dachs will attend a Cub Course, Gilwell Park, near London, and after that tour England and the Continent for about a month. He will fly home and expects to be back in N.G. at the end of October. He is also involved scouting in Lae in June, 1957, by the formation of a Scout troop of 12 pupils of the Village High School. Since then, two Cub Packs, a Rover Crew, and another Scout Troop have been formed.

† A visitor to Lae, New Guinea, May was Executive Director, Pacific Science Board and member of the National Academy of Sciences at the National Research Council, U.S. Mr. Harold J. Coolidge. He spent three to four months of the year visiting the islands of the Pacific and said that "it seemed appropriate that he should spend at least one month in New Guinea looking over agriculture and economic fields, as well as health and social development." He said he realized that in such a short time he could not get more than a superficial view of the problems. Mr. Coolidge has been working in the Pacific for years. He is one of three representatives of the SPC Research Council meeting in Noumea this month.

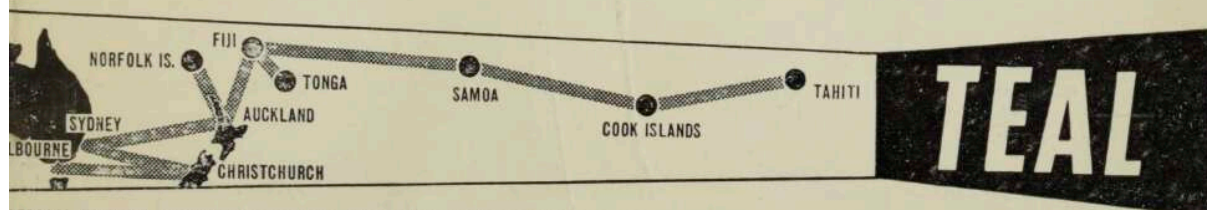
Residents of Angoram, New Guinea, have banded together to raise funds to build a swimming pool on the Sepik River. The only place available for swimming now is the river itself, which is dangerous because of crocodiles.



AP85

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