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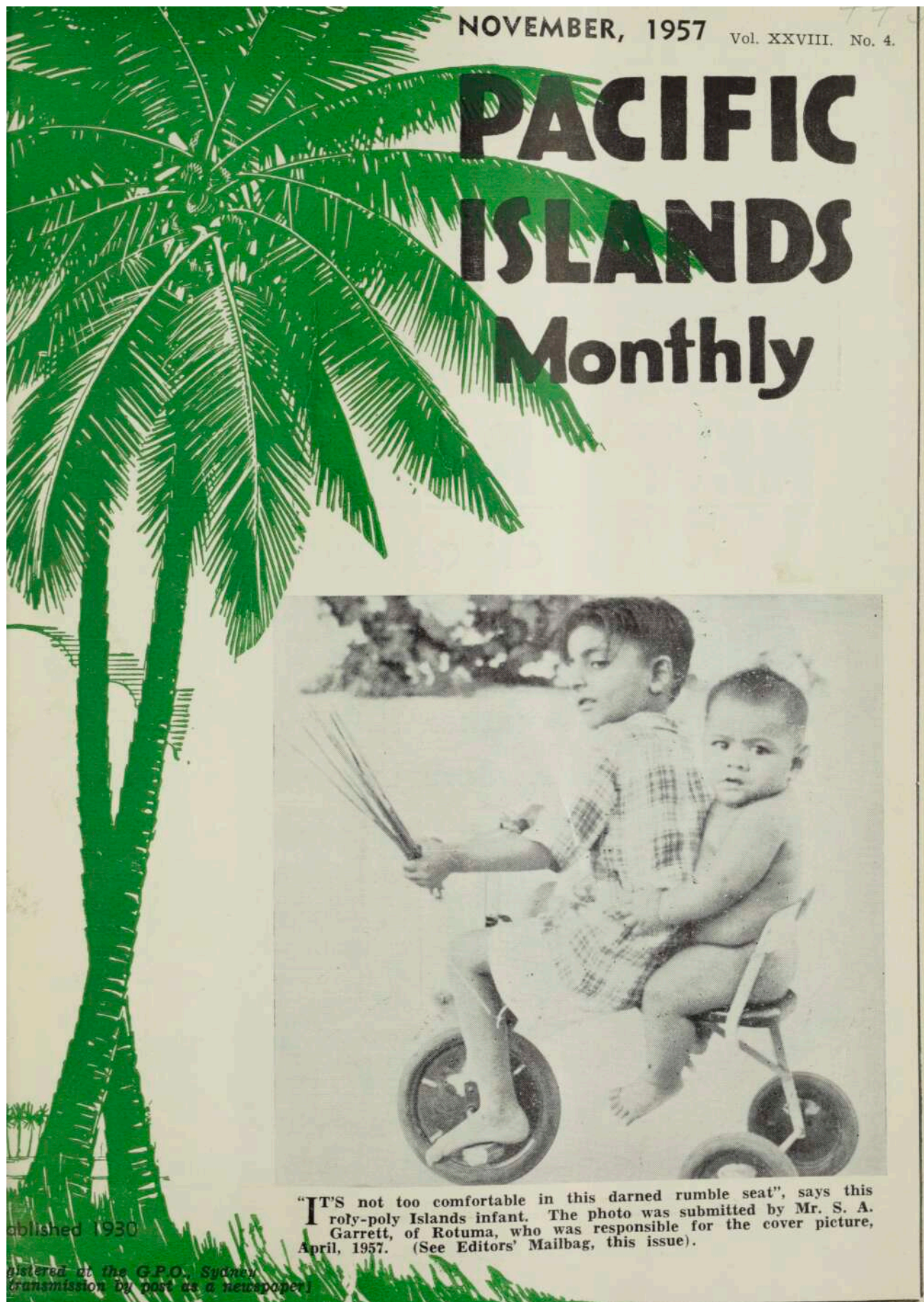
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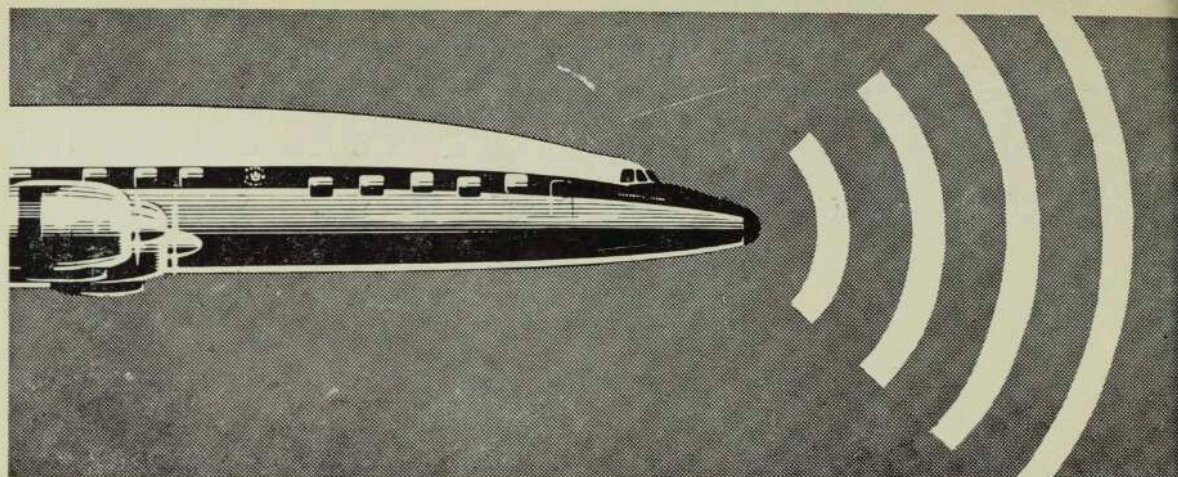
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NEW "RADAR-EYE"

ON QANTAS

Super-G Constellations

**plots the weather 100 miles ahead
for smoother, more comfortable flying**

This latest addition to the world-famous Qantas Super-G Constellation provides even smoother flying for world travellers. Qantas Super-G Constellations enjoy a reputation based on millions of miles over inter-continental routes.

Fly high in the smooth upper air and

enjoy the highest standard of air travel in the world today. The modern, convenient rest-rooms and full-length, soft, foam-cushioned chairs are all well-known features of the Qantas Super-G Constellation. For the utmost in luxury air travel to Europe, America, Asia and Africa, fly Qantas.

QANTAS

*Australia's
Overseas
Airline*

QANTAS EMPIRE AIRWAYS LIMITED (INC. IN Q'LD.) IN ASSOCIATION WITH B.O.A.C. AND TEA

Q60.84.67

PACIFIC ISLANDS MONTHLY — NOVEMBER, 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

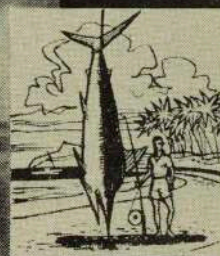
22 YOUNG ST.,
SYDNEY

ROBERT GILLESPIE Pty. Ltd.

PEARCE & CO. LTD.
SUVA
FOR FIJI ISLANDS

There's an airline in Paradise

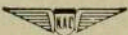
If the world is your oyster, then New Zealand is the pearl. In this Paradise of the South Pacific, there is an open season on pleasure . . . in thermal regions that dwarf Yellowstone . . . snow sports in alps where Hillary trained to conquer Everest . . . 500 lb. swordfish and 20 lb. rainbow trout . . . rugged beauty of glaciers, sub-tropical forest, fiordland and lakes . . . unlimited deer and wild boar hunting . . . the charm of the colourful Maori folk and the quiet hospitality of their white fellow-New Zealanders.



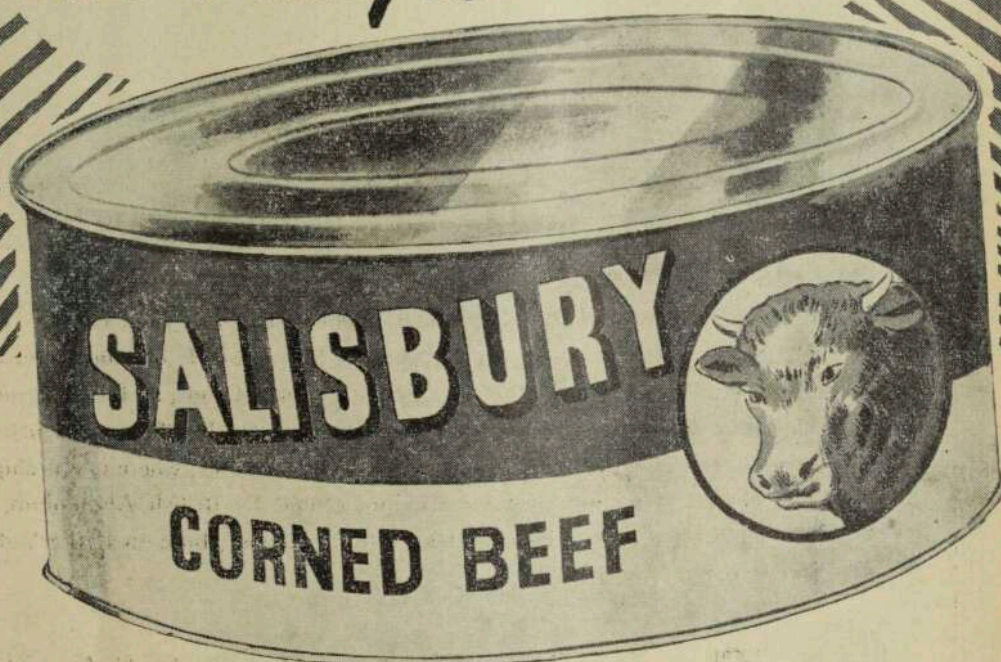
All this in a genially temperate climate, fever-free and without noxious insects or reptiles, among a pleasant English-speaking people. And all within an hour or two of the nearest airport. For although our islands have an area only the size of Colorado, it's a thousand miles from the Bay of Islands to Invercargill, and that's why so many visitors travel by N.A.C. N.A.C.'s fleet links 20 principal cities, towns and tourist resorts, and connects with other airlines servicing many more centres.



NAC✈

NEW ZEALAND NATIONAL  AIRWAYS CORPORATION

Salisbury!
*the World's best Meat
specially packed for
the Pacific*



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

CORNED BEEF
CORNED MUTTON
MEAT TREAT
SHEEP TONGUES

OX TONGUES
MIDGET (Cocktail) SAUSAGES
SANDWICH PASTES

SAUSAGES AND TOMATO
STEAK & KIDNEY PUDDING
LAMB & GREEN PEAS
DRIPPING and LARD

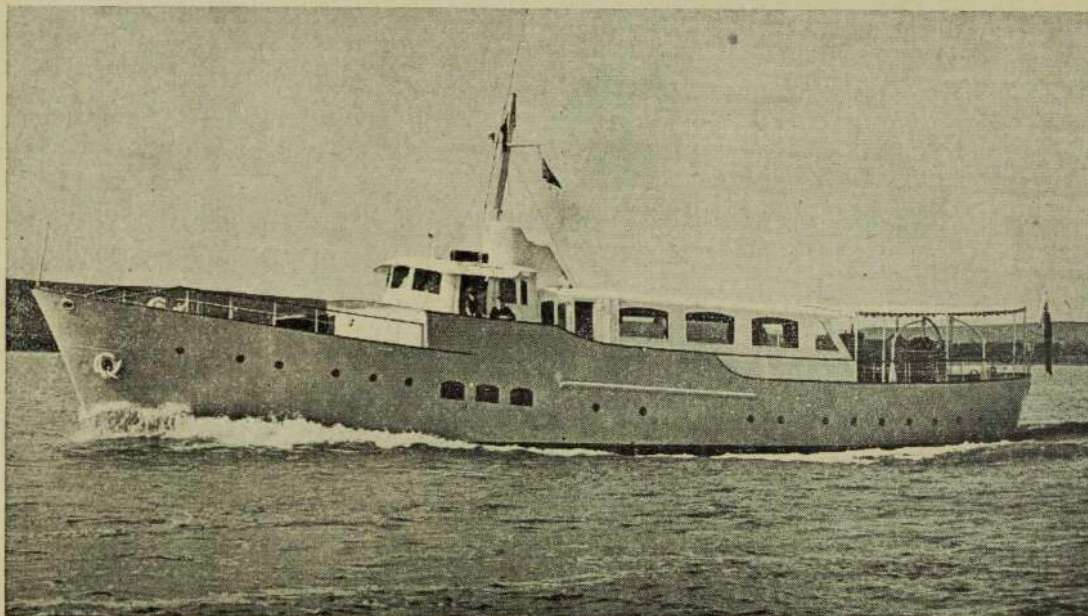
Also "WESTFIELD" Brand
CORNED BEEF, KEGGED MEATS, CORNED MUTTON, DRIPPING AND LARD

WESTFIELD FREEZING CO. LTD.

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

Cable Address: Filalora, Auckland

British Aluminium for Yacht Superstructures



The superstructure of Shu-Shu, a 90 ft. yacht designed by Frederick R. Parker, M.I.N.A., and built by R. A. Newman & Sons Ltd., is of aluminium alloy. Although 40 ft. in length, the total weight is only $1\frac{1}{2}$ tons, so the constructors, Universal Shipyards (Solent) Ltd., were able to assemble the superstructure in two parts at Bideford, and transport it by road to Poole, where it was shipped. The plate and section used were manufactured by British Aluminium, who also supplied the materials for the light-alloy tender, built to Parker's design by Universal Shipyards.



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

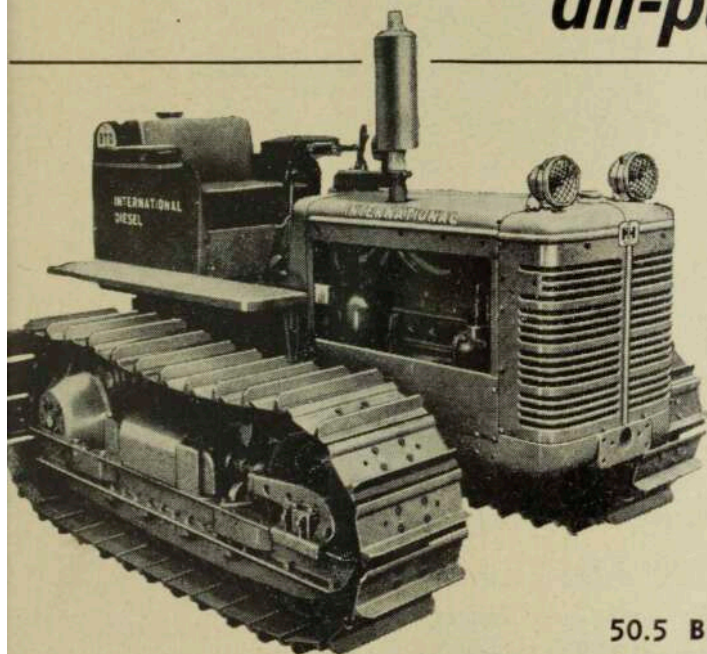
AGENTS: FIJI: *W. R. Carpenter & Co. (Fiji) Ltd., Suva.*

NEW GUINEA: *New Guinea Co. Ltd., Rabaul, Lae, Madang, Kavieng.*

PAPUA: *Island Products Ltd., Port Moresby.*

AP1346

You get **50 H.P.** with this compact, all-purpose tractor!



Here's **real** power—built into a crawler tractor less than 9 feet long! This International BTD-6 has an easy-starting, economical diesel engine with a drawbar pull of 10,250 lbs. Clutch, transmission, final drive and tracks have features for long life and easy operation. There are 5 forward speeds (from 1.5 to 5.4 m.p.h.) and a ground pressure of only 5.40 lbs. per square inch. Check up on the wide range of matched equipment, including the A-69D-4 combination toolbar and light dozer.

50.5 Brake H.P. gives a mighty pull!

INTERNATIONAL BTD-6

DISTRIBUTORS:

DISTRIBUTORS FOR—

PAPUA AND NEW GUINEA:

Teamships Trading Company Limited, Port Moresby and Samarai.

Dealers: New Guinea Goldfields Ltd., Wau and Lee. Rabaul Trading Co. Ltd., Rabaul.

UTCH NEW GUINEA: H. Englebert n.v. Hollandia.

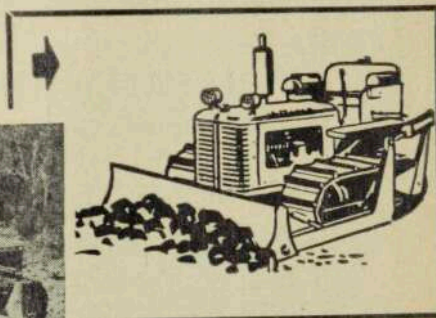
OLOMON ISLANDS: Mr. K. H. Dalrymple Hay, Honiara.

IEW CALEDONIA: Agence Automobile, Noumea.

AHITI: Hintze & Company, Papeete.

EW HEBRIDES: Kerr Bros. Limited, Sydney.

A-69D-4 DOZER for light dozing, clearing and tilling.



A-69D-4 TOOLBAR for ripping or cultivating tools.



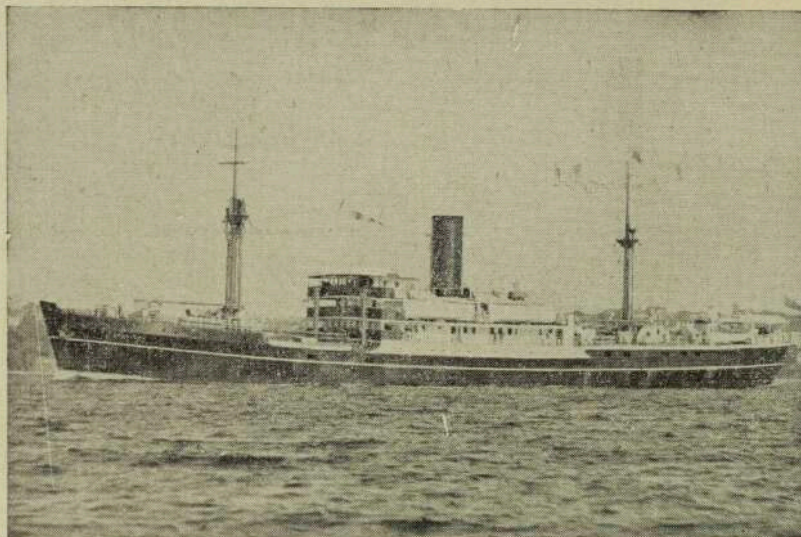
INTERNATIONAL HARVESTER

International Harvester Company of Australia Pty. Ltd. District Sales Offices in Capital Cities of Australia. Works: Dandenong and Geelong, Victoria.

P.I.M. 947

THE CHINA NAVIGATION CO. LTD.

(A British Company incorporated within the United Kingdom)



NEW GUINEA AUSTRALIA LINE

Passenger and Cargo Liners

Regular Services between AUSTRALIA and NEW GUINEA

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

JAPAN — HONGKONG — NEW GUINEA

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

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

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

Calls at Samarai subject to inducement.

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

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

AGENTS

PAPUA: Steamships Trading Co. Ltd., Port Moresby, Samarai. Cables: Steamships.
NEW GUINEA: Colyer Watson (N.G.) Ltd., Lae, Madang, Rabaul. Cable: Colyeram. New Guinea Co. Ltd., Kavieng.
Cable: "Camohe".
BRISBANE: Wills, Gilchrist & Sanderson Pty. Ltd., 400 Queen Street. Cables: Willgilsand.
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.

Sailing Time-Tables

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

Sydney-Papua-N. Guinea

Montoro sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lae, Port Moresby. Next sailing approx. Nov. 29.

Malekula sails from Sydney for Port Moresby, Rabaul, Wewak, Alexishafen, Madang, Lae. Next Sydney sailings approx. Nov. 9, Dec. 20.

Malaita sails from Sydney for Lae, Madang, Lombrum, Lorengau, Kavieng, Samarai. Next Sydney sailing approx. Nov. 27.

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

Details from Burns, Philp & Co. Ltd., 100 Bridge Street, Sydney.

Soochow: Next Sydney sailing approx. Nov. 16 for Brisbane, Port Moresby, Samarai.

Sinkiang: Leaves Sydney for Brisbane, Honiara - Yandina, Rabaul, Madang, Lae. Next Sydney sailing approx. Dec. 6.

Shansi: Leaves Melbourne for Sydney, Port Moresby, Samarai, Lae, Madang, Rabaul, Port Moresby. Last sailing: Nov. 16.

Details from Swire and Yuill Pty. Ltd., 100 Bridge St., Sydney.

Sydney-Dutch N.G.

Three weeks service by MV's Sigli, Siling, Sibigo and Sinabang carrying passengers and cargo from E. Australian ports to Hollandia and Sorong, DNG (with and/or Manokwari if inducement), Borneo, Bangkok, Singapore, thence to Java direct. Next Sydney sailings: Nov. 12, Sinabang Dec. 3, Siling Dec. 19, Sibigo Jan. 13.

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

Far East-S.W. Pacific-Australia

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

Shipowners advise that service is now under review, with possibility that vessels operating and Funing will omit Australian ports and turn around at a P-NG port.

Sailing is due Nth. Qld. port or ports Nov. and will sail again for East. Ship's movements still under consideration.

Details from New Guinea Australia Line (Burns and Yuill Pty. Ltd., agents), 100 Bridge St., Sydney.

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

Sailings: Southbound due Lae Nov. 7-8, Nov. 10, Honiara Nov. 17, Sorong Nov. 22, Brisbane Nov. 26, Sydney Nov. 29.

Sailings: Rabaul sailing Nov. 29, Lae Dec.

3, Brisbane Dec. 8, Sydney Dec. 12, Melbourne Dec. 23.

Delos: Sailing Lae Jan. 15 (Rabaul optional), Brisbane Jan. 20, Sydney Jan. 23, Adelaide Jan. 28.

Details from Wilh. Wilhelmsen Agency Pty. Ltd., 30 Pitt St., Sydney, or Islands agents (R. Tebb, Lae; Town Transport, Rabaul; A. Strachan, Madang; BSIP Trading Corp., Honiara).

Australia - New Zealand - Canada - USA

Sailings of Orient and P. & O. Line Passenger Ships 1957-1958.

		ORONSAY	ORCADES	HIMALAYA
SYDNEY	depart	Nov. 13	Jan. 24	Mar. 21
AUCKLAND	arr/dep	Nov. 16	Jan. 27	Mar. 24
SUVA	arr/dep	Nov. 19	Jan. 30	Mar. 27
HONOLULU	arr/dep	Nov. 24	Feb. 4	Apr. 1
VANCOUVER	arr/dep	Nov. 30	Feb. 10-11	Apr. 7-8
SAN FRANCISCO	arr/dep	Dec. 2-3	Feb. 13-14	Apr. 10-11
HONOLULU	arr/dep	Dec. 7	Feb. 18	Apr. 15
SUVA	arr/dep	Dec. 14	Feb. 25	Apr. 22
AUCKLAND	arr/dep	Dec. 17	Feb. 28	Apr. 25
SYDNEY	arrive	Dec. 20	Mar. 3	Apr. 28

Linking the
Pacific
Islands with

EUROPE
WEST INDIES
NEW ZEALAND
AUSTRALIA AND
SOUTH AFRICA

The 20,000 tons all Tourist Class liner s.s. Southern Cross emphasises the modern trend in travel with the latest in amenities:

- Every cabin air-conditioned
- Two swimming pools
- Unencumbered sports decks
- Children's play rooms and deck
- Spacious lounges
- Air-conditioned Dining Room
- Orchestra
- Cinema Theatre • Stabilisers



Travel Shaw Savill

For full particulars apply

FIJI — Any branch or agency of Burns Philp (South Sea Co. Ltd.)

Cable Address: Burphil

TAHITI — Etablissements Donald Tahiti, Papeete

Cable Address: Donald, Papeete

N. Zealand-Fiji-Tonga-Samoa

MV Tofua maintains a service from Auckland to Suva, Nukualofa, Vavau, Niue, Pago Pago, Apia, Suva and return to Auckland. Next sailings from Auckland: Nov. 30, Dec. 31.

MV Matua maintains a service from Auckland to Lautoka, Suva, Nukualofa, Apia, Suva, Lyttelton, Wellington, and return to Auckland. Next sailings from Auckland: Dec. 19, Jan. 16.

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.

Details on application to NZ Government Department of Island Territories, 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, Pepesala, Glizo, Kieta, Arlue, Teopasino, Numa, Soraken. Next Sydney sailing approx. Dec. 19.

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

Sydney-N. Caledonia-Tahiti

Vessels of Messageries Maritimes Ltd. coming from Marseilles, via West Ind and Panama, call about every six weeks at Papeete, Vila (New Hebrides), Noumea and Sydney, and return by same route. At present on this run are the motor ships, Tahiti and Caledonien. Next sailing from Sydney: Caledonien Nov. 24.

MV Polynesie (Messageries Maritimes) maintains about monthly passenger sailings between Sydney and Noumea and the New Hebrides. Next Sydney sailing Dec. 20.

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 west-bound, then two east-bound, calling Suva and Papeete every trip. Next voyage Papeete, Jan. 3-4, Suva Jan. 9.

N. America-Fiji-Hebrides, etc.

Pacific Islands Transport Line's vessels Thorsisle and Thorshall maintain regular service from Pacific Coast North American ports, with sailings over 35 days. Some ports depend on cargo offering.

Thorsisle: Sailing Papeete Feb. Nukualofa Feb. 24, Pago Pago Feb.

LONDON-SUVA

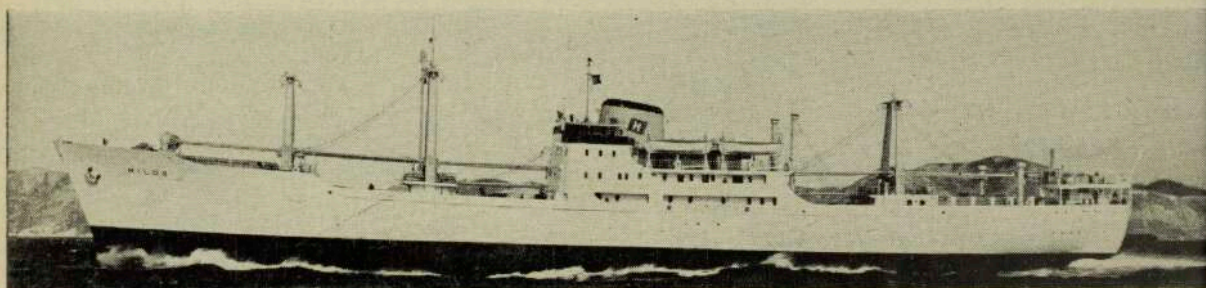
FIJI DIRECT SERVICE

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**

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. WILHELMSEN AGENCY PTY. LTD., 30 Pitt St., Sydney. Phone: BU 6301. Branch Office at Melbourne: 51 William St. Phone: MB 2840.
AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.
ISLAND AGENTS: Madang, Mr. A. Strachan; Lae, Mr. R. Tebb; Rabaul, Town Transport Ltd.; Honiara, British Solomon Islands Trading Corporation.
FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

Feb. 28, Suva Mar. 4, Lautoka (onal), Noumea Mar. 8, Vila Mar. 10, Mar. 16, Los Angeles Apr. 4.
 orshall: New Westminster Dec. 10-14, Francisco Dec. 17-21, Los Angeles 23-25, Papeete Jan. 2-4, Pago Pago Apia Jan. 10-12, Suva Jan. 15-16, nea Jan. 18-21, San Francisco (ind) Feb. 20.

calls from General Steamships Corporation Ltd., 432 California St., San cisco, USA, and Island Agents.

US-Tahiti-Pago Pago-Fiji-Australia

atson-Oceanic Line of San Francisco ates a regular five-weeks passenger- service from Los Angeles with the ura, Alameda, Sierra and Sonoma. aern terminal ports vary with cargoes ng. Vessels call at Papeete, Pago and Suva, depending on cargoes. sailings from Sydney approx.: Sierra 27, Sonoma Dec. 15, Alameda Jan.

Sydney-Fiji-Vancouver

acific Shipowners, Ltd., of Suva (sub- ry of W. R. Carpenter & Co.) operate rvice three times yearly with the 9 ton, 98-passenger vessel Lakemba t the above route. Accommodation tively First Class, two-berth cabins. sailings from Sydney: About Nov. 14; end March, with calls at Suva, Lau- and Honolulu.

calls from American Trading & Ship- Co. Pty., Ltd., 19 Bridge St., Sydney.

Sydney-(or NZ)-North America

e four cargo vessels, Walhemo, uns, Walkawa, and Waitomo, owned operated by the Union Steam Ship of NZ Ltd., maintain a monthly ce across the Pacific, from Sydney ancouver and USA ports, via Suva, ka, Nukualofa, and Apia, as cargoes . Occasional calls are made at Fan- Island. They have limited passenger mmodation. Next sailings: Wairuna 8, Waikawa early Dec., Walhemo Dec. The Waitemata, from NZ ports, s 3-4 trips yearly to Vancouver, via tonga and Papeete.

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

atson Line's Mariposa and Monterey ound passenger trips from Pacific Coast American ports to Australia, acific Islands ports and New Zealand. riposa: San Francisco Nov. 17, Los es Nov. 18, Papeete Nov. 26-28, Auck- Dec. 4-5, Sydney Dec. 8-11, Auckland 14, Suva Dec. 17, Pago Pago Dec. Honolulu Dec. 23-24, San Francisco 29.

riposa (southbound): Dep. San cisco Jan. 1, Los Angeles Jan. 2, ete Jan. 12, Auckland Jan. 18, arr. ey Jan. 21.

nterey (northbound): Sydney dep. 3, Auckland Jan. 6, Suva Jan. 10, Pago Jan. 11, Honolulu Jan. 17, arr. Francisco Jan. 22.

ails from Matson Lines, Berger s, 82 Elizabeth Street, Sydney.

United Kingdom-Australia-Port Moresby

Federal Steam Navigation Co., Ltd., extend its regular quarterly UK- alia service to Port Moresby. Donegal will sail Liverpool on

Jan. 7 and will proceed via Suez to Sydney, Brisbane, Townsville, Cairns, Port Moresby, and return to UK via same route.

Sydney agents: Birt and Co. Pty., Ltd., 4 Bridge St. Port Moresby agents: Burns Philp (New Guinea), Ltd.

AIRWAYS TIME-TABLES TRANS-PACIFIC SERVICES

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

(First and Tourist Class available all Services.)

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

Sun., Tues., Thur., Fri.: Sydney, Nadi, Canton Is., Honolulu, San Francisco or Los Angeles.

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

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

Next flights: Nov. 14, 28, Dec. 12, 26, etc.

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)

NORTHWARDS

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

SOUTHWARDS

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

* TEAL DC6 services between Auckland and Nadi connect at Nadi Tues., and Fri. northwards; Wed. and Sat. south- wards.

Note: Wed. and Fri. services ex Sydney connect at San Francisco with BOAC service to London departing San Francisco Thu. and Sat. BOAC service, ex London on Tues. and Thurs. connect at San Fran- cisco with Qantas Thurs. and Sat. services to Sydney.

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

Every Wed.: Sydney (dep. 2.45 p.m.) Auckland, Nadi, Honolulu, Vancouver, Amsterdam.

Every Sun.: Leaves Vancouver (dep. 1 p.m.) for Auckland and Sydney by same route. (Departs Amsterdam 10 p.m. Friday).

(Note: Crosses date-line en route).

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways (Skymasters)
NORTHWARDS

Depart: Mon. Arrive:
Sydney, 6.30 p.m. Brisbane, 9.10 p.m.
Brisbane, 10.10 p.m.

Tues.

Depart: Arrive:
Townsville, 2.50 a.m. Townsville, 1.50 a.m.
Pt. Moresby 7.35 a.m. Pt. Moresby, 6.35 a.m.

Tues., Wed., Fri., Sat.

Depart: Arrive:
Sydney, 8 p.m. Brisbane, 10.40 p.m.
Brisbane, 11.45 p.m. Pt. Moresby, 6.35 a.m.

Wed., Thurs., Sat., Sun.

Pt. Moresby, 7.35 a.m. Lae, 9 a.m.

Thurs.

Depart: Arrive:
Sydney, 8 p.m. Brisbane, 10.40 p.m.
Brisbane, 11.45 p.m.

Fri.

Cairns, 4.20 a.m.
Cairns, 5.30 a.m. Pt. Moresby, 8.20 a.m.
Pt. Moresby, 9.20 a.m. Lae, 10.45 a.m.

SOUTHWARDS

Tues.

Depart: Arrive:
Lae, 10.30 a.m. Pt. Moresby, 11.45 a.m.
Pt. Moresby, 12.30 p.m. Townsville, 4.15 p.m.
Townsville, 5.45 p.m. Brisbane, 9.25 p.m.
Brisbane, 10.10 p.m.

Wed.

Sydney, 12.50 a.m.

Wed., Thurs., Sun.

Depart: Arrive:
Lae, 10.30 a.m. Pt. Moresby, 11.45 a.m.
Pt. Moresby, 12.30 p.m. Brisbane, 7.5 p.m.
Brisbane, 8.30 p.m. Sydney, 11.10 p.m.

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.

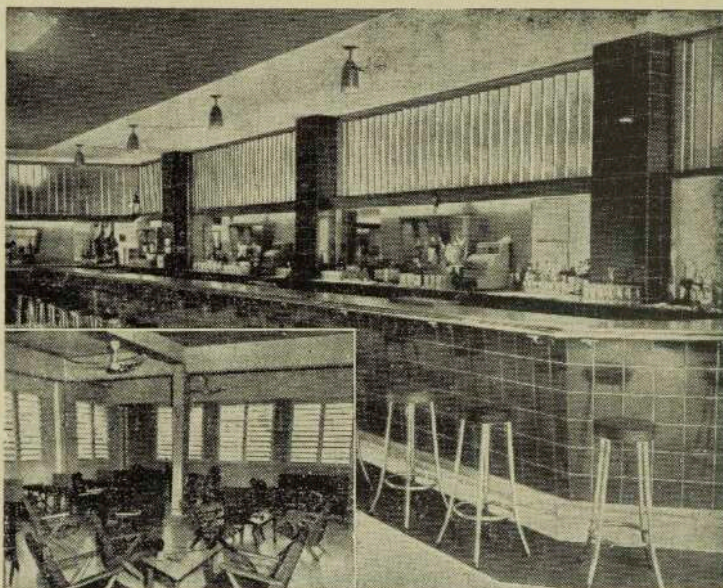
LAKE—Burns Philp (New Guinea) Ltd.

SYDNEY—Birt & Co. (Pty.) Ltd.

HOTELS and BARS are advantageously fenestrated with

NACO SUN SASH Louvre Windows

- Whatever the climate, controlled ventilation is essential for health and comfort.
- Be the hotel new or already in existence its appearance will be beautified and modernised with Naco-Sunsash louvres.
- Naco-Sunsash louvres can be installed vertically as well as horizontally.
- Any type of glass may be used—clear, opaque, coloured, non-actinic, etc.: write to us for further information about non-actinic glass.
- Naco-Sunsash louvres can be used in every room.
- They are completely weather-proof, hurricane approved and can be fly-screened internally.
- They don't project into rooms and complete space utilisation is therefore possible.
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 bane, 10.20 p.m. Sydney, 1 a.m.
 (Sat.)

Sat.
Depart: 10.30 a.m. Pt. Moresby, 11.45 a.m.
 Moresby, 12.30 p.m. Cairns, 3.20 p.m.
 ns, 4.50 p.m. Brisbane, 9.25 p.m.
 bane, 10.10 p.m.
Sun.
 Sydney, 12.50 a.m.

P-NG Internal Services

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E-HOLLANDIA (Dutch New Guinea)
 (DC3)

Wed. (Nov. 13, 27, Dec. 11, 25,
 etc.).
 Departs Lae 11.00 a.m., calls at Madang
 and Wewak, and arrives at Hollandia
 3.30 p.m. Every alternative Thurs (Nov.
 4, 28, Dec. 12, 26, etc.) departs
 Hollandia at 9.30 a.m., and, with calls
 at Wewak and Madang, arrives Lae at
 2.20 p.m.

LAE-MANUS (DC3)
 Wed. (Nov. 13, 27, Dec. 11, 25, etc.),
 Lae, 8.00 a.m.; Finschhafen, Rabaul,
 Kavieng, arr. Manus 3.30 p.m.
 Alt. Sat. (Nov. 16, 30, Dec. 14, 28,
 etc.) departs Manus 8 a.m. and will
 call at Kavieng, Rabaul and Finsch-
 hafen, arrives Lae at 3.30 p.m.

PORT MORESBY-KIKORI (Catalina)
 Yule Is., Kerema, Valmuru: Alt. Fri.
 returning same day (Nov. 22, Dec. 6,
 etc.).

PORT MORESBY-DARU (Catalina)
 Kerema, Kikori: Alt. Fri. returning
 Daru-Port Moresby direct same day
 (Nov. 15, 29, Dec. 13, 27, etc.).

PORT MORESBY-SAMARAI (Catalina)
 Moresby, Samarai, Pt. Moresby: Alt.
 Tues. (Nov. 19, Dec. 3, 17, 31, etc.).

PORT MORESBY-RABAU (Catalina)
 Tues. (Nov. 12, 26, Dec. 10, 24, etc.)
 Port Moresby-Moewe Harbour-Talasea-
 equinot Bay-Rabaul, returning via
 same ports (Nov. 14, 28, Dec. 12, 26,
 etc.).

NEW BRITAIN-BOUGAINVILLE
 (Catalina)
 Wed. (Nov. 13, 27, Dec. 11, 25,
 etc.), Rabaul, Buka, Teopasino, Kieta,
 etc. Returning same day.

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

Dep. Lae 6.30 a.m., Madang arr.
 8.55 a.m. Wewak, Manus, Kavieng,
 Rabaul, arr. 3.45 p.m.
 Dep. Rabaul 6.30 a.m., direct to
 Madang, arr. 9.25 a.m.
 Dep. Lae 6.30 a.m., Madang,
 Wewak, Manus, Kavieng, Rabaul,
 arr. 4.05 p.m.
 Dep. Rabaul 6.30 a.m. Kavieng,
 Manus, Wewak, Madang, Lae, arr.
 5.55 p.m.

CENTRAL HIGHLANDS (DC3)
 Dep. Lae (7.45 a.m.) to Wapenamunda,
 calling at any of: Goroka, Nondugl,
 Minj, Mt. Hagen, Baiyer R.,
 Inantun, Wapenamunda. Arrival back
 Lae dependent on stops.

LOWER HIGHLANDS
 (Beaver)
 Dep. Lae (7.30 a.m.) to Goroka, call-
 ing at any of Nadzab, Kalapit, Gusap,
 Wura, Finintegu, Rintebe, Bena Bena,
 Inantun, Goroka, Arona. Arrival back
 Lae depends on stops made.

LAE-BULOLO-WAU (D.H. Beaver)
 Lae: Mon. 7.30 a.m., Tues. 11 a.m.
 Wau: Mon. 8.55 a.m., Tues., 12.25
 a.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)
 Wed.: Depart Madang 7.45 a.m., arrive
 Goroka 8.20 a.m., returning same day;
 depart Goroka 8.50 a.m., arr. Madang
 9.25 a.m.

**NEW GUINEA-NEW BRITAIN-
 BOUGAINVILLE (DC3)**

Fridays: Depart Lae 1.30 p.m., Finsch-
 hafen 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., Finsch-
 hafen 8.10 a.m., arrive Lae 8.45 a.m.

Alt. Thurs. (Nov. 21, Dec. 5, 19, etc.).
 Dep. Lae 8 a.m., Finschhafen, Rabaul,
 Buka, Rabaul, arr. 2.55 p.m.

Alt. Thurs. (Nov. 14, 28, Dec. 12, 26,
 etc.): Dep. Lae 8 a.m., Finschhafen,
 Rabaul, arr. 11.5 a.m.

Alt. Fri. (Nov. 1, 15, 29, Dec. 13, etc.): Dep.
 Rabaul 8 a.m., Madang, Goroka, Lae,
 arr. 1.20 p.m.

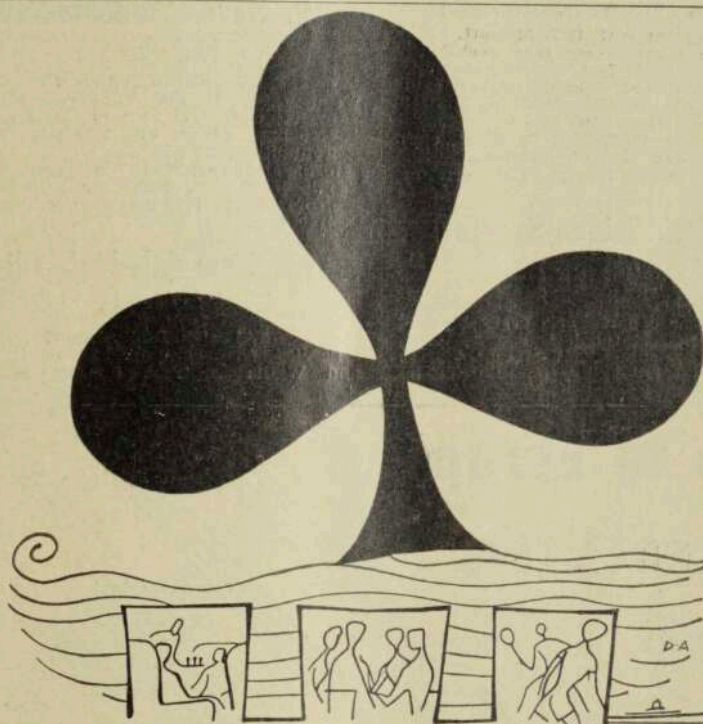
Alt. Fri. (Nov. 8, 22, Dec. 7, 21, etc.): Dep.
 Rabaul 8 a.m., Madang, Goroka, Lae,
 arr. 1.20 p.m.

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.



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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.
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5. N. Guinea-Solomons

By Qantas with DC3 Aircraft.
(Three flights every four weeks)
Mon. (Nov. 11, 18, Dec. 2, 9, 16, etc.) Lae dep. 6 a.m.: Finschhafen, Rabaul, Buka, Vella Lavella, Yandina, Honiara (BSI), arriving 5.25 p.m.
Tues. (Nov. 12, 19, Dec. 3, 10, 17, 31, 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 Monday for Athens, Karachi, Saigon, Darwin, Brisbane, Noumea, Auckland. Leaves Auckland every Friday on return.

7. Sydney-Lord Howe Is.

By Ansett Airways Pty., Ltd.,
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Return flight each Tuesday and Thursday.

8. Sydney-Norfolk Is.

Alt. Fri. Dep. Sydney midnight, arr. NI 6.45 a.m. Saturday; 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
(Weekly)
Thurs.: Sydney dep. 11.45 p.m., arriving Tontouta, 7 a.m. Fridays.
Fri.: Tontouta dep. 8.30 a.m., arriving Sydney, 2 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
Service from Noumea to Nadi (Fiji) and Wallis Is. first Sunday in each

month. Next flights: Nov. 3, Dec. 1, Jan. 5.
Dep. Wallis Nov. 5, Dec. 3, Jan. 7.

12. Norfolk Is.-Auckland

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

13. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft.
Thurs., Fri., Sat., Sun.: Departs Auckland 9.30 a.m., arr. Sydney 1.00 p.m.
Wed.: Depart Sydney 10.00 a.m., arr. Auckland 5.00 p.m.
Thurs., Fri., Sun.: Dep. Sydney 3.00 p.m., arr. Auckland 10.00 p.m.
Note: Additional flights will operate during November.

14. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft.
Tues., Thurs., Fri.: Dep. Christchurch 1 p.m., arr. Sydney 8.40 p.m.
Tues., Thurs.: Dep. Sydney 8.00 a.m., arr. Christchurch 3.10 p.m.
Sat.: Dep. Sydney 3.00 p.m., arr. Christchurch 10.10 p.m.

15A. Christchurch-Melbourne

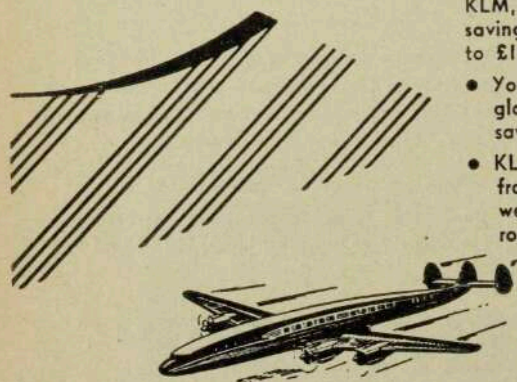
Tasman Empire Airways, with DC6 aircraft.
Sun.: Dep. Christchurch 11.30 a.m., arr. Melbourne 4.00 p.m.
Fri.: Dep. Melbourne 7.30 a.m., arr. Christchurch 3.00 p.m.

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5B. Auckland-Melbourne

Tasman Empire Airways, with DC6 Aircraft.
 Dep. Auckland 11.30 a.m., arr. Melbourne 4.15 p.m.
 Dep. Melbourne 7.30 a.m., arr. Auckland 3.45 p.m.

16. New Zealand-Fiji

Tasman Empire Airways, with DC6 aircraft.
 Fri.: Dep. Auckland 4 p.m., arr. Nadi 9.20 p.m.
 Sat.: Dep. Nadi 10.30 a.m., arr. Auckland 3.30 p.m.

American Airways, with Skymasters
 Tues., Thurs.: Dep. Auckland 3.30 p.m., arr. Nadi 10.35 p.m.
 Tues., Thurs.: Dep. Nadi, 12.30 a.m., arr. Auckland 7.50 a.m.

17. Fiji-Tahiti

Tasman Empire Airways, with Solent aircraft.
 Service normally fortnightly, with extra flights as required.
 Departs Suva Fri. 9 a.m., crosses date-line, arrives Satapuala (W. Samoa) Thurs 1.55 p.m., departs Fri. 2 a.m., arrives Aitutaki (Cook Is.) 7.30 a.m., departs 9.30 a.m., arrives Papeete (Tahiti) 2 p.m. Departs Papeete Sun. 1.30 a.m., arrives Aitutaki 11 a.m., departs 12.30 p.m., arrives Satapuala 5 a.m., departs Mon. 8 a.m., crosses date-line, arrives Suva Tues., 10.55 a.m.
 Departs Suva Nov. 15, 22, 29, Dec. 6, 19, Jan. 2, 16, 30 etc. Leaves Papeete Nov. 7, 24, Dec. 2, 8, 22, Jan. 5, 26, etc.

18. Fiji-Samoa

Tasman Empire Airways, with Solent Aircraft.
 Dep. Suva 6 a.m., arr. Satapuala 11.5 a.m.
 Dep. Satapuala 1.30 p.m., arr. Suva 4.35 p.m.
 Next flights from Suva Nov. 13, Dec. 12, 16, Jan. 27, crossing International Date Line and leaving Satapuala Nov. 12, Dec. 11, 15, Jan. 26, etc.

19. Fiji Internal Airways

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

20. French Oceania Inter-Island Service

Régie Aérienne Interinsulaire (RAI), with Amphibious Catalina.
 Twice weekly service to the Leeward Group.
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 Friday: Papeete, Huahine, Raiatea, Papeete.
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21. N. Caledonia-Loyalty Is. Internal Service

Société Caledonienne de Transports Aériens (TRANSPAC), with Rapide aircraft.
 Noumea (Magenta), Lifou (Chepenhe), 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.

† Monseigneur R. Carboni, Apostolic Delegate in the South Pacific, arrived in New Caledonia from his Sydney headquarters on October 18. He has been presiding at a conference of bishops from French Oceania territories and will return to Sydney about the middle of November.

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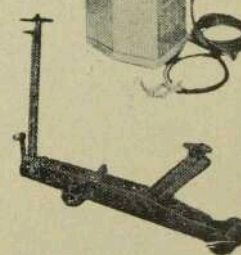
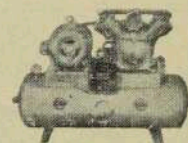
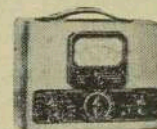
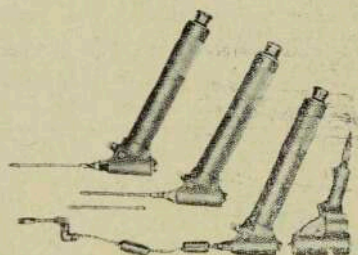
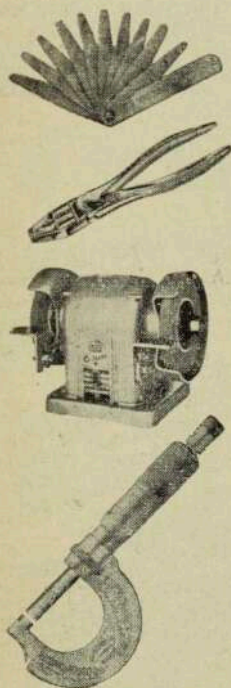
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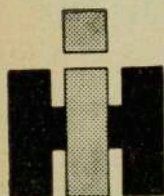


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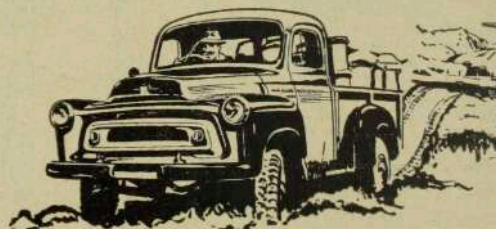
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SOLOMON ISLANDS: Mr. K. H. Dalrymple Hay, Honiara.

NEW CALEDONIA: Agence Automobile, Noumea.

TAHITI: Hintze & Company, Papeete.

NEW HEBRIDES: Kerr Bros. Limited, Sydney.

*International Harvester Company of Australia Pty. Ltd. District Sales Offices in Capital Cities of Australia.
Works: Dandenong and Geelong, Victoria.*

P.I.M. 769

ditorial...

THE SPC AND THE PROBLEMS OF THE SOUTH PACIFIC

ALTHOUGH the six Governments which created and established the South Pacific Commission years ago (Australia, France, Netherlands, New Zealand, United Kingdom and United States), met in Canberra last April, and produced by directives for clearer thinking and the more efficient operation of the Commission, there has been indication that the six propose to use the Commission to advocate constitutional reforms in the South Pacific Territories.

The report of the Commission's 17th Session appears elsewhere in this issue. The Session was attended by at least some men of wide vision, and of constructive thinking.

But neither there, nor anywhere else, has there been any suggestion that the six nations realise that the Pacific Islands Territories for which they are responsible are growing up, and demanding something more than the paternal and benevolent Administrations which they provide.

The SPC is (as Mr. G. R. McKay pointed out in his thoughtful address) an advisory body, and simple, and concerned only with the social, economic and general condition of the Islanders. That is not enough.

In any case, the Commission has neither authority nor intention to concern itself with administrative powers or policy. But it does not blind itself to more experienced and long-continued Commissioners to the fact that most of the Territories have long been in pain, and sooner or later will challenge administrative authority of some kind of the six nations.

THERE are 16 separate Administrations in the Pacific Islands. In two or three of them, none of any self-government. Tonga is under

the autocratic rule (completely benevolent) of a royal family, and subject to check by the British Colonial Office. New Caledonia and French Oceania elect governing Councils by popular vote, but in the last analysis their administrations are dominated completely by the Government of Metropolitan France. New Zealand, at this moment, is planning a measure of self-government for Western Samoa, through a Council elected by popular vote. But in actual fact these concessions relate only to local government—they represent little more advance towards national government than do the so-called Legislative Councils of Fiji and New Guinea.

It is probable that none of these 16 Pacific Islands Territories now is socially competent, or big enough, to become an independent self-governing country. Plain commonsense says that for a long time, for their

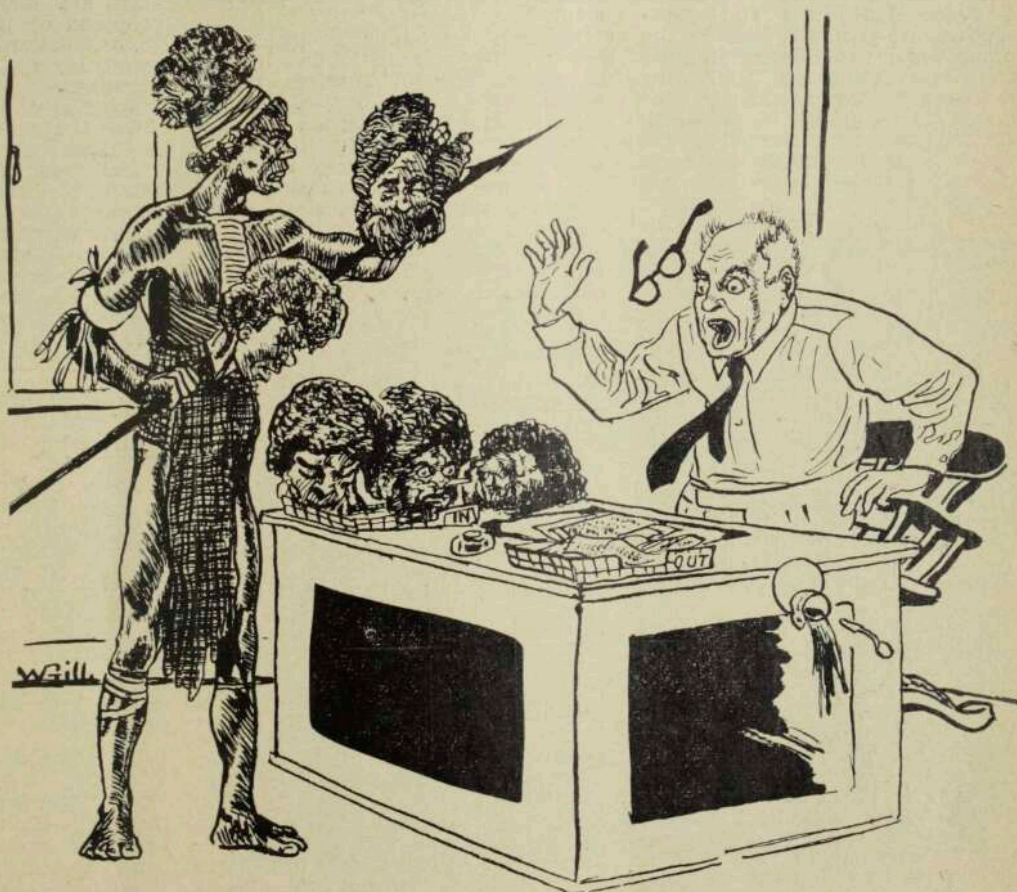
own protection—and ours—they must remain under Western supervision. But that does not alter the fact that growing pressure from beneath, all the time, is being directed towards self-government and nationalism; and that the six nations are blandly ignoring it.

ALL the larger Territories have domestic problems which tend to grow acute, and which should be dealt with on a broader basis than is provided under present conditions by the petty bureaucrats of the six national capitals.

We may see very deplorable things in the self-government of immature countries like Burma and Indonesia and Cambodia; but that does not mean that the nationalist ferment in our South Pacific countries will be retarded or discouraged.

In Papua and New Guinea, the indigenous people are not capable of exercising any degree of self-government; and so the Administration (Australian) necessarily remains as a complete autocracy.

But the non-indigenous communities, who are quite capable of self-government, are increasingly



Irate Official to New Guinea Native: "No, No, No! We'll collect the head tax—not you!"

Papua-New Guinea will introduce a head-tax of £2 on all males over the age of 18.

restive under a bureaucracy which makes all the decisions, and against which there is no appeal. The Legislative Council is not "legislative" at all—it is only a machine which carries out bureaucracy's instructions, and provides a valve through which the non-official classes can explode, without hurting anyone.

In Western Samoa, there is a different situation. The Samoans, generally literate and competent, probably could govern themselves after the manner of their fellow-Polynesians, the Tongans; but they have got neither the finance nor the top personnel required for an independent State.

Although France has admitted all classes in New Caledonia to a common roll, it is apparent that the Melanesian indigenes there are not capable of casting an effective vote. In literacy, and in social conditions, they are little different from the natives of New Hebrides and Solomons. But, between the indigenes and the top European community, there is a somewhat mixed social stratum capable of giving an intelligent vote and, with the Europeans, capable of exercising self-government.

Although Fiji's 175,000 Indians and 145,000 Fijians and 5,000 Chinese, and 20,000 Europeans and part-Europeans are generally literate, the communities are so different in their outlook and their social conditions that the governing authority (the British Colonial Office) so far never has introduced a common roll. British wisdom, in this respect, has been completely justified by events. But the political air, even in the quiet South Pacific, is pregnant with change; and, somehow or other, the chief communities of Fiji must be given a larger and larger share of governmental responsibility.

Most of the other Territories are bothered, in some form or other, with similar socio-political problems which have to be solved through action by one or other of the six nations. They are not within the sphere of the South Pacific Commission.

All these problems have a certain basic similarity. Is it not possible to deal with them as a whole, and not separately by six different nations in perhaps 16 different ways?

THE answer seems to be provided by the South Pacific Commission itself, in that on three different occasions the Commission has brought delegations from the 16 Territories into a South Pacific Conference, to discuss matters which affect their common lot.

Why should there not be a South Pacific Federation, with all these 16 Territories as units of that Federation? Why should each unit or Territory not be allowed to elect, on a suitable franchise basis, a certain number of representatives to

attend the central Parliament of that Federation?

Each unit would have some degree of local government, but, of course, the over-all authority would be exercised by the Government of what might be called the South Pacific Federation.

The Federal Government would be responsible for all the usual functions of administration, controlling taxation customs, police, health, education, administration of justice, immigration, lands and agriculture, aviation, harbours and lighthouses, post and telegraphs, public works, and so forth.

Islands people would have a definite status as citizens of that Federation instead of—as is now so often the case—having no national status, or a very vague one.

SUCH a Federation, once established, automatically would solve Territories problems which now appear insoluble.

New Guinea Europeans with a grievance, instead of battering their heads against an insensitive bureaucratic wall in their so-called Legislative Council, would carry their troubles, through their elected representatives, to the South Pacific Federal Parliament and Government.

Western Samoa or Tonga would enjoy self-government; but in the larger matters of finance, public works, development, justice administration, and health, where its small resources would tend to reduce efficiency, it would have the support of the whole Federation.

Within such a Federation could be found the answer to Fiji's most acute problem—how to give each community an adequate voice in government, while preserving justice for all.

THE establishment of such a Federation, or Union, would not be easy. At first glance, it presents two major difficulties—how to incorporate the French Territories, and how to maintain a necessary association between an Islands' Federation and Australia and New Zealand.

Although, since World War I and the rise of United States to world dominance, the English language has become virtually international, the French people still are jealous and sensitive in regard to the use of English rather than French; and they would resent the absorption of New Caledonia and French Oceania into a Federation that would be predominantly English-speaking. However, it need not be an insuperable difficulty.

Australia, because of her interest in New Guinea as a defensive barrier against Asia, and her heavy investments in Fiji and other Territories, would have to be tied in closely with the Federation, in some

W. SAMOA ELECTIONS

11 Europeans for Five Seats

NOMINATIONS for the November 15 elections to the new and enlarged Western Samoa Legislative Assembly closed on October 1.

Of the Samoan candidates for the 41 Samoan seats of the new Assembly, 31 have been nominated in their districts unopposed, while 10 districts the issue has to be decided by secret ballot.

There are 11 candidates contesting the 5 European seats. Of these five are the sitting members (Messrs. Betham, Gurau, Moors, Morgan and Plowman); and six (Messrs. Ah M. W. Betham, Keil, Nelson, Paul and Meyer) are new candidates.

Mr. E. F. Paul was a member of the Legislative Assembly from 1910 to 1954 and resigned because of ill health.

Four new candidates and one of the sitting members, Mr. P. Plowman are standing on a "ticket" proposed by a newly-formed "Progressive Citizens League". The sitting members, with the exception of Mr. Plowman, are contesting the election individually; so are two new candidates, Messrs. J. Ah Mu and Betham.

Only one of the new candidates, Mr. E. F. Paul, is assured of strong support and likely to be elected.

In W. Samoa, "European" for electoral purposes includes Chinese and part-Europeans. There are 14 names on the roll; 175 full Europeans; 125 full Chinese and 1,100 part-Europeans).

way. And, of course, there would be the question of the New Guinea Trusteeship. Would UNO agree to release New Guinea from United Nations control, to allow it to enter a South Pacific Federation?

A South Pacific Federation Union would present a constitutional task of much difficulty and delicacy. But it should not be beyond the capacity of available statesmanship; and it certainly would provide a solution for a number of Pacific Territories problems that are growing in urgency and becoming uglier the longer they are ignored.

†Mr. Charles R. Turbet, BVMS MRVCS (Lond.), formerly a government veterinary officer in Hong Kong and the Solomons, has been appointed to the newly created position of Port Veterinary Officer Auckland.

Can They or Can't They?

CLARIFICATION NEEDED ON ENTRY POLICY FOR NEW GUINEA ASIANS

Does Australia's decision to confer Australian citizenship on selected New Guinea Asians mean the Asians will be able to live and work in Papua and Australia without restriction?

THE answer, apparently, is maybe.

If it is anything else, nobody in authority has made a firm pronouncement on it.

Australia's decision was made some months ago, and the details of naturalisation requirements announced only recently.

Qualifications include full age and capacity (although the Minister is to grant naturalisation to aliens of full age), good character, adequate knowledge of English or equivalent residence in Australia or New Guinea for a continuous period of at least 20 years, intention to continue to live in Australia or New Guinea, continuous residence in Australia or New Guinea for a year preceding application.

An alien woman doesn't have to fulfil these requirements but she can be granted a certificate if she is the wife or widow of an Australian citizen and has lived in Australia or New Guinea for at least a year.

Those eligible for naturalisation following the new decisions are:

- 1) Asians, or persons of part-European and part-Asian birth, who have been living in the Territory with exemption or born there;
- 2) An Asian or part-European or part-Asian wife of an Australian citizen or of a person eligible under the new provisions for naturalisation and apply, provided she is living in the Territory;
- 3) Children of Asians and part-Asians themselves eligible for naturalisation, over the age of 16 and under the age of 21, provided they are living in the Territory.

THIS seems to cover the naturalisation problem pretty fully, but the problem of entry to Australia is another one. It is governed by the Immigration Act of 1901-49, and as a matter of fact non-Europeans are not permitted entry.

However, in the Territory Legislative Council in October, in answer to a series of questions, the Secretary for Law for Papua-New Guinea, Mr. W. Watkins, said that Asians, together with those of mixed-blood, Papuans and indigenous inhabitants of New Guinea, were permitted entry into Australia during limited periods if they:

1) Had a clear bill of health, agreed to accept employment in the Commonwealth, had enough money for maintenance, had a return

ticket or proof they could get one, plus a re-entry permit, and had evidence of accommodation.

In his reply, Mr. Watkins stated that Papuans had no need of naturalisation as they already had Australian citizenship. It is interesting to note that, according to the above paragraph that notwithstanding this citizenship, they are specifically excluded from permanent residence in Australia.

Does this mean that naturalised Chinese from New Guinea cannot live permanently in the Australian territory of Papua, or Australia?

The Immigration Department in Sydney, and the Sydney office of the Territories Department, through no fault of officers of either department, were not able to clarify the position in early November.

As far as the Immigration Dept. knew, naturalised New Guinea Asians had the same right as any Australian citizen to enter and work permanently in Australia.

NATURALISATION FOR EURONESIANS TOO?

AUSTRALIAN naturalisation of New Guinea's 2,600 people of mixed blood was "being considered", the PNG Assistant Administrator, Dr. John Gunther, said in Port Moresby in October. He said their position at present was completely undefined.

Dr. Gunther's statement came not long after the Administration had announced details of naturalisation requirements for New Guinea's Asian community.

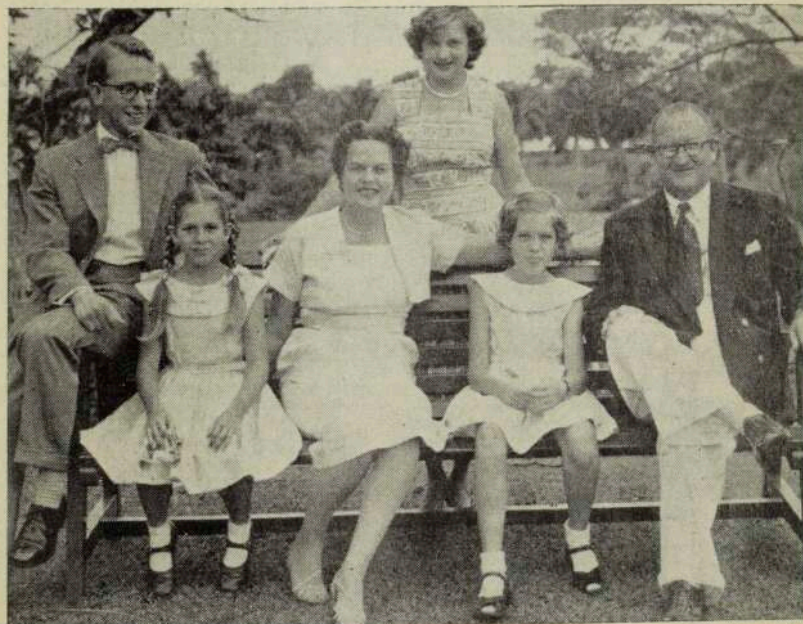
It is understood that details of citizenship requirements for the mixed bloods were drawn up in time for an announcement to be made at the same time as the one on Asian citizenship—but these were put aside at the last minute.

The Territories' Dept. said there was machinery in the Immigration Act to keep Asians out of Australia if need be, but it knew nothing of how the entry policy would operate in the future. As yet, there appeared to be nothing concrete.

Can it be stated that New Guinea naturalised Asians can live permanently in Australia? Or can't they? Or will each case be a matter for the Minister?

Possibly the policy has already been worked out, and this would be a good time to end the confusion. It is understood that 150 New Guinea Chinese have already applied for naturalisation.

Governor's Family Reunion . . .



An informal portrait of the Governor of Fiji and his family taken in Government House grounds at Suva. With Sir Ronald and Lady Garvey are their four children (left to right), Anthony, Julie, Grania, and Lavinia. When Mr. Anthony Garvey arrived in Suva from the UK a couple of months ago, it was the first time that the family had been united in Fiji since Sir Ronald became governor in 1952. —Fiji PRO photo.

Government Gravely Embarrassed By Drinking-Permit System

LIQUOR DRIVES FIJIAN MAD

The proposal of the Fiji Government to suspend the beer-permit system for a trial period of six months has aroused keen controversy in the Colony. The situation is an embarrassing one for the Government.

ANY permit system, which inevitably involves controls, is repugnant to lovers of freedom. They usually see their fundamental rights being gradually whittled away, as bureaucrats the world over seek more and more power.

Yet the permit system in Fiji, although it involves racial discrimination, does seem to many to be vital to the welfare of the indigenous people. It is well known that the Fijian just cannot "hold his liquor".

PIM described him, a few months ago, as the most amiable of South Sea Islanders—except, when, "under the influence", he becomes a quarrelsome pest.

That description fits him down to the ground.

Sir Hugh Ragg, head of Northern Hotels Ltd., and a man who always has shown that he has the interests of the Fijians at heart, argues that if the Fijian cannot get good liquor

legitimately he will get bad liquor illicitly.

That argument, sound as far as it goes, does not get over the fact that even good liquor makes the Fijian a quarrelsome pest.

Sir Hugh favours abolition of all permits for a trial period of two years, to give time to observe the effect on the indigenous people of unrestricted access to beer, if they want beer. He knows that the Fijian will brew his own liquors, and the kind of concoctions they are, if he is not allowed to buy it in hotel bars.

HORRIBLE CONCOCTIONS

HERE are a few examples of what the Fijian will brew, whether he has a permit or not to drink beer in hotels:

- *Methylated spirits.*
- *Kava, laced with methylated spirits.*
- *"Black Jack", an intoxicating*

TOWARDS A MORE PICTURESQUE PIDGIN

The suggestion by "Old Timer" in October "PIM" *Tropicalities* (p. 82) of a prize for picturesque Pidgin phrases could start something.

I have always liked that terse "Something nothing", conveying such unequivocal contempt; or "Throw 'im away leg belong you", to ensure speed in a parting messenger.

And then there is that subtle determination of sex in a horse: stallion, rendered as "horse 'e man"; mare as "horse 'e mary"; and gelding as "horse 'e missionary".—GORDON THOMAS.

beverage to which they add boot polish (which is claimed to contain alcohol).

All methylated spirit sold in is denatured; but this appears to be no deterrent to hardy Fijians whose stomachs appear to be lined with cast iron. Methylated spirit sales have to be registered; but Fijians seem to have black market sources of supply.

A Fijian chief recently related a story of how he was in a kava saloon one night, when a Fijian came around collecting 6d from each man, so that he could buy a bottle of methylated spirit to mix with the kava.

This practice will be hard to stamp out, good liquor or bad.

The American servicemen were in the Colony during the war and are blamed for teaching the Fijians how to make "Black Jack".

Kava, laced with "metho" and "Black Jack", provide cheap and horrible concoctions, but well within the reach of the average Fijian who wants to become "blind" drunk.

At present, Fijians and Indians are obliged to have liquor permits before they can buy liquor. There are several varieties of permit. Some allow consumption of spirits only on licensed premises. Others allow consumption of spirits, but not purchases by the bottle.

Others, again, allow the holder to take away beer or spirits in varying quantities; and some allow a full permit, which allows the holder to acquire anything alcoholic.

The permit system does not apply to Europeans, part-Europeans, or some of the other races in the Colony.

CRITICISM OF REFORM PERMIT

The Governor (Sir Rex Garvey) set up a committee late last year to consider the permit system.

(Continued on page 137)

DO YOU REMEMBER?

From PIM of
20 Years ago

ON the surface, anyhow, Pacific life 20 years ago appeared to be going on much as usual, with the Cook Islands worrying about its orange shipments, Fiji about its Public Service reorganisation, and New Guinea talking about its gold and volcanoes. . . . But through it all passed some ominous paragraphs, dealing with Japanese in the Pacific, Pearl Harbour defence and the future of the Philippines.

Here is a round-up from PIM of November, 1937, showing some of the troubles:

Suva's Fijian and Indian communities were put in arms, not unexpectedly, over a circular put out by a big tourist liner for the benefit of its passengers, asking them not to fraternise with Indians and natives when ashore.

The circular said, "It is, of course, recognised that fraternisation has generally been the result of thoughtlessness and a spirit of natural friendliness on the part of a few tourists. The authorities point out, however, that anything in the nature of social intercourse between Europeans and natives is to be deprecated, as the latter have not been accustomed to it and, therefore, do not understand it, and it might lead to unpleasantness".

We think the company must have got its countries mixed; after some nasty letters by the Indians, the company withdrew the circular.

A correspondent in Papeete was condemning, with some heat, the "flood of unwholesome literature" that was making out Tahiti as a "place of unbridled license", and as a result the wrong kind of tourists were being attracted. Tahiti people wanted to know why tourists couldn't get hold "of really good and authoritative books written by men who really know the islands, and who paint true pictures of the little world we inhabit in the South Pacific Ocean". Which is a continuing trouble, not confined to Tahiti.

In New Guinea, Ivan Champion was flown by seaplane to the newly discovered Lake Kutubu; Port Moresby's water was being rationed again; and Enterprise of New Guinea Gold and Petroleum (NL) had again—and this time finally—been refused an oil prospecting permit (they got it almost 20 years later).

Tonga got a visit from its first Japanese ship, the "Caroline Maru", which had 13 male passengers aboard, "who, according to their own story have chartered the vessel for a leisure trip among the islands of the South Pacific," said an acid Nukualofa correspondent.

In Dutch New Guinea, a small group of Japanese settlers were proving the possibilities of cotton growing.

There appeared to be what was described as "world-wide anger" at the neglect of Robert Louis Stevenson's tomb behind Apia, in Western Samoa, and requests were made to have the New Zealand Government care for it in perpetuity.

Notable Man for Difficult Job

I. ZEALANDER IS NEW EXECUTIVE HEAD OF SP COMMISSION

The appointment of a new Secretary-General, in October, probably was the most important step taken by the South Pacific Commission since its establishment in 1949. Unless the new chief executive officer can give the Commission a new "slant" and re-shape its activities, its future may not be a happy one. (See *PIM*, June, 1956, p. 23; May, 1957, p. 23; June, 1957, p. 17).

R. RALPH BEDELL, an American, who has held the post since Sir Brian Freeston retired in 1955, retires in his turn at the end of this year. There were three nominees for the position and, after three ballots, the Commission's choice was Mr. T. R. Smith, who at present is Secretary to the Government of Western Samoa.

The three nominees who were presented to the Commission were: nominated by Australia: Mr. C. GROVES, BA, Director of Education in Papua and New Guinea. Groves has specialised all his life in Islands education and social anthropology, and probably is the South Pacific's best known man in these fields. He was Director of Education in New Guinea in 1922-25 and between 1925 and 1947 he held posts in New Guinea, Nauru, and other Islands, Fiji, etc.—including a 10-year term in the Australian Army, where he held the rank of Major. He reaches retiring age in August, 1958.

Nominated by New Zealand: Mr. THOMAS RICHARD SMITH, Government Secretary in Western Samoa. He is aged 53, married, with three children; holds the degree of Bachelor of Commerce and Diploma in Public Administration; and has represented New Zealand on import-export missions—in New York, before the UN Trusteeship Council; in Indonesia, as a UN adviser on public administration; in London in 1957, where, as Chairman of the Samoa Wara Board, he took part in conferences which dealt with copra marketing after the British MOF contract expires in December, 1957. Mr. Groves, Mr. Smith has a wide personal knowledge of the Commission, and has attended numerous meetings in Noumea.

Nominated by United Kingdom: Mr. TRAFFORD SMITH, CMG, an outstanding member of the staff of the British Colonial Office. He is 45 years old; Cambridge educated; and between 1938 and 1944 he served in the New Hebrides, Solomon Islands, Gilbert and Ellice Colony. In the recent years, he had held important administrative posts in

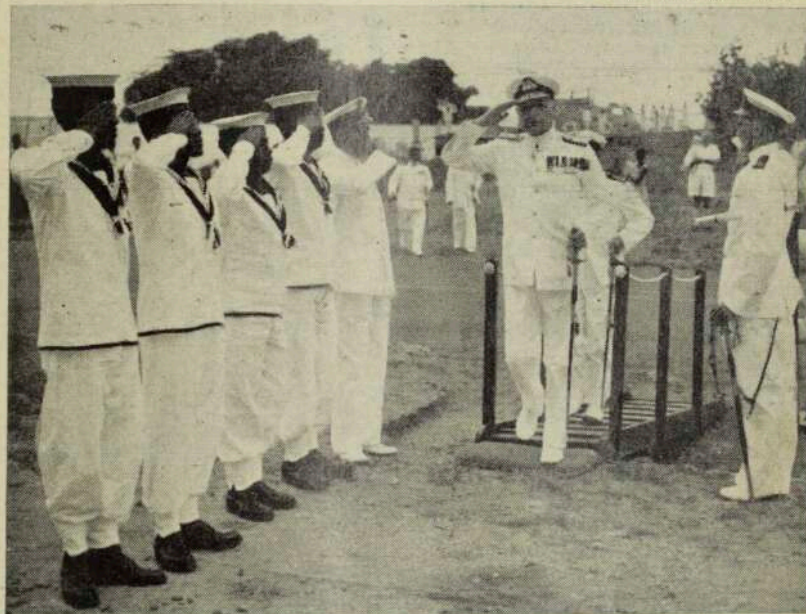
(Continued on page 138)

Navy Style . . .

Navy tradition has some odd angles. This photograph shows Rear-Admiral J. E. H. McBeath, RNZN, being piped "on board" at the FRNVR base at Lami, near Suva. And the object from which the Rear-Admiral is stepping is not, as you might think, "a little bridge over a gutter"—it is a gang-plank.

In October, New Zealand Navy and Air Force Chiefs visited their establishments in Fiji.

Photo: Fiji PRO.



Rona Away After 11 Weeks' Tie-up

AFTER being tied up in Sydney for 11 weeks and two days, the CSR Co.'s *Rona* got away for Fiji on October 28. (See *PIM*, Oct., p. 15, and Sept., p. 19).

A black ban was placed on *Rona* by the maritime unions as soon as she reached Australia because she had not used an Australian crew.

It was stated that the "sentence" on *Rona*, because her owners did not fall into line, was to be three months. The time was actually a little less than that with the Unions fighting every inch of the way.

The Company had to take on each union separately—Painters and Dockers, Cooks, Seamen, etc.—and in eight separate Arbitration Court cases get the necessary bans clause inserted in the awards.

Communist policies on the Australian waterfront in the last 10 years have resulted in less shipping and less work for Australian seamen. The *Rona* tie-up will not help them either.

Before the *Rona* reached Australia on her delivery voyage, the Company preparing for possible trouble, engaged a UK molasses tanker, *Atheldutchess*, to make one trip from Fiji to Australian ports with molasses.

As this ship has three times the capacity of *Fiona*, which had been doing the job, all Australian molasses storage tanks are now full after one trip, and *Fiona* has had her crew paid off and will be tied up in Sydney until the New Year.

It is understood that the Company originally considered registering *Rona* in Suva, but was warned by the Australian maritime unions that if it did, all Company ships, refineries and mills in Australia, and probably in Fiji would be tied up.

The Company therefore decided to give Australian Unions a chance to man *Rona*—but struck three months trouble anyhow. It is understood that the Company is now reconsidering the question of registration.

THE EDITORS' MAILBAG

An Axe Labelled 'Cleland'

"You may—or may not—know that, in the archives of the Federal Labour Parliamentary Party, there is a large axe labelled 'For Cleland'", writes an old friend from Canberra. "It will be brought quickly into use, if and when Labour gets back into power."

"Members of the Labour Party were furious when J. K. Murray was pushed out of the Papua-New Guinea Administratorship by Mr. Spender, some time after the Liberals won the Australian elections in 1949; and a formal resolution, which must be put into operation, was placed among the records of the Labour Caucus, to the effect that, if Mr. Cleland was in office when Labour took over the Government again, he should be forthwith removed."

"Many people, who are not in any way sympathetic with Socialism, were sorry to see J. K. Murray removed from office. He was liked for his personal qualities, and respected for his great ability—and he was in no sense a Red."

"The trouble, of course, was that he was the selection and appointee of the much-detested 'Eddie' Ward, then Minister for Territories. In the view of non-Labour politicians, nothing good could possibly come out of the Ward stable."

"But they showed considerable lack of wisdom in putting Cleland straight into Murray's place—because Brigadier Cleland, no matter how able, was best known to Australia as the Liberal Party's most successful organiser."

Our correspondent is right. There is some sort of resolution like that in the records of the ALP. But Administrator Cleland need lose no sleep o' nights while Dr. Evatt remains Federal Labour leader—he is no election-winner."

You Could Get Off The Beaten Track Then

Our old friend, Mr. E. W. Harrison of Fergusson Island, Papua, has sent us this old photograph of the "SS Moresby" taken about 1909 and a few notes to go with it to indicate that 50 years ago tourists on BP services in the SW Pacific got a long and lieisurely trip for their money.

The ships were by no means palatial (writes Mr. Harrison); the accommodation was confined but the food was ample. Two vessels were on the Solomons-Papua run, the

Moresby and the Makambo (the latter when unloaded usually had a heavy list to starboard).

Their itinerary was Sydney, Brisbane, Tulagi, Guadalcanal, Gizo, Faisi (Shortland Is.), Woodlark Is., Samarai, Moresby and Cooktown. The ships then returned along the same route back to Sydney through the islands.

It was noticed always that planters and others who went ashore in the Solomons went well "heeled"—revolver, bowie knife on belt; rifle and a bandolier of ammunition. Malaita Island was avoided as the locals were too fond of long-pig. There was a Government post there, but it had a 10 ft. stockade around it and armed guards were mounted from sunset to sunrise.

The officer in charge, at the time of which I write, was a Mr. Edge Partington, an ex-RN midshipman. He was most interesting to listen to, especially after a few whisky-and-sodas. Some years after this, two BSIP Government officers and their escort were slaughtered by Malaitamen (PIM, October).

The old Moresby was built in Scandinavia and her original name was *Christopher Christophersson*; except for engine room and bunks, she was all cargo space below deck. Crew were quartered for'ard in a top-gallant fo'castle; passengers housed aft under the poop.

Her commander at that time was Captain Bayldon ("Gentle Annie" his nickname) and a thorough gentleman and a fine navigator. He gave BP's long and faithful service. The Moresby met her fate in World

War I when she was torpedoed in the English Channel.

Cover Competition

A Port Moresby reader has something to say about our cover award

"While not disagreeing with your remarks about Ata (PIM cover award, August) I think the best cover by far was the April issue

"That sweet little darling, Merikijiana—there was personality to you! And the appeal of sunny childhood. The photographer managed to catch her at an angle so that the closer you look the more enchantingly happy she appears."

O Lord, Give Us Strength

We don't feel that it has much merit as verse, but it is strong sentiment, so we publish herewith "Hymn" sent in by a frustrated Territorian and designed, we feel, as a sling-shot at the P-NG Pub Service:

*O Thou, who seest all things below
Grant that Thy servants may
slow;*

*That they may study to comply,
With regulations till they die.*

*And when the Tempter seems
give*

*Us feelings of initiative,
Or when alone we go too far,
Chastise us with a circular.*

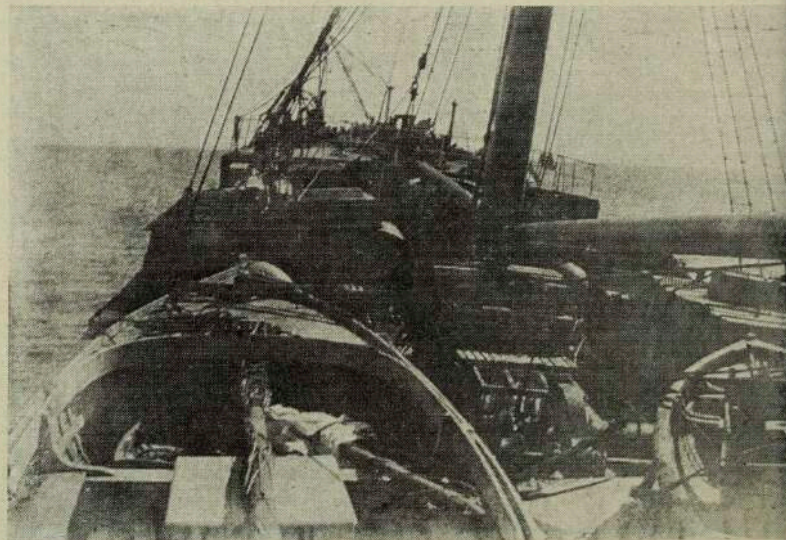
*Teach us, Lord, to reverence,
Committees more than common
sense;*

*Impress our minds to make no plans
But pass the baby when we can.*

*Mid war and tumult, fire and
storms,*

*Strengthen us, we pray, with fortitude
Thus will Thy servants ever be.*

A flock of perfect sheep for Thy



Foredeck of "Moresby" leaving Sydney, 1909.

Australia Supports

Netherlands

CO-OPERATION IN NG AND NNG

RESIDENTS of Papua-New Guinea who a year or so ago eyed Australia wavering on question of Netherlands New Guinea sovereignty, had their minds set at rest with the November 6 statement from Canberra. The Hague.

In the statement Australian and Netherlands Governments pledged "to continue and strengthen co-operation" in administering their New Guinea Territories.

Most observers take the statement as political rather than any indication of changes in administration in either the Dutch or the Australian territory. It follows recent demands by Indonesia for New Guinea, and demonstrations in Djakarta against Dutch actions and threats of demonstrations against Australians.

The demand of the Indonesians is somewhat of an annual event, usually occurring when the Government most wants to divert attention from domestic affairs.

The Hague-Canberra announcement is taken as a reiteration of Australian sympathy lies, though some other facets of Australia's foreign policy have not been well taken.

The recent decision to train some Indonesian army officers in Australia has mystified many and ended Returned Servicemen's organisations. At the recent RSSAILA Press in Tasmania (see elsewhere) the matter was discussed at length and condemned.

The Australian Minister for Territories, Mr. Hasluck, flew to Port Moresby in early November to meet the Netherlands Minister for Overseas Territories, Mr. C. Helders, who has been visiting Dutch New Guinea, and who later flew with Mr. Hasluck to Canberra.

Port Moresby, the Ministers stated that there would be full exchange of information between the two Territories but that there would be no machinery set up to handle it.

The Governor of Netherlands New Guinea, Dr. J. van Baal, who accompanied Mr. Helders to Port Moresby, and on after the Ministers left Canberra and with the Administrator of Papua-New Guinea, made the days' tour of Papua-New Guinea.

MORE BRITISH BOMBS AT CHRISTMAS IS.

BRITAIN'S second series of H-bomb tests at mid-Pacific Christmas Island must have been overshadowed completely by Russia's entry into outerspace with Sputnik Mark I and Mark II.

Although tests are likely to begin this month at Christmas, there have been no protests from any quarter—not even Japan.

If the UK is trying to keep it secret, as a correspondent alleges, she has failed. Everyone knows about it, and is not caring much. At the rate we are making scientific advances these days, even last year's fears seem old stuff.

Radiation equipment is to be installed at Penrhyn and Aitutaki (Cook Islands) but no British Met team will be on the former island this time. NZ frigates "Rototiti" and "Pukaki" will be on the job again.

FOOTNOTE: The first and only bomb in the current series was exploded uneventfully on November 9.

Disposal of Tonga's Copra in 1957

TONGA'S plans for the sale of copra on conclusion of the British Ministry of Food purchasing contract this year, were announced in October. Briefly, the new arrangement is as follows:

All copra from Ha'apai and Vava'u groups will go to Unilever Ltd. at the ruling free-market price based on Philippines prices.

Tongatapu copra will be sold on the free market "in furtherance of the Copra Board's policy of gaining experience in this field and being in a position to benefit from any advantageous fluctuations in prices and freight rates in the various markets".

Messrs. C. Czarnikow Ltd., of London, will act as agents for the Board there at 2 per cent. commission.

All hot-air dried copra sold to Unilevers will rate a premium of 50/- Stg. per ton, and all FMS first quality copra will rate a 25/- premium.

Although the official announcement does not say so, it is understood that a large part of the copra from Tongatapu will go to the United States if prices are reasonably competitive there, to maintain a satisfactory trade balance with that country.

Handsome Home for Suva Priests



This fine new building, Nicholas House, was opened recently in Suva by the Roman Catholic Bishop of Fiji the Right Rev. V. Foley. Built on a site close to the RC Cathedral, it will provide living quarters for priests.

—Photo by Stinsons.

That Tariff Board Inquiry

AN ANNOUNCEMENT FOR THE RUBBER PLANTERS AT LAST

After years of inquiries, submissions and arguments, the Papuan rubber industry in October finally learned something to its advantage on tariffs.

THE Australian Government announced that it had rejected Tariff Board recommendations that Territory rubber should be admitted to Australia free of customs duty, but—

- It would impose a duty of 4d a lb (an increase of 2d), on all rubber, other than that from Papua-New Guinea, which would remain at 2d a lb.

- It might allow some overseas rubber in at 2d a lb as a concession, but only on condition that the available Territory output of natural rubber was sold at a satisfactory price.

This "satisfactory price" would be fixed at the world price, plus 3d a lb, when the world price of crude rubber No. 1 RSS grade was 18d or less a lb. As the world price increased beyond 18d a lb, the margin of 3d would be reduced by a farthing a lb for each 1d a lb increase in the rubber price.

Thus, when the world price was 30d or more a lb, the price for Papuan rubber would be the same.

The Australian announcement also said that all crude rubber entering Australia would in future be exempt from primage. (Papuan rubber has been free of primage and rubber from elsewhere has had a primage of approximately 2d a lb).

The Papuan rubber industry has always had an up-and-down existence, and it was last in difficulties a few years after the war.

A world authority on rubber, Mr. C. E. T. Mann, made a report on the position in 1952, and the Australian Tariff Board made an investigation at the end of 1954—sitting, for the first time, in the Territory.

But this assistance was not obtained without a great deal of hard work on the part of the planters and the Territories' Department, and even as it was being arranged new changes kept coming along, so that it was difficult to know just what the future of the industry was going to be from one month to another.

The Korean war pushed rubber prices out of the doldrums, but the approach to the Tariff Board was bogged down because of Australia's commitments under the GATT agreement. Marketing arrangements in Australia twice broke down.

When the Tariff inquiry was finally

made, nobody could find out anything about its recommendations. The whole report appeared to have been shelved, and although there were some complaints from the planters, nobody worried about it as much as they might have once, because in the interval the position had changed again.

In the last year or two the

Respectability Still Requires a Necktie

PORT MORESBY REVISITED

By STUART INDER

PORT MORESBY people are liable to tell anyone, at the drop of a rum bottle, that their town is now going ahead fast, but the visitor who is revisiting is the fellow who really knows just how right they are.

Seeing Port Moresby again after two years, I had to admit that the cash is certainly being spent *somewhere*.

There has been a surprising clean-up, with attractive new buildings everywhere, including Administrative headquarters at Konedobu. The wharf area has a new lease on life, with more to come apparently, and the Boroko housing area seems almost to have out-extended the town area in size, with street after street pushed through areas that were bare scrubland two years ago.

The vast new hospital area at Three-mile is no minor development, but that and smaller developments and changes on every side in Moresby are proof that the town really hasn't been suffering from that tropical somnolence everyone says it has.

I'm aware, of course, that when you start to dig you can always find flaws—too much money spent for a job, money spent on the wrong things first and in the wrong parts of the Territory. But the overall picture has to be looked at, too, and in the view of this visitor

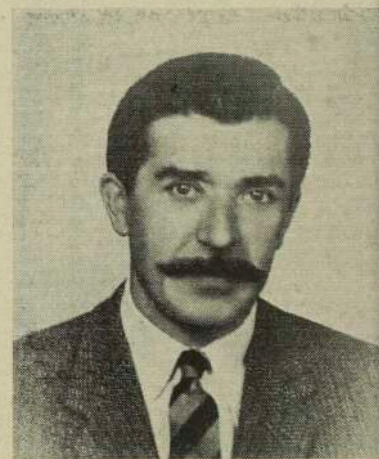
Papuan rubber industry has been in a position that is (to quote on planter), "not good, but then, not bad, either", which is just another way of saying things have been pretty good.

Nevertheless, in the background has always been the problem of what the future would hold for an industry that had no guarantee market in Australia.

The latest announcement—giving as it does, news of what has happened to that Tariff report—has been received warmly enough by the planters.

The view is that the report, and alterations to primage and import duty, give an indication that the Commonwealth realises the importance of the Papuan rubber industry and the need for an assured market.

But all aspects have yet to be looked at.



Mr. Oscar Meyer.

revisiting, Moresby ought to be fairly pleased.

ENERGETIC, charming French American Oscar Meyer, from Los Angeles, wasn't over-pleased with Moresby when he chanced on him, however. Oscar, who is curator of the Archaeology and Ethnography Studies Centre in Los Angeles, and locates odd things for museums, had just been peremptorily ordered, in the Papuan Hotel dining room, to wear a tie and was a bit fierce.

But Oscar wasn't particularly thinking of this stupid rule, and the way it was administered, when he commented sadly, "When I was here 18 years ago this was a gay and happy town, but now—now they are all dead!"

Oscar later had a funny experience on a Port Moresby pavement. A native dressed in shorts and shirt, who possibly picked Oscar for an American, drew his attention to a line of cars and

(Continued on page 150)

THEY ARE PAID, TOO

Caledonia Elects New Cabinet

WESTERN SAMOA is not the only Pacific territory to have a paid legislature after all (*PIM*, October, p. 21). Members of New Caledonia's eight-man Cabinet will be paid £420; and Members of the Assembly £329. We presume that these amounts are *per annum*. Our correspondent said per month, but this is probably a slip of the typewriter. If it is per month, then a lot of people will be deciding that they are in the wrong line of business.

New Caledonia's new Assembly Territoriale met late October for the first time to elect its Cabinet.

This Cabinet, composed of eight "ministers" takes the name of "Conseil de Gouvernement". The eight members are all members of the Maurice Lenormand's party which won the recent general elections.

Four of them are members of the newly elected Assembly Territoriale and four of them are from the general public. There are six Europeans and two New Caledonian natives. Following the election of the Cabinet, members of the assembly were unanimous in voting a public holiday with full pay to all in New Caledonia to mark the establishment of this new era in local government.

Moko Remains on Pitcairn

SAILED from Pitcairn Island on "Rangitiki", October 27, Robert Tomarchin, headline-hitting "castaway" of Henderson Is.—but not his chimpanzee, Moko, who remains behind, and will likely end up in Auckland zoo.

Seeing that Tomarchin went to Pitcairn in the first place because he would not depart on "Pioneer Isle" when the master of that vessel would not give Moko a passage, this is surprising. (*PIM*, Sept., p. 20). Even more surprising is Mr. Tomarchin's reported statement that the Fiji Government "encouraged" him to leave Moko. He said that he himself was leaving to avoid embarrassment between Pitcairn and Fiji.

He will try to arrange the necessary documents to have Moko admitted to the United States. If not, the Auckland zoo might be approached to buy the chimpanzee.

This seems to be just about the end of the Henderson Island Castaway epic.

TERRITORIES TALK-TALK

By Tolala

Whence Pato?

In September *PIM*, I sent out a SOS for the derivation of the Pidgin word for duck—*Pato*. The most reliable answer came from the old war-horse, Syd. Chance, now in Brisbane.

After quizzing the weekly gathering of old-timers in the Bananaland capital without success, he writes: "It is a Spanish word, one of the few, I think, that got into pidgin. . . . I looked up a Spanish-English dictionary . . . and here it is: PATA (ornith.) female of the drake . . ."

That appears likely and could have been brought down from either China or the Philippines. Or it might be connected with Portuguese, for they gave us "savvy" and "piccaninny". I rather favour the idea that *pato* was introduced by the Ambonese, who were brought into NG by the early German companies.

Any comment?

More Pidgin As

She Is Spoke

Latest addition to the pidgin dictionary library is the "Neo-Melanesian Grammar and Orthography", put out by RC priest, Father Mihalic, of Wewak.

A press report from Moresby states it "settles several disputed questions . . . one is the use of the letter 'p' instead of 'f' in words such as "pella" (fellow). . . . It will be accepted by the Territory Education Department and all missions".

That is as maybe, I should say. Pronunciation of Pidgin words varies as to the district in which it is spoken, and over such a wide

area as TNG values of consonants change, even as they do in Europe.

In New Ireland, for instance, the "f" is pronounced; and what of the Highlands country? The Bukas (Big and Little) are fond of the combination of "tsz", which is difficult for other natives. Invariably the Buka will mix his "d" and his "t", as will the Blanche Bay mix his "s" and his "t".

Presumably Pater Mihalic is not basing his work on the Wewak area alone; otherwise he would be looking for trouble.

As for the orthography of Pidgin, I would say the sooner it reaches an approach to the true English style in preference to the present slap-happy phonetic business, the better. The present phonetic style was introduced first following a Government-Mission conference in Rabaul some years ago (pre-war) when the study of pure English was given away altogether.

Turning Back

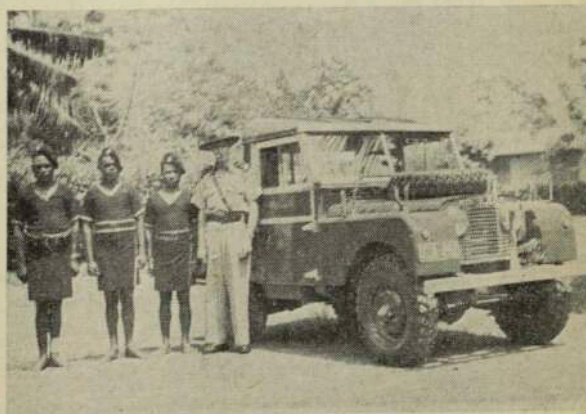
The Clock

Browsing through that very informative treatise, *The Making of Modern New Guinea*, by Sociologist Reed, of Yale University, and published back in '43, I came upon "The relatively high prices paid for copra in 1937 led many natives in villages near the oldest European settlements to spend most of their working time producing this commodity".

A footnote states the copra price then was £18 a ton, and it cost Europeans roughly £4 a ton to produce.

Interesting these comparisons, are they not? (Over)

One of the two handsome Land Rover Fire Engines which arrived in Lae, New Guinea, recently for service at Bulolo and Goroka. These compact efficient machines are particularly useful on outstations where no mains are available. Approximate cost of the vehicles is £1,340 each. Shown in the photograph is Mr. Ken Bonnett and some native firemen. Mr. Bonnett, who only arrived recently, is the first fireman to be appointed to Lae.



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At the Country Women's Association Ball held in the Red Cross Hall, Port Moresby, on November 4, prizes were presented to the winners in the Miss CWA competition. The four top winners were Miss Steamships, Marie Drewe, 1st; Miss Burns Philp, Beris Gee, 2nd; Commonwealth Works, Shirley Davis, 3rd; and Miss Qantas, Jill Davis, 4th. Photograph is presentation of prizes to the young ladies.

Photo: Papuan Prints.

went on to say: "As a consequence, not a few families became dependent for food on rice and tinned meat, which they purchased out of their earnings. The number who thus completely

abandoned the tribal mode of subsistence was never large, and a drop in the price of copra sent most of them back to their gardens. The case is noteworthy, however, as the first complete breakaway from a tribal economy".

The price of £18 was compared with the prices ruling in 1933 of £9 3/4; 1934 of £4/11/- and 1935 of £6/8/6.

Rabaul was at its zenith in the first part of 1937, and a festive town it was during the coronation celebrations. Then came the gods, Vulcan and Mars.

In those days the copra price peak was reached in 1920 with £27, dropping to £22 in 1926. But a quid was worth 20/- and the £ sterling was real money. Civil Servants had not grown into browbeating bureaucrats and the League of Nations did not consist of an anti-West bloc. I still think of them as the good old days; the days of gracious living.

The Old

"Herstein"

In the August *PIM* (p. 23) appeared a photo of the refloated Norwegian vessel which was loading copra for overseas ports in Rabaul when the Japs came down in January, 1942.

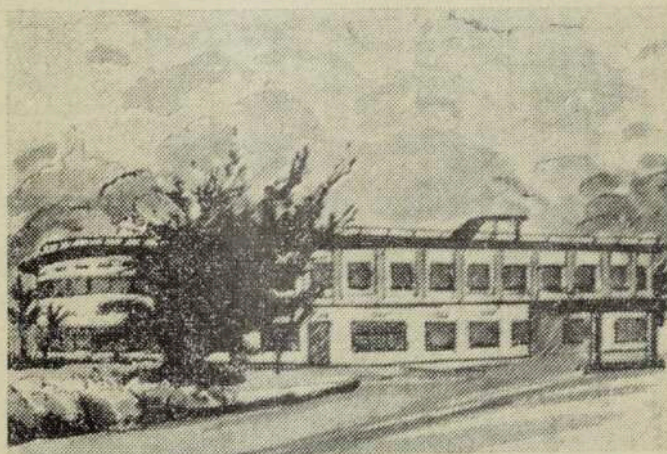
Its name was reported to be the "Herstine", of some 10,000 tons. The name of this vessel has been

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Mr. Pat Berg, well-known and popular Area Traffic Supervisor of Qantas, Lae, New Guinea, who left the Territory on November 10, on transfer back to Sydney, has been in the Territory seven years, and it is with regret that his many friends and business acquaintances see him go. He has always been ready to help and advise about flights and cargo, and every problem from the transport of cats to cattle could be speedily arranged. Mr. Berg has been relieved by Mr. R. Weekes, who spent some time in Nadi, Fiji, before going to the Territory.

spelt in various ways at different times. I remember when I came out of Rabaul in 1945 I gave the spelling as "Hoersten".

Desiring a clarification after all these years I asked a friend to consult Lloyd's Register, and he informed me the record shows HERSTEIN, 5,100 gr. tons and 3,050 nett tonnage of 424 ft 7 in. x 56 ft 4 in. x 26 ft 3 in.

Identity Cards

Identification cards are to be introduced in connection with still another revision of P-NG's Native Labour Regulations. (Ye gods! How many times have these Regs been overhauled in an attempt to play ball with everybody?)

Simple means of identification speed up dealing with big labour lines. But cards? . . . Well, now that we have reached the cellophane age it mightn't be so bad.

In the middle 'thirties Riding Permits for native cyclists were introduced and issued by the Police in Rabaul after the lad had been duly tutored in hand signals and general road courtesy.

The card contained a space for the rider's photograph (it was not compulsory), but most of the cyclists spent a few bob with an Asiatic photographer who did pretty well out of the craze. But the cards became a bit worn and not so legible after being carried in leaf baskets amongst lime, betelnut, stick tobacco and other paraphernalia which repose in the average basket.

In the dark ages, circa 1914, on some plantations with big labour lines it was customary to issue each lad with a numbered brass identity disc, which they wore round their neck, wrist or suspended from an ear-lobe, and the system worked well.

Native names are not the easiest thing in the world for a new-chum overseer or manager to master, especially if a native *tabu* forbids uttering your own name as it used to be the custom with the Blanche Bay tribes.

This ban has, no doubt, gone into the discard now. But years ago it was the usual practice to ascertain a native's name by asking another man. I remember carrying a boy on a nominal roll for some time with the name "Marauqu", until I discovered that the word meant "my namesake" in the dialect. He had the same name as the boss-boy, and it was the boss-boy whom I had asked for the labourer's name.

Calling

George Clarke

From Brisbane comes an SC from Harry Mowat, one-time dwl chaser on the Waria. He wants get in touch with his old cobb George Clarke. Come in, George wherever you may be and rep to Syd. Chance, CTA Clu Brisbane, Queensland.

Soldier

Settlements

For several years now at the annual Federal RSL Congress the demand for a soldier settleme



Two of the charming mannequins who show model gowns in Lae some weeks ago to raise funds for the Boy Scouts organisation (October PIM, p. 29). Left, Mrs. Barbara Davies modeling an eau-de-nil cotton poplin sheath frock. And right, Mrs. Pricilla Howse, wearing a grey and white cotton brocade two-piece outfit.

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scheme in P-NG has been made the determined and very vocal Territorial representative.

Neither George Whittaker nor Bob Hunting have pulled the punches in describing the promises made by politicians meet their demands, which have now been going on for over a decade.

But each year the fight is growing more uphill as the emphasis is laid on native independence at the needs of the European fade more and more into the background.

Federal Treasurer, Artie Fadde did not make the going any easier when he announced in Moresby at the same time the RSL was meeting in Hobart, that eventually natives would take over the responsibilities now being carried

Australia. "We will receive our
 in the gratitude of almost
 million natives in this
 tory", said Sir Arthur. We hope.
 Assistant Administrator Gunther
 the unenviable job of placating
 Returned men on the one hand,
 e keeping the Hasluck-Lambert
 a happy in their pandering to
 Afro-Asian dominated UNO.
 unning with the hares and hunt-
 with the hounds has nothing
 he doctor's job. But his state-
 t about "encouraging sound
 ing whenever and wherever
 could be made available", and
 native people had an inalien-
 right to their land", leaves the
 -hungry Diggers a bit cold after
 ears of waiting.
 fact, that coolness is being felt
 rally amongst potential white
 ers following Fadden's indica-
 of the long-range policy, plus
 experience of other planters in
 r lands, where native independ-
 has been achieved.
 ne can be too optimistic where
 ve gratitude is expected.

et Ballot

r. Ian Downs is reported to
 suggested in the Legco re-
 ly that official members do not
 ess themselves or vote accord-
 to their beliefs.
 it comes to that, where is the
 ician who does? Certainly not
 either the State or Federal
 ses in Australia. The solution is
 ous: Secret ballot at the meet-
 on every major issue, then a
 ber's true feeling can be ex-
 sed.

OFFICIAL

Day Week for N. Guinea P.S.

PUA-NEW GUINEA public
 servants have finally got their
 five-day working week made
 nant—more or less.
 decision handed down by
 omwealth Public Service
 trator, M. J. Galvin, late in
 ber confirmed a five-day work-
 week to public servants in
 Moresby, Rabaul and Lae,
 ept where the exigencies of the
 ice demand otherwise".
 a earlier provision made by
 trator E. Woods, introduced the
 -day week for a trial period.
 r. Galvin's decision was made
 he had heard views from the
 inistration, which opposed ex-
 ion of the five-day week, and the
 G Public Service Association,
 h wanted it made permanent.
 e Assistant Administrator, Dr.
 n Gunther, later announced
 Administration was examining
 effect of the decision on native
 loyees in the Territory.

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Outspoken Servicemen

in Congress

P-NG AFFAIRS GIVEN TOP PRIORITY

One of the outstanding features of the Federal Congress of the Returned Soldiers', Sailors' and Airmen's League, in Hobart, Tas., in October, was the time given to problems associated with Papua and New Guinea and the solid support promised toward rectifying same. Principal among these were the defence, or rather lack of defence, at Manus Is. and the implementation of a Land Settlement scheme for returned soldiers in the Territory.

THE Papuan and New Guinea sub-branch was represented at Congress by its president, Mr. R. F. Bunting, and by its secretary, Mr. J. V. Knight.

Addressing Congress on the Manus Is. question, Mr. Bunting said his sub-branch had appointed two delegates to visit Manus Is. and inspect it from the angle of defence preparedness. They had reported back that the base at Manus is used only for re-fuelling Qantas planes, that there is no modern radar equipment installed; and no provision for bulk storage of petrol.

There is a boom defence and target, and a water lighter at Manus; an air strip at Momote

suitable for future use, after repairs, but not suitable for heavy aircraft; there is a small Navy wharf for vessels up to 5,000 tons; the Navy has two or three bulk tanks at Lombrum but no road connection between them.

It was ascertained also that there was no actual Naval vessel stationed at Manus and the small floating dock at Seeadler Harbour could accommodate vessels only up to 3,000 tons. With both old American wharves at Lorengau not fit for use, this left that port without a wharf. Water was also a major problem as there were no facilities for water storage and only one water lighter.

A water treatment plant was

capable of supplying the needs of the base only. It appeared that both the Air Force and Navy personnel are purely a maintenance team and that the Mokerang air strip had been allowed to fall into complete dis-repair although the strip is longer than the one at Momote. The only vessels at Manus to give chase to Japanese poaching craft were a motor water lighter (top speed 8 knots) and a diesel tug.

It was quite apparent, reported Mr. Bunting, that Manus Island was not adequately maintained as an advanced defence base.

Although the results of their inspection had been placed before the Defence Minister, the explanation the latter had made in a letter in reply was entirely unconvincing and it was for this reason that he appealed to Congress to pass a motion expressing dissatisfaction and asking for immediate reconsideration of the whole matter.

SOLDIER SETTLEMENT

MR. BUNTING on another occasion stated flatly that New Guinea's growth was sabotaged by the Federal Government's soldier settlement policy.

Ex-servicemen in NG, he said, had been forced to the conclusion that the Government did not want Australians or Europeans in the area. He said the Government was treating the territory like a

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thropological zoo, safeguarding the whole of P-NG for unborn generations of natives, and exposing to Communistic influences.

Mr. Bunting pointed out that personal representations were made to the Prime Minister by himself and Sir George Holland but despite Mr. Menzies' protestations of personal interest in the matter of a satisfactory land settlement scheme, nothing tangible had been forthcoming.

Indeed, it appeared as if the Commonwealth would not listen to arguments for financially assisted land settlement for servicemen in the Territory. Despite this apathy, returned soldiers had gone ahead and opened up coffee and cocoa estates but some were now becoming heartbroken and were on the point of giving up.

Delegates gave Mr. Bunting an ovation at the conclusion of his speech.

The NSW president, Mr. W. Yeo, and Papuan and New Guinea ex-servicemen had right and justice on their side but this, in the face of government apathy, availed them nothing.

Congress decided to send a telegram to the Prime Minister which read: Express its deep concern at the lack of action on the scheme, and press for implementation of a suitable scheme without further

delay—"because of its importance to New Guinea and Papuan ex-servicemen and defence".

INCREASED STRENGTH FOR PIR

The urgent defence necessity of increasing the PIR to two battalions was forcibly argued by Mr. J. V. Knight who stressed that this, like other territory matters, received scant consideration in official circles. His motion that the Federal Government and Defence Minister be requested to give this matter further consideration and also to examine the arguments already placed before them, was agreed to by Congress.

Assistant Administrator Makes Statement

ADMINISTRATION policy in Papua-New Guinea was to encourage sound farming whenever and wherever land could be made available, said the Assistant Administrator, Dr. John Gunther, on November 1.

He was commenting on the allegations made by Mr. Bunting at the RSL Congress in Hobart.

Dr. Gunther said the Administration believed that native people had an inalienable right to their

IN NEW GUINEA

280 Officers for 146,000 Sq. Miles

UNEXPLORED New Guinea is fast diminishing despite the shortage of field staff for the work.

Acting Director of Native Affairs, Mr. J. K. McCarthy, told the P-NG Legislative Council in October that the main areas still unexplored were some of the lateral valleys in the Southern Highlands, parts of the Star Mountains, on the Dutch border, parts of the headwaters of the Sepik, Fly and Strickland Rivers, and the area north of Kiunga on the Fly.

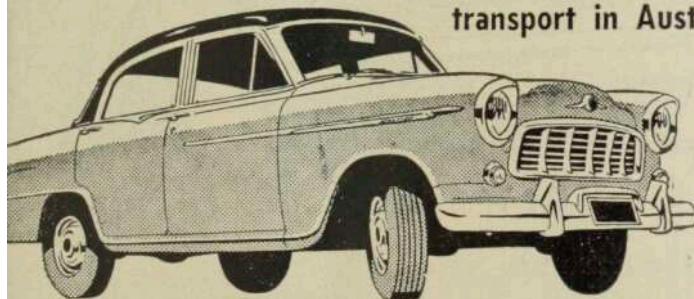
Now under Administration control, said Mr. McCarthy, were 145,890 square miles of territory, and 30,900 square miles under its influence.

A total of 279 officers manned the 15 districts, 51 sub-districts and 47 patrol posts—and most districts were understaffed, he said.

land but wherever land was available and could be bought without causing ill effects to native owners, it was bought and released to farmers "as Bunting personally well knows".

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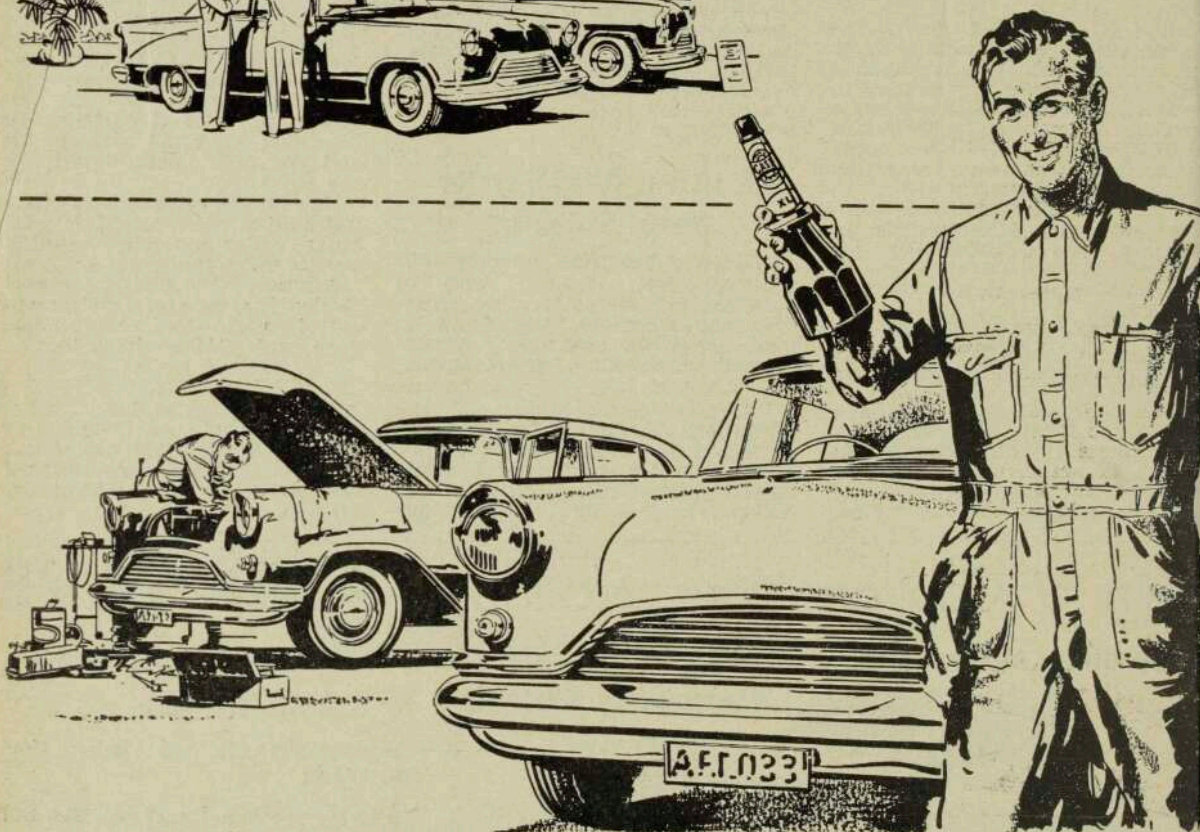
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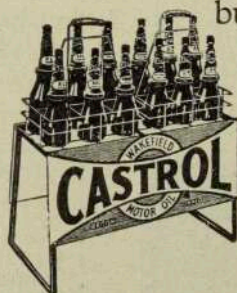


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NEW PLAN TO DEVELOP MISIMA'S BIG LODES

Pacific Island Mines Limited is about to be incorporated in Port Moresby, with a nominal capital of £500,000. Its chief purpose is to examine, develop and exploit the well known gold and silver-lead deposits of Misima Island, Eastern Papua.

Misima, containing just on 100 square miles, is one of several large islands which lie among the numerous archipelagoes eastwards of the south-eastern tip of New Guinea.

THIS move to inspect and—it is hoped—develop the mineral wealth of Misima has been going on for some time. It now appears there will be an important action within a few weeks. The Co. probably will offer 800,000 shares of 2/6 each to the public. There will be both a Port Moresby (income tax) and a Sydney (income tax) share register.

The Directors probably will be:

GEORGE NOE. He holds a Degree in Civil Engineering, and is the head of a construction company which has carried out about £1,000,000-worth of work in Papua and New Guinea.

N. A. K. WALLIS. He is a forestry executive, who has substantial timber interests in British Solomons, and in Australia.

A. G. PALMER. He is a practising mining consultant (an Honours graduate of Sydney University), and has had much experience in exploration of mineral deposits. Incidentally, he is a nephew of the late W. A. Seaman, one of the leaders of the group which made a phenomenal success of Bulolo Gold Dredging, in New Guinea.

R. H. PEACOCK, of Sydney.

Knowing the history of the Papuan New Guinea goldfields, and the character of the men who are launching this new company, this journal is of opinion (a) that the company has a good chance of success and (b) that, if it succeeds, it will represent a very welcome addition to the industries and revenues of the Territory of P-NG.

THE gold production of New Guinea now is greatly reduced, while that of Papua has practically disappeared.

In 1940-41, before World War II, the South Pacific, New Guinea produced 440,877 oz. worth £97,226, from which the Administration got royalties totalling about £10,000; while Papua then was producing about one-tenth of that quantity—most of which came from late Freddie Cuthbert's "bonanza" on Misima Island.

After the war, New Guinea, with its price up to £15 per ounce, got back to a production of £2 million worth, but this now has shrunk to £1 million worth; and Papua did not recover at all.

The Administration of Papua and New Guinea now is anxious to regain gold revenues. Last year, it reduced the gold royalty to 14 per cent., and offered other encouragement to gold production. It surely will assist any genuine attempt to bring the Misima field back to production.

TO realise how interesting is this new development, one should look at the map of Papua and New Guinea.

The backbone of P-NG, running northwest to southeast, is the great Owen Stanley Range. In the valley systems, on both sides of that range, there are many more or less valuable metals, and especially gold.

The Lakekamu and Astrolabe goldfields (proclaimed in Papua 50 years ago, and long since worked out) are on the southern side of the mountain chain. The Gira, Milne Bay and Yodda fields, also proclaimed in Papua about the turn

of the century, and now abandoned, are on the northern side.

The various rich Morobe goldfields, developed in New Guinea between the wars, are on the northern side of the central ranges, but further to the northwest. Gold has been found at Kainantu and in the Sepik Country, still further northwest.

The whole region is auriferous, and never has been completely examined. Men with a nose for gold look at the mad jumble of mountains that constitute Central New Guinea, and say that more Edie Creeks are somewhere, awaiting discovery.

(Over)

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NOW, that central range runs out to the southeast tip of New Guinea mainland, and disappears under the sea. But it shows up again, farther eastward, in the high and broken chains of islands, of which Fergusson, Normanby, Woodlark and Misima are outstanding.

Out of the Murua field (Woodlark Island), the miners with primitive equipment, took more than 200,000 ounces, worth nearly £750,000, before World War II.

Early explorers among those archipelagoes east of New Guinea's tip, long before the end of the 19th century, found small quantities of gold in practically all the mountainous islands.

They also "smelt" gold on the mainland, and in 1878 there were reports of gold in the area north and east of Port Moresby. A party of miners which left Australia in the *Colonist* about 1879 prospected the watersheds of the Laloki and Goldie Rivers, but "not a grain of gold was discovered".

Ten years later, in 1888, the first really payable gold was found and worked on Misima; but Misima, for another 40 years, was not a famous field. However, it was in Misima that P-NG goldmining really started, in 1888.

A bigger and richer field then was developed on nearby Woodlark Island, in 1895, and eventually worked out; and other mainland goldfields in Papua were then discovered and worked.

Up to 1912, Woodlark had produced 150,000 ounces, but Misima only 72,000 ounces. After World War I, when all the other Papuan goldfields were pretty well exhausted, Misima came into its own, as a notable producer. It was during this period that the goldfields in the other Territory (New Guinea) were developed—1927-1940.

The history of Papua's gold industry is shown by the following summary of Papua's goldfields made in the mid-Thirties (over 20 years ago):

Louisiade (Misima), proclaimed 1889, yielded 160,000 oz, worth £320,000.
 Murua (Woodlark); 1895; 200,000 oz; £720,000.
 Gira (mainland); 1898; 67,000 oz; £256,000.
 Yodda (mainland); 1900; 77,000 oz; £290,000.
 Milne Bay (mainland); 1899; 14,000 oz; £50,000.
 Keveri (mainland); 1904; 4,700 oz; £18,800.
 Lakeamu (mainland); 1909; 38,000 oz; £142,000.
 Astrolabe (mainland); 1906; 4,200 oz; £17,000.
 When World War II broke out (1939-40), Papua was producing about 40,000 oz per annum, worth £200,000, from all goldfields—mostly from a crushing and cyaniding plant on

Misima operated by New Misima Gold Mine Ltd. (Cuthbert).

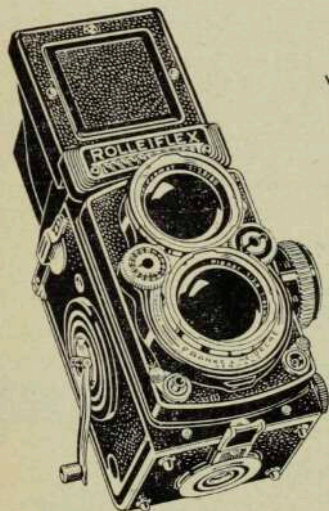
THE hills or ridges which carry the gold in Misima are geologically tricky—the strata lie in unexpected places.

There are 20 known lodes of Misima—and some are among the biggest in the New Guinea area. Hitherto, the miners have sought only gold—but it is believed that the deposits of lead, zinc and allied metals may be large and important.

Innumerable individual miners found rich pockets there. Several companies, encouraged by some remarkable results of prospecting, tried their luck—Block 10, Oroville, Mour Sisa, Goldmines of Papua, Quart Mountain, are among names which come to mind—but only one, Cuthbert's New Misima Goldfield Ltd., really hit the jackpot. In the years between 1930 and 1940 Cuthbert's Company distributed dividends of from 50 to 150 per cent.

Misima was not invaded by the Japs, but it was right in the war zone, and most Europeans departed. After the war, having received a healthy sum in war damage compensation, Cuthbert's company returned to Misima.

But the system of tunnels from which the rich ores had been taken in the 'Thirties had mostly collapsed



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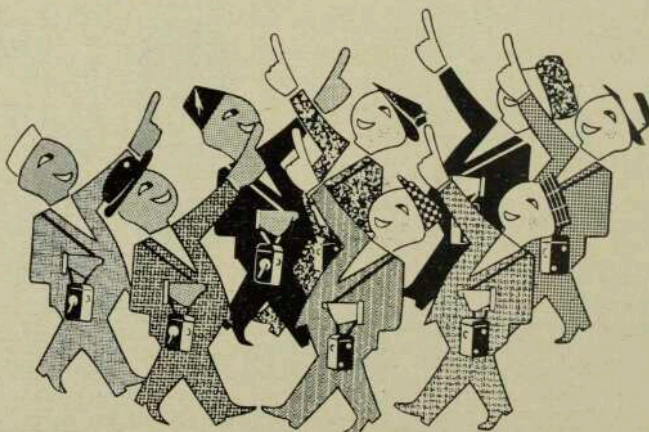
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and the Co. decided that, as the lode was pretty well worked out here, it would not undertake the cost of re-timbering. Instead, operations were resumed on another and all accessible, section where, unfortunately, the lode proved to be a more complex type which could not be profitably treated in the existing milling plant. The original shareholders had mostly made fortunes, anyway; so Northbert's Misima G.M. Ltd. withdrew from Misima. Many people thought that that was a mistake—and that the lead, zinc, and gold content of the big lode and structures should have been tested in depth in the way that Pacific Islands Mines Ltd. plans to do.

SINCE then, there has been considerable investigation and much talk; but nothing much has been done until now.

It is interesting to discover that the man behind the new move, Mr. K. H. Waterhouse, is both a son-in-law and a relation of the late Mr. J. H. Waterhouse. (He married Mr. J. H. Waterhouse's daughter, who is a distant cousin).

Morobe Goldfields people will remember the little Adelaide group Messrs. C. V. T. Wells, Les Waterhouse, Laphorne and George (Freys) who, to their great good fortune, backed Cecil Levien when that former District Officer decided at the spill-over from fabulous Mlie Creek would be found in the pits below the Bulolo Gorge; and founded Guinea Gold Ltd., Placer, Bulolo Gold Dredging Ltd. and Guinea Airways, etc. Les Waterhouse was a prominent director in that organisation until his untimely death soon after World War II.

Mr. K. H. Waterhouse (who is associated with a Sydney sharebroking house) with three associates, has been working on the Misima project for a considerable time. They have obtained necessary mining rights through a small company Oceanic Minerals Development Co. (Pty. Ltd.). Their plan now is to get the rights and properties thus acquired into the possession of Pacific Island Mines Limited at the least possible cost.

They have assembled, for incorporation in their prospectus, a mass of impressive information about the possibilities of recovering profitable minerals from those deep-down Misima lodes, by modern methods.

Apart from the reports of geologists and engineers—and they tend back to that famous report by the Papuan official geologist, Mr. J. van Stanley, who closely inspected Misima in 1915—there are conditions natural to Misima which are in favour of the enterprise—such as easy accessibility by sea, an abundance of good timber on the island, an inexhaustible supply of mountain water for mining purposes, and an

Administration prepared to charge a royalty of only 14 per cent.

There is also the rather exciting possibility that the world price of gold will be moved on soon, far beyond the present £15 Aus. per ounce.

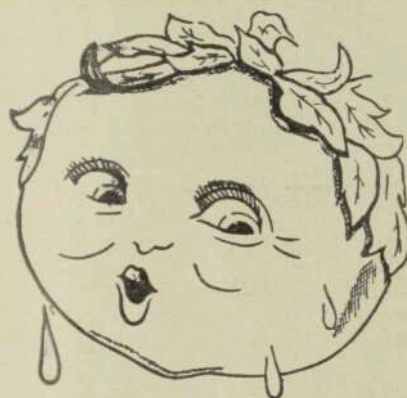
† Mrs. J. H. Simpson, who has been visiting her daughter and son-in-law, Mr. and Mrs. B. L. Strange, of Rabaul, NG, returned home to Sydney on the October *Delos*.

† Mr. William J. Hunt, who has been a caterer with the Commonwealth Works Dept, Rabaul, since 1949, left the Territory permanently on the October *Delos*.

Appeal Upheld in NG Gold Case

THE High Court of Australia, in October, upheld the appeal of a New Guinea storekeeper, Ming Fook Woo, known as Eric Woo, against his conviction and sentence of 12 months hard labour by a New Guinea court.

The High Court quashed the conviction, which had been recorded in the Supreme Court, in Lae, on June 8, after hearing of a charge against Woo of having a quantity of gold amalgam in his possession without lawful excuse. (*PIM*, June).



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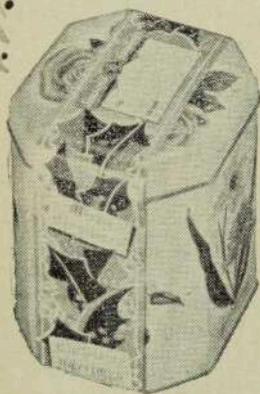
"Carnival" — a thrilling assortment of selected toffees in a gay, colourful 8-oz. caddy. Each piece is wrapped.



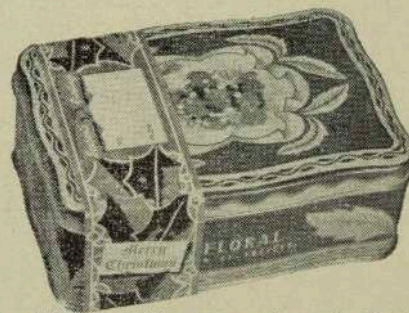
2-lb. tin "Clematis" — a dark and milk chocolate assortment. Each piece is double wrapped.



2-lb. tin "Tiger Lily" — a delightful new Mac. Robertson assortment of milk and dark chocolates. Each piece is wrapped.



"Springtime" — an exciting 1-lb. assortment of individually wrapped toffees in a beautifully patterned caddy.



"Floral" — another assortment of pleasing Mac. Robertson toffees in a gay floral patterned tin. Available in 1-lb. size. Each piece is wrapped.

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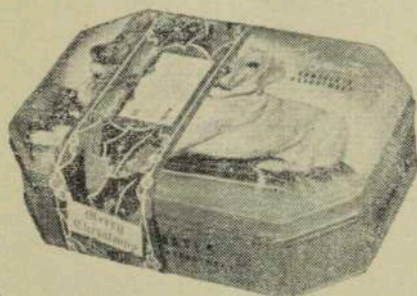
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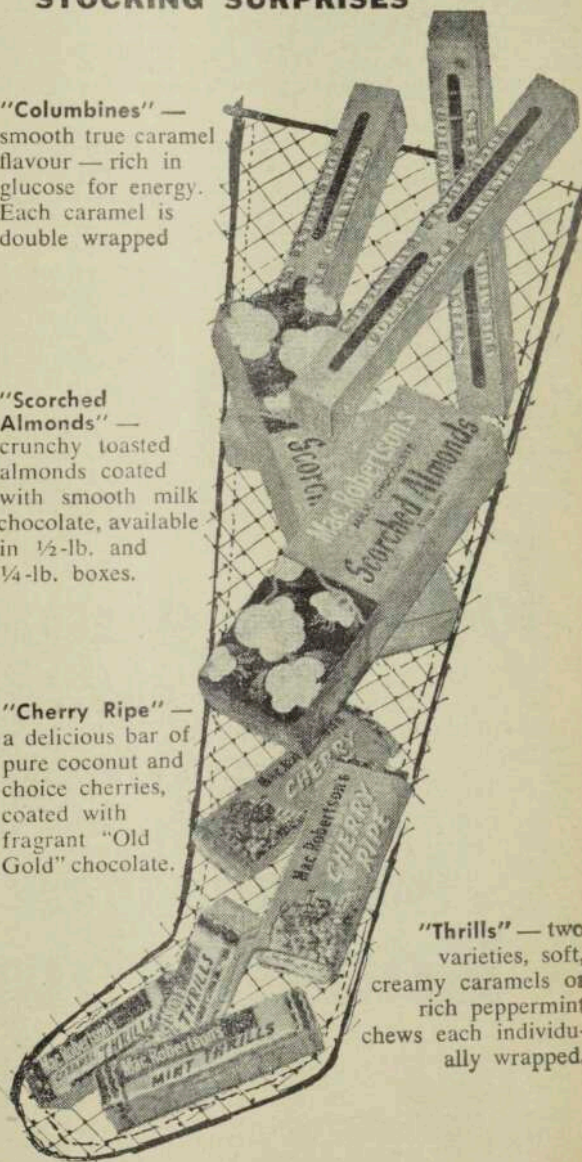
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FOR GIPSIES OF THE SEA

In ancient times, when the Polynesian vikings were the lords of the Pacific, Rarotonga bore the significant title of "the roosting place of migratory birds". There are signs that it is earning that title again.

By GORDON RUSSELL

LATE September there were no less than four little ships of foreign extraction moored cheek by jowl in Rarotonga's little pocket harbour of Avatiu. Like a bevy of ducklings with mamma, they lay alongside *Inspire*, Rarotonga's old faithful.

Flying Walrus, September 19, was the first-come, Canadian owners John and Diane Wells quite unconscious of their news value (see *PIM*, October); the next day, *Novia*, a tidy 35-ft, double-ended ketch, home for some seven years to a young American couple, Leigh and Ann Gregg; and the next day *White Hart*, roomy ketch of Canadian Anthony J. Reeves, on his third visit to Rarotonga; a week later, *Little Bear*, 36-ft American ketch, owned and conned by two contented and seasoned sea dogs, Buzz and June Champion.

The first three were southbound from Tahiti or kindred parts; *Little*

Bear, northbound from Sydney. All, it transpired, were staunch members of the South Sea Cruising Association, of California, created for the very purpose of binding together the growing band of families who insist upon going to sea in little ships.

There is no doubt about the genuineness of this breed of men and women who have chosen the sea as the art of present-day living. The Champions in *Little Bear* and the Greggs in

Novia have been wandering round the Pacific for eight years and that they like it is unquestioned.

Chief problem for most of the nomads is how to keep the view from the cabin door. The days when you could write a book about them are over. Too many books.

Seasonal albacore fishing off the Californian coast is one answer the Champions have found effective.

The albacore begin to show about July 4—an easy date for Americans to remember—and so arduous fishing for three months will usually produce a check adequate enough to justify the



The four little ships, "Little Bear", "Novia", "Flying Wall" and "White Hart" with "Inspire", extreme right.

Photo: G. Russell

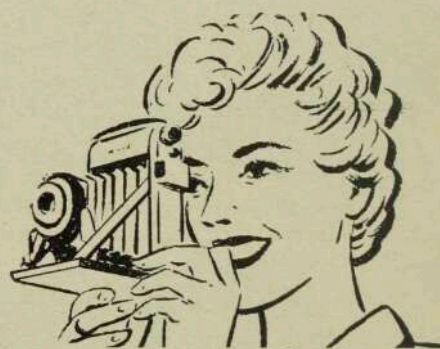
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he year off, as it were, on the m of the ocean, and in ports choice. With careful budgeting, course.

Little Bear, the midship on can be bulkheaded off to e as a well for ice blocks and core; hence the odd sight of a y in the eyes of the ship, sub- to every motion. Here, says z Champion, June performs cles, under the circumstances. e Champions left Auckland etime in 1955, dallied at Noumea Brisbane, had nine months in ey, and now are homeward d for the US via Honolulu, and e Borabora. ey left Rarotonga on October same day as *Novia*, the latter hbound for Auckland and trail- *Flying Walrus*, which had a days start.

White Hart, with eight Cook nders aboard, departed for Auck- on October 17. No one can a the flow of Cook Islanders New Zealand and this small ure on the part of Anthony J. ves is just another way of keep- down maritime expenses.

t the moment only the familiar *Inspire* remains, the jaunty little Brixham trawler that has le local history with its charmed and is now, alas, condemned unfit for the rigours of the sea. mour has it that the CI Admin- nation plans to use her as a eship.

ready 13 ocean cruisers have ted awhile this year in one or other of the two tiny basins, rua and Avatiu, that offer respite Rarotonga to these nomads of sea.

his is the highest total for any year since 1921, according to local Customs entries, and no bt a few more will show up be- the little ships bow out to the roaching hurricane season.

part from being a convenient de- ure point for New Zealand, why growing penchant for Raro- ga?

seems that the easy tempo e suits these maritime gipsies, they are impressed with the ber of homes made open to n.

lenty of fruit and vegetables, too, t-stocked stores, a pleasant ence of officialdom, and no guage problem. English as she poke, these days.

n eye, ear and throat specialist geon, Mr. J. R. Wheeler, will ce a 10-weeks visit to Fiji and HC territories at the invitation he Colonial Office.

AP-Reuter correspondent for pua-New Guinea, Mr. Dick erscough, has been reposted to gapore. His place in Port Moresby been taken by Mr. Terry Downey, Melbourne.

FOOD SHALL BE PLANTED— BY ORDINANCE

THERE may be a lesson for other areas in the official attitude towards the planting of food crops in Tonga.

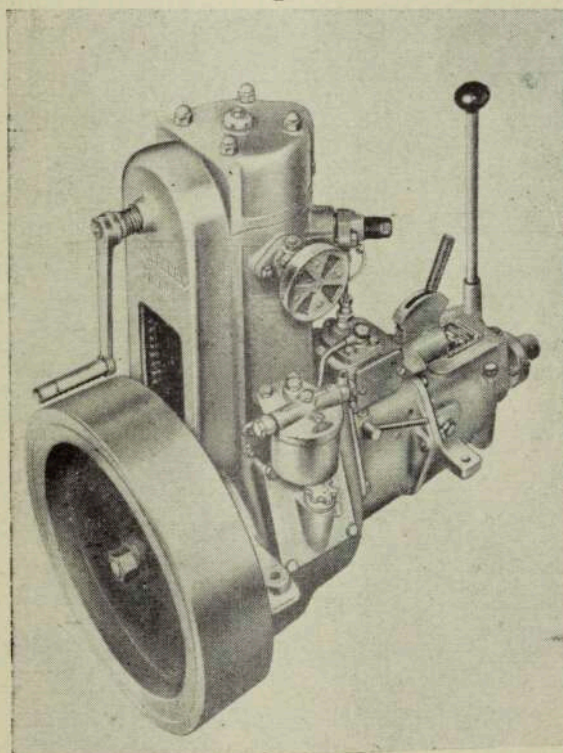
Because the food situation at Niuatoputapu—better known to the outside world as Keppel's Island—in the extreme north of the Tonga Group, is considered unsatisfactory, an order has been issued by the Tongan Cabinet under which every landholder shall plant certain crops each month up to next August under penalty of £5 fine or six months in gaol for each failure to comply.

The produce to be planted each month is listed in specific amounts—such as 200 tapioca in October and November—and leaves nothing to chance.

† Rabaul got a new thermal vent in late October—right in the town area, too. A cloud of white vapour and gas shot 15 ft into the air from a vent which opened on land west of the main wharf. The vigorous emission lasted about 10 minutes before subsiding into thin clouds of vapour which lasted another eight hours. But there were no unusual seismic disturbances associated with the vent.

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NOVEMBER, 1957 - PACIFIC ISLANDS MONTHLY

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LA RADIO: At 2115 GMT on 0 kc/s. Ships call on same frequency at other times.

ONIARA RADIO: On 5826 kc/s. Monday-Friday, at 0400, 2300 GMT; Saturday, 2300 GMT. Nil Sunday. m broadcast station on 1030/5960 s at 0745 GMT; nil on Sundays. **AURU AND OCEAN RADIOS:** request only. Stations listen and 4413.8 kc/s 0430-0500 GMT 2145-2230 GMT.

ARAWA RADIO: On request on 44 kc/s, coast station replying 4413.8 kc/s 1745-0015 GMT and 0400 GMT till traffic cleared, days included. Broadcast station 844/6050 kc/s for limited periods no information available re- ferring weather broadcasts.

SUVA POST OFFICE RADIO: 4445 kc/s at 0230, 2130 GMT, also request, ships on 4073.9 kc/s, dur- daytime business hours.

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FIJI BROADCASTING SERVICE one or more of the following frequencies: 840, 930, 3980 kc/s, at 0707, 0907, 1907, 2007 GMT fol- lowing news, except Sunday: 2007, 0907 GMT.

ADI AERADIO: On 7530 kc/s at 0 GMT.

PIA RADIO: By request on 2182 kc/s, coast station replying on 2206 kc/s. Broadcast station on 1420 kc/s gives weather during news at 0 GMT, Monday, Wednesday, Fri- day, Saturday.

UKUALOFA RADIO: By request on 2182 or 2080 kc/s, coast station replying 2080 kc/s, between 06120 GMT and 0620-2220 GMT, except Sunday.

AROTONGA RADIO: By request on 2182 kc/s, coast station re- plying on 2012 kc/s from 0000-1130 T and 1730-0000 GMT. Broad- cast station uses 4965 kc/s but no information on weather broadcasts.

TUE RADIO: On request on 2182 kc/s between 0625-0640 GMT and 062150 GMT, coast station re- plying on 2012 kc/s. Broadcasts of the latest in- formation on weather in some cases the broadcasts of the latest in-

formation on every GMT hour or half-hour around the clock when a hurricane is located in their general area. All forecasts for the greater part of this hurricane region emanate from Nadi Weather Centre, Fiji. Nadi supplies regional forecasts to the Solomons, New Hebrides, Gilbert and Ellice, Fiji, Tonga, and Cook Islands areas.

Port Moresby and Noumea handle west of this area, but all Noumea broadcasts are in French as are those from Tahiti, which lies to the east of the main hurricane-infested area. Noumea and Papeete are available on 2182 kc/s for a good part of the day, if required, and their operators can manage Eng- lish, if handled patiently.

JOYITA COMPENSATION PAID

When a sum of £18,000 under the heading of "compensation" was queried in the NZ House of Repre- sentatives in October, the Minister of Finance explained that this rep-



Many by-standers thought well-known Australia-New Guinea line ship "Shansi" was sinking at a berth in Woolloomooloo in Sydney on October 30 when she took on a 20 degree list. But the reason was only that water was being pumped from ballast tanks.

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64 FT. MOTOR FISHING VESSEL, copper sheathed to 18 inches above water- line, 120 h.p. Widdop diesel, speed about nine knots, cruising range approx. 12,000 miles, good hold capacity, £3,500 where lying. (A number of these vessels are available ranging from 45 ft. to 90 ft. in length, are single screwed diesel powered and are heavily built. Prices range from £3,000 to £10,000 depending on age and condition).

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resented payments to the relatives of NZ citizens lost in the *Joyita* disaster of late 1955.

Mr. Watts said that so far as could be gathered, *Joyita* was not insured and did not comply with safety measures. Whether government servants should have been aboard was a matter for argument. The relatives had no legal claim on the Government, but there was a moral claim for assistance. It was doubtful even now whether any Court would grant probate or letters of administration to the dependants.

The salaries of the missing persons had been paid to dependants for almost a year, up to the end of September, 1956.

The Minister did not give precise details of the allocation of compensation and it was not made clear whether any was paid to the dependants of the Tokelau and Samoan crew-members and passengers, but Mr. Watts said that the Government had tried to do what a just and generous employer would do in such circumstances.

ONE FOUND; ONE MISSING

Discovered in an Auckland shipping agency business recently was Captain Frank Baay, of Swedish birth, who will be well remembered in the Solomons as master of Fairymead Sugar Co.'s *Ruena*, since sold

and now a hospital patrol craft in the Andamans under the name of *Industral*.

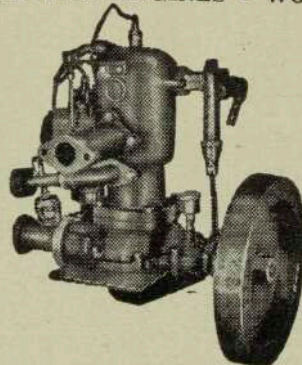
Captain Baay commanded the vessel on her famous voyage of March, 1947, when she returned to Honiara as one of the first com-

mercial post-war vessels, with crew of mainly pre-war plant and businessmen returning to their battered properties.

Since leaving the *Ruena* command in the Solomons, Captain Baay spent three years as Harbo-

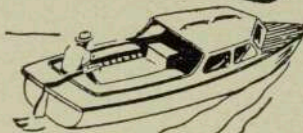
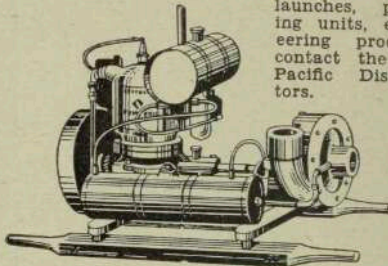
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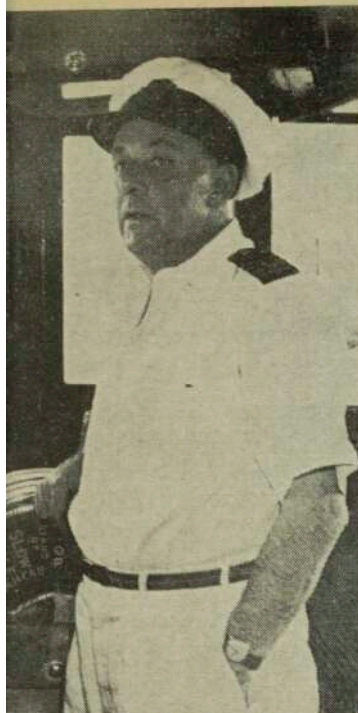
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Mr. J. E. Broughton, who recently retired from the sea, on bridge of MV "Matua", (page 114).

ter at Penang, a period on the na Coast trade, and a period a shipping agency business at apore. His Auckland Shipping ices Ltd. was sub-agent for the ritzen Line vessel which re- ly created great interest with argo of bunched bananas from adior.

issing, at least as far as Cap- Baay is concerned, is an old ommons friend, engineer H. skops, formerly of *Ruena*, who still be in the Solomons. If so, tter to Captain Baay at GPO 3685, Auckland, would be wel- e.

SAME LADY, NEW NAME

ne wooden 300-tonner formerly wn in New South Wales waters *ahd*, has been renamed *Gaitcha* Societe de Transports Maritimes eoniens of Noumea, who pur- sed her in July last. resent owners are a syndicate smaller Noumea businessmen, they appear to have purchased the right time. Import restric- s caused by the recent French ency devaluation have restricted oes from Sydney—and *Gaitcha* bout the right size to handle t offers. The vessel loaded in ney in October.

ATMAN, SPARE THAT REEF!

he coral polyps took a hammer- in New Hebrides waters in re- weeks. Skipper Wilfred ohens, who officiated at the last

rites of *Adi Gaetane* some months ago, lately conducted another con- test—Leroy workboat *Wombat* versus reef off Tisman, south-east Malekula. The reef won by a tech- nical KO in the first round, but *Wombat* survived, bruised and shaken, to fight again. The vessel was under charter to a group of mining prospectors at the time. They report no manganese sighted on the reef. (Stephens, in early No- vember, was flown to hospital in Brisbane after being accidentally shot).

Next to cut corners unsuccessfully was another workboat formerly owned by Mr. Oliver Stephens and lately purchased by a Tonkingese syndicate. She, too, was salvaged.

NEW HEBRIDES POTPOURRI

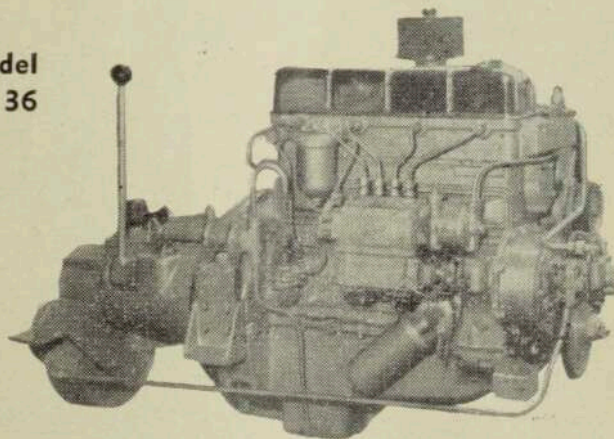
The converted Fairmile naval launch *Wailana*, taken to the New Hebrides "on spec" by an Auckland syndicate about 1949, and there sold to Mr. Naturel, of Santo, has lately been re-sold to trader Fu Kwan Chee for a reported price of £A8,000. (Over)

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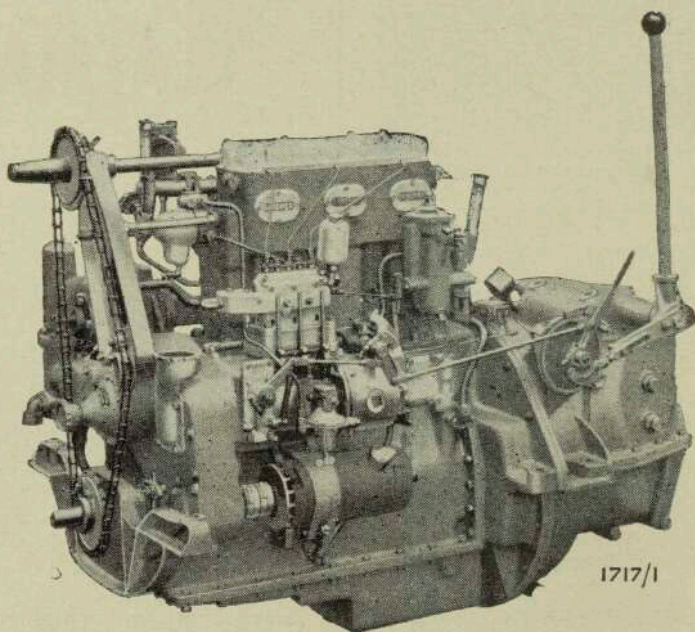
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The new landing-craft "Tamona" which was built in Brisbane for Papuan Apinaipi Oil Prospecting Company. (See page 121).

the welded steel, five-year-old, 60-ton freighter *Paama*, lovingly built in an Australian backyard, and an old craft for New Hebrides purposes, appears to be ending her career on a Santo beach. Owned by Mrs. McCoy, of Epiand, the vessel was first somewhat neglected as to paint, and then given a coat of copper paint, her bare iron bottom plates, a somewhat disastrous electro-

lytic effects—rapid and severe corrosion of the hull, which now shows holes in places.

Captain Fred Davis, late of *Pacific Star* and *Tutuba*, has lately been engaged in fitting out the steel Dutch-built yacht *Anna Elizabeth* for copra carrying duties. Owner Ernst Lamberty is now managing a plantation on Santo.

Despite rumours that *Tutuba* and *Deutgan* might soon leave the

Group for Singapore and new ownership, *Tutuba* was reported still present in mid-October, when a scheme to salvage or demolish *El Retiro* on the reef at Million Dollar Point was also static. Incidentally, the war-time wreck of *President Coolidge* still lies nearby. Salvage rights are believed now to be owned by Mr. Tom Hagen, of Noumea.

GLOOM FOR THE UNDERWRITERS

Not all the October reef-pounding was done by Islands craft. The 5490-ton *Eifuku Maru*, owned by Shofuku line, of Tokyo, and commanded by Captain T. Abe, bound from Bris-

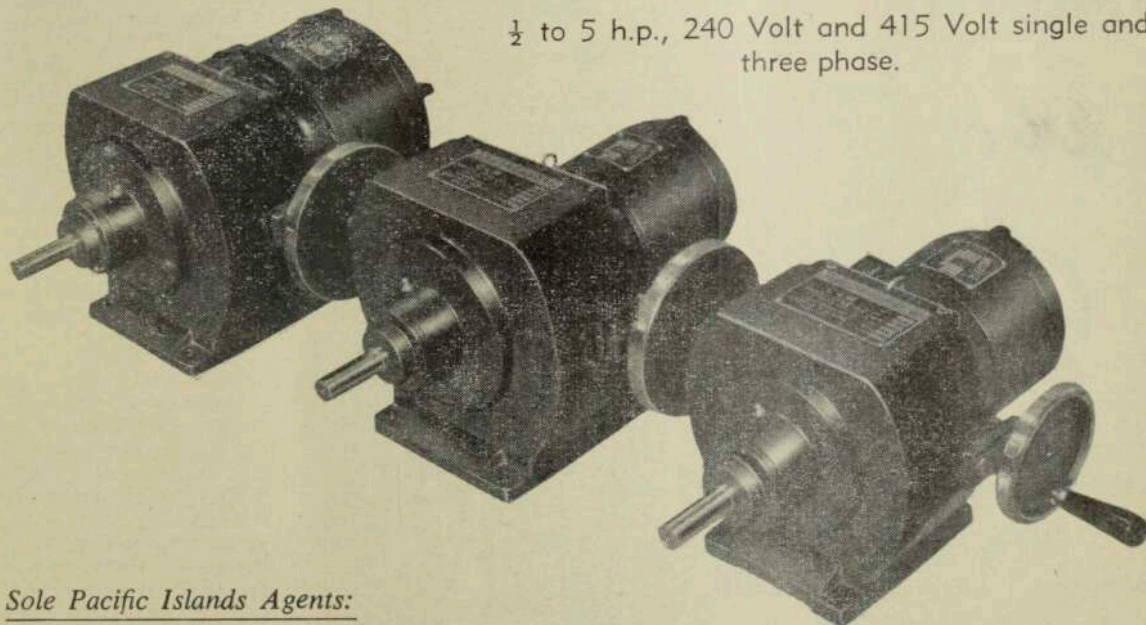
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bane for Japan with a half-a-million pounds worth of wool and barley and 47 persons aboard, including one passenger, went up on Wreck Reef, 300 miles east of Rockhampton in the early hours of October 11.

In response to distress signals, the BPC phosphate vessel *Triadic*, on the Nauru-Oceania-Australia trade, then 200 miles from the reef, stood by until the Brisbane salvage tug *Fearless* with gear and divers arrived on the scene.

There was then high hope of quickly refloating the four-year-old £1,000,000 vessel. However, with salvage gear aboard *Eifuku Maru*, a sudden change of wind caused the ship to suddenly heel over and the hasty evacuation of all aboard. Some valuable salvage gear was reported lost.

Later in the month, however, a Japanese expert made a further examination of the wreck and reported that salvage might be possible, though probably at great cost.

At about the same time as the *Eifuku Maru* stranding, the US Navy announced from Pearl Harbour that a crew of 45 had "successfully abandoned" the naval tanker *Mission San Miguel*, which had plowed a 15-knot groove into Maro

Reef, 730 miles north-west of Honolulu while bound for Guam from Seattle. The tanker and most of her cargo was expected to be a total loss. The crew were taken off by *LST-664*.

THE CHICKEN OR THE EGG?

It has been suggested by *PIM* from time to time that the marine insurance companies might favourably influence safety of life at sea in Islands waters, and at the same

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STEEL SCHOONER, 63 ft. x 16 ft., launched December 1956, 100 h.p. diesel, new condition throughout. £22,000.

CARGO VESSEL, near new, 50 ft. x 16 ft. x 4 ft. 6 in., twin diesels aft, sheathed. £8,500.

RIVER TUG, 50 ft. x 12 ft. x 4 ft. 9 in., 100 h.p. diesel, in survey and working. £4,000.

WORK LAUNCH, 33 ft. x 10 ft. x 4 ft. 6 in., 30 h.p. Coventry, 2/1 reduction, diesel, large cockpit. £3,300.

WORKBOAT, 30 ft. x 12 ft. x 5 ft., 34 h.p. Ruston diesel, 2/1 reduction, sound carrier with aux. sail. £2,500.

LAUNCH, 25 ft. x 9 ft., 16 h.p. Lister, 2/1 reduction, well built. £1,575.

AUX. SLOOP, 25 ft. x 9 ft. x 4 ft. 6 in., 4-cyl. marine engine. £1,100.

We shall be pleased to obtain independent Surveys of any craft we offer and subsequently arrange delivery either on ship's deck or sea as desired.

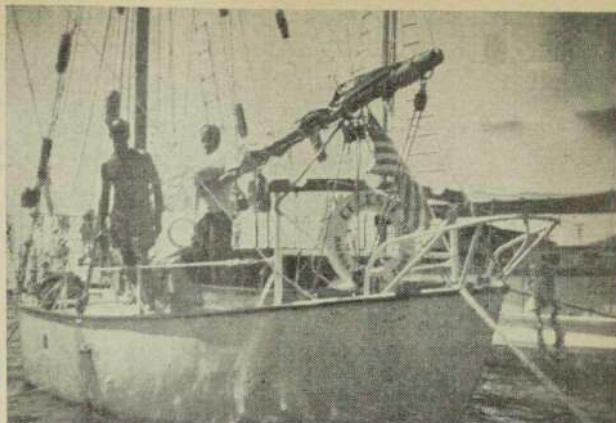
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At Left: American yacht "Altair"; Right: US Marshal Zone yacht, "Celeste 16", with owner Richard Cosmos and crewman Bill Poindexter. Photos: J. O'Donnell.

me do themselves a good turn, by offering more favourable rates in the case of vessels carrying automatic distress transmitters, radar reflectors, and such like devices which might aid the search for small wooden Island craft adrift at sea. The matter was discussed with a representative of one large insurance company this month, but he was less than enthusiastic. In effect, he said that hull insurance of small craft in Pacific Islands waters was scarcely interesting and not sought after. But for those owners who wanted cover there were the well-tested rates.

If owners did not like those rates, it was up to them, and not the underwriters, to do something about it by improving general safety standards.

There are shipowners in the islands who do maintain their vessels to accepted standards, and for them the rates were not excessive.

The existing rates are based on records of marine losses in specific areas over long periods, and looked at from that angle the shipowners are the only people to lose in the long run. The underwriters, taking the long view, are always in pocket, some what may.

BACK HOME

Manu'a Tele, the converted YMS owned by the people of the Manu'a group of Eastern Samoa, cleared Auckland for Pago Pago, October 10, following refit. Ready for sea, she returned to the slipway for several days to locate and repair a serious leak which had appeared. This necessitated stripping some metal sheathing. The cause was an old cemented butt-joint in the hull planking which had been started through straining in the slipway cradle.

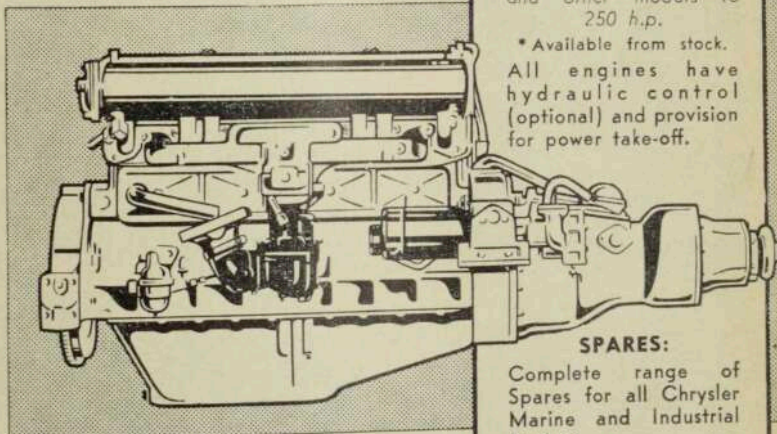
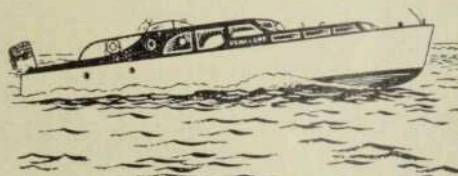
It was quickly put right when located. The vessel was unable to

(Continued on page 113)

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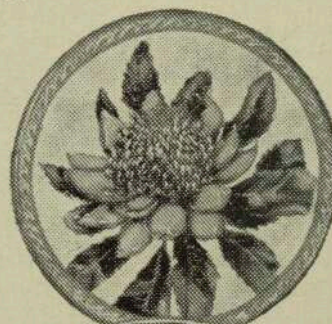
Arnott's famous high-quality, dark colour Xmas Cakes are again available in 2-lb. and 3-lb. sizes.

Buy also, and put aside, one of these cakes for Easter or special occasions to come, whilst they are available over Xmas.

Order from your grocer now and avoid disappointment.

The 2-lb. size is a square cake packed in a transparent, heat-sealed bag and enclosed in a carton wrapped in a colourful Xmas display wrapper.

Arnott's 3-lb. cakes are attractively piped and decorated and packed in beautifully printed tins of lasting use.



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TONGAN TILAPIA ARE TASTY, TOO

BECAUSE Tongans know a tasty fish when they taste one, it has become necessary for the Queen in Privy Council to pass a special ordinance to save Tonga's tilapia fish colony.

As everyone knows, these fast growing, hardy African carp are being progressively introduced throughout the South Pacific tropical area as an expected valuable alternative source of protein food.

Such fish were introduced to an area at Sopo, Tongatabu, where a land-reclamation project is in hand, but stocks have been heavily raided. An ordinance recently passed now totally prohibits all fishing in this area, with a penalty of £20 or six months gaol.

Miss Selina Vunibola, third place winner in Fiji's September Miss Siscus contest, has been given a leading role in a film which the Ill Company has been shooting in Fiji.

Getting Around

Two US Pacific Governors are in this photo. Extreme left, Governor Richard Barrett Lowe, of Guam (formerly of American Samoa); and extreme right, present Governor of American Samoa, Peter K. Coleman. It was taken at the Caribe Hilton Hotel, San Juan, Puerto Rico, where the two Governors were staying during a Coast Guard League Convention. Between the Governors are Mrs. June Rajasinghane, from Ceylon (she's no Coast Guard, but is there on a US State Department study grant); and Mr. A. W. Salomone, manager of the hotel.

In a way, this photo is a reminder of a what-might-have-been. A couple of years ago there was an outbreak of contagious pipe-dreaming about a Hilton hotel for Suva, Fiji.



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He Has

Retired

The Man In The Panama Who Mothered The Coastwatchers

When the future looked pretty grim for Australia and for the American forces in the Pacific, back in September, 1942, US Marines slugging it out with the Japanese in the jungles and coconut groves of Guadalcanal had an unusual visitor.

HE was a short, blunt-featured, fresh-complexioned man with humorous and observant blue eyes who wore, of all things, an immaculate palm beach suit and a snappy panama hat for his visits to the frontline fox-holes.

The Marines were no doubt secretly reassured. Things must be going better than they seemed when tourists of this kind were permitted to inspect the mayhem.

What the Marines didn't know was that they were on Guadalcanal, delivering Uncle Sam's first counter-punch after Pearl Harbour, very largely by courtesy of the man in the Panama hat.

He was Walter Brooksbank, civil assistant to the Director of Naval Intelligence, RAN, who was largely responsible for the Coastwatchers.

Probably no other body of men

in any of the services made so decisive a contribution to victory in the Pacific as that gallant, motley band of scouts who let the tide of Japanese conquest roll over them and stayed on in their lonely hide-outs to spy on and report movements of the enemy's ships, aircraft and troops.

Admiral "Bull" Halsey, looking back on the decisive days, said outright: "If it had not been for the Australian Coastwatchers we would not have been able either to mount the invasion of Guadalcanal or to hold the island after we had invaded it in the face of enemy air superiority."

The idea of a Coastwatching service for Australia's northern approaches originated in the mind of a Royal Naval Officer looking over the Commonwealth's defence

THIS story by Osmar White originally appeared in the "Melbourne Herald"—to which newspaper full acknowledgement is made—but was sent to us by Navy Public Relations Section shortly after the recent retirement of Walter H. Brooksbank, who bore the vitaminised nickname of "B1".

Navy thought that our readers would appreciate this tribute to a man who was the back-room operator with most to do with setting up the Coastwatchers organisation in the Islands of the S-W Pacific—one of Australia's most vital contributions to victory in the Pacific War.

B1 has retired because he prefers Melbourne to Canberra—and although it is rather a frying-pan or fire choice, who can blame him? The implication is that he will spend his retirement writing. In Coastwatcher fact he should have the basis for a lifetime of fiction writing.

problems soon after the First World War. But the job of translating idea into something practical, something that really worked, fell to the lot of a young civilian who had just been appointed to the brand new Division of Naval Intelligence Melbourne.

The young man was Walter Brooksbank, not so long back from France and Gallipoli with a Military Medal and a commission in the 7th Battalion, AIF, won in the field.

The Coastwatching service idea appealed strongly to him. He was

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W. H. Brooksbank.

from Eric Feldt's book "The Coastwatchers".

imaginative man. He had read reports of the Japanese sampans which roamed the north in search of trepang and pearl-shell and thus—filling in blanks on the map in their spare time.

The organisation of a skeleton "warning" service, an intelligence organisation to keep track of the Japans' movements became something of an obsession and a hobby for "B1" (as he was known to distinguish him from his brother, former Lieut-Commander John Brooksbank, who was known to his friends as "B2").

"B1" canvassed plantation men in the islands whose properties were in strategic locations; traders, miners, missionaries.

The Navy wasn't spending money on those halcyon days of a world at peace for democracy indulging in a Great Depression. "B1" had nothing to offer his embryo Coastwatchers but the satisfaction of keeping an eye on the impudent brown men—and the promise that if the balloon ever went up they could stake a claim on immortality.

But when war did at last come, ten years after the unheeded predictions of Winston Churchill, the bones of an organisation did exist, thanks to the stubbornness and patience of the slightly built, cheerful fellow who spent his life only among the files of the most hush-hush department in the racks.

In 1939, "B1" recalls, they really cracking—roping into the service most motley collection of South Island characters ever linked together outside a musical comedy.

Walter Brooksbank was the man whose prime responsibility it was to keep them supplied, encouraged, disciplined and protected as far as possible from the grim fate that awaited them if the enemy ever caught them.

To-day "B1" retires from the Naval Intelligence Division after nearly 35 years of service—a little before his prescribed time, because he has grown to love Melbourne and doesn't want to move to Canberra when his department officially transfers there.

His years as a hush-hush "back-room boy" have been filled by far more work, thinking and "fixing" for the Navy than was accounted

for in the great Coastwatcher adventure. But it is for that adventure—an adventure which continues even to-day in the Far North and our Islands outposts—that he will be remembered by every man who fought in the south-western Pacific.

He admits no retirement plans, but for years his hobby has been short-story writing and play-writing for radio. Those who know him declare there's a spark in his eye—the spark of storytelling which has for years been subdued by the shadow of the massive "Most Secret" files.

"B1" is surely a writer with a big start in the job—something to say.

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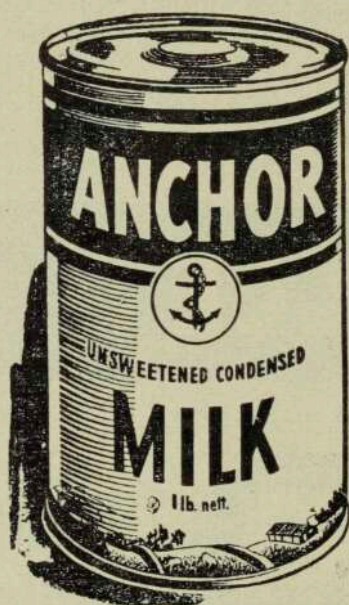
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OLD RESIDENT

Growing Menace In The Unsolved Problems Of Fiji

WHAT is to be the future of Fiji, now the home of two large communities (Fijians and Indians) who are increasing so rapidly in numbers that they soon will be jostling each other for available space, and who, sociologically, are very far apart? There now are 175,000 Indians (majority Fiji-born) and 145,000 Fijians; as well as less than 10,000 European, 10,000 quieting but officially unrecognised Chinese, and 5,000 silent, industrious but influential Chinese. The racial situation is quite a problem, socially and politically. The economic problem is worse, because, under the 1874 Deed of Cession, the land belongs irrevocably to the Fijians. The Indian settlement in Fiji was not even dreamed of in 1874. Now the Indian community, growing and rusting and demanding, wants a share of the available land. Many students of Indian Fijian affairs have contributed, lately, to

a symposium in *The Fiji Times* on "The Future of Fiji". None has been so brutally frank as Mr. A. J. C. Foster, an old resident of Nadi, Fiji. Mr. Foster's articles were published on October 2 and 3.

"THE sickness which ails us now" he says, "is due to the fog of tangled thought which apparently clogs real progress in the Colony."

He considers that the number one problem relates to population. The Indian is the bogey man, because within a few years his numbers will be twice those of the Fijian. "But," he adds, "the Indian is a hard worker and, in general—particularly the cane farmer—an extremely good citizen."

"To hold that the Indian is a menace to the Fijian is a fallacy born of wrong thinking and of the *laissez-faire* policy which is the bane of Fiji," is another of his sweeping condemnations.

Mr. Foster says that the remedy

is in the hands of the Government, and of the comparatively few qualified European residents.

He argues that there are far fewer Europeans capable of handling the Fijian problem than is generally realised. The greater number are inexperienced trans-

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ients, working for the Government, for certain of the trading companies, or engaged in mining and airport work.

"We therefore have very few Europeans who really work, or could work, for the betterment of human relations within the Colony."

HE writes scathingly of the attitude of many Europeans towards the other races, and especially towards the Indians.

He says that the Indians, under skilled handling, must be accepted as an integral part of the future Fiji; but instead certain Europeans regard the Indians as only one step removed from coolies—"the caste system imposed by the Europeans in Fiji is as severe as any imposed in India or in Britain", he remarks.

Similarly, he says, the Europeans make pets of the Fijians—praise their ability as athletes and fighters and so forth, but regard them as unfitted to take responsibility in trade and administration.

"In general, they remind me of the colour-conscious Americans, who bar negroes from their schools, but proudly elect them to Olympic representations."

He insists that the Fijian, like the Indian, can be trained as an excellent tradesman or clerk—many are doing very important jobs where previously a European was considered necessary:

TWO paragraphs in Mr. Foster's summary are interesting:

"Unfortunately for the Fijians, he has no real leaders. It is a sad but true fact . . . that the Fijian leaders have grown away from their people . . . They follow the lead of the European legislators and it is a rare thing for one of them to produce an original thought for their people. The Deed of Cession seems to be their standby and their pillar of wisdom."

"The Indians in Fiji have no real leaders. The restrictions I have placed upon Fijian leaders also applies to the so-called Indian leaders who are really only factional, not national, and who do more harm than good to the Indian causes . . . It appears to be inherent in the Indian way of life to have these factional strifes always going on. In Fiji, it will be fatal to the welfare of the Indian community if it is not stopped." (Cont. on next page)

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He condemns the Indian, in blunt terms, for clinging to traditional Indian ways of life, while being asked to build a new social system in a new country.

THE writer would use all possible influence to change the Fijians' stifling system of village life; and to train young Fijians and Indians (far fewer Indian lawyers "parasites," he calls them) in useful trades and handicrafts.

He urges new housing conditions as the first priority in uniting and moulding these communities in Fiji and he describes present housing conditions in the Colony as bad.

"There are many thousands of under-privileged persons living in shacks, ragged bures, bamboo huts, all so shabby and dirty that they would be barely tolerable for animals. . . . One sees these horrible shacks all over the countryside, in the Fijian villages and on the small cane farms.

"How can Fiji expect to raise children into useful citizens in such sordid surroundings?"

MR. FOSTER leaves alone the dominant problem of land use—he says it is so difficult and complex that it needs a special article to itself—and he says that he regards the following reforms as vital:

Better housing for the Fijian and Indian producers—through a special housing loan if possible.

Selected young Fijians to be trained quickly in handicrafts, sanitation, building trades, land conservation, fishing—to be sent at once to the Fijian villages as advisers and instructors of the village chiefs.

Intensive education for the Fijian race as a whole—"propaganda if you like".

Technical training for all the children . . . especially in agricultural subjects.

Education for the Indians in civic and community duties.

Greater tolerance, kindness of thought and better understanding on the part of the privileged—and specially a more realistic approach towards the colour problem.

English to be taught in all schools, and made the medium of the more important instruction.

The new 18,000-ton *Bergensfjord*, pride of the Norwegian merchant fleet, will cruise the South Pacific next January-February. Leaving New York the vessel will call at Cristobal, Callao, Easter Island, Pitcairn, Papeete, Rarotonga, Auckland, Wellington, Milford Sound, NZ, Hobart, Melbourne, Sydney, Port Moresby, Honiara, Vila, Suva, Savau, Pago Pago, Hiva Oa, Galapagos Is., Balboa, Cristobal, Havana, and back to New York.

8,700 MOTOR VEHICLES IN N. CALEDONIA

THE motor vehicles registered in New Caledonia, in August, were 8,700. Of these, 8,383 were privately-owned and the remainder belonged to the Government services and the Army.

In 1934 there were 1,146, and in 1940, 1,150. In seventeen years the number has grown by 6,876.

In the first half of the present year, more than 500 vehicles have been imported, mostly from France.

In the city of Noumea the proportion of cars to population is 1

to 5, and increasing. Increasing, also, are grave traffic problems.

There are about 6,000 motor vehicles of all kinds registered in Papua and New Guinea, and between 6,000 and 7,000 in Fiji.—*Noumea Correspondent.*

A company bearing a Chinese name, situated in Wall Street, New York, has been advertising in Noumean papers for Trepang (beche-de-mer). Those interested are asked to contact the company. The reefs of New Caledonia could supply all sea-slugs the company is likely to want, if someone could be induced to gather and cure it—not the best of jobs.

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DESPONDENCY AMONG COPRA PLANTERS

N. HEBRIDES REACTION TO DEVALUED FRANC

From Our Own Correspondent

SANTO, Sept. 19.

SINCE the Government of France "rearranged" the value of the Metropolitan Franc, there have been disconcerting changes in the currency market here in the New Hebrides.

For a long time, the value of the Pacific Franc has been fairly steady here at from 140 to 145 francs to the Australian £.

To-day, the rate is 171 francs to the Australian £, and it is not steady.

(When this news item was received in PIM office, Sydney, the selling rate on Noumea was 166.2 francs to the Aust. £.)

This sudden change, imposed by the French Government, has greatly shocked traders here—they had always gone on the assumption that the franc in the New Hebrides was securely backed by Sterling. There is consternation among planters, traders and Government officials.

The change means that our stocks of French currency have lost 20 per cent. of their value overnight. There is no immediate means of remedying the situation. The former value is still in our main product, copra; but we are obliged to sell all our copra to France—and, in any event, only French cargo ships call here. British planters are equally affected.

Those planters who are subject to the arrangement under which they operate French Society plantations on a rental of 25 per cent. of production, are now faced with a real crisis. Even before this devaluation, they were not having an easy time.

Naturally, commercial houses have now tightened up on credit.

In order to give the more embarrassed planters some relief, the Syndicat Agricole suggested that plantation labourers' wages be reduced from £10 to £8 per month inclusive of the usual free food, lodging and medical expenses (for families as well as individual workers); but at two recent meetings held at Santo, the majority of those present were of opinion that the natives would not accept the reduction.

In this country, there is no official control over wages. It is feared that some planters would continue to recruit at the old or higher rates in order to tempt the available labour to their plantations.

UT BY AIR

After a NG Kon Tiki Effort Failed

PLANS to bring out an ill-fated Cessna 170A which crashed in November, 1956, in wild New Guinea country, by pontoon down the roaring Ramu River would, if successful, have proved to be the greatest Kon Tiki expedition of all times. But it didn't come off.

The plane, owned by Crowley Airways Ltd., had been in the territory only three weeks, and was on a flight from Madang to Mount Hagen when engine trouble developed.

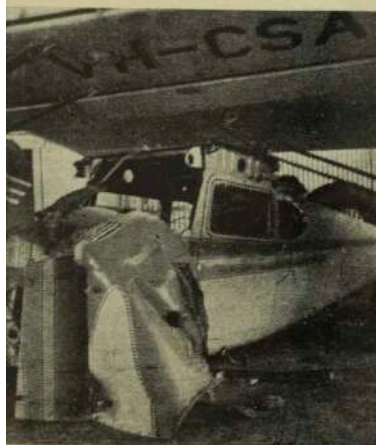
The pilot, Keith Mullen, crash-landed the plane on the banks of a small river in the Jimmi Gap area, after signalling his position to C.A. and other aircraft in the area.

His signals were picked up and a rescue party was quickly flown to Faifa, from where, after a couple of days of hacking out a path, they walked in and picked up the pilot. In the meantime, storpedoes containing supplies and mosquito nets had been dropped.

The plane had turned over on its back and was badly damaged. The pilot was unhurt.

Mr. Crowley then conceived the idea of building a pontoon and floating the plane down the river. After much planning and hard work the monster contraption was complete. It was large enough to hold the plane, equipped with shelter, floats and wheels—the latter for when sandbanks were encountered so the pontoon could be wheeled across.

It was dismantled, flown to Gusap and launched. Steady progress was made for a while, but the tortuous sands and swiftly flowing river soon made it impossible to handle the pontoon, and the venture was abandoned.



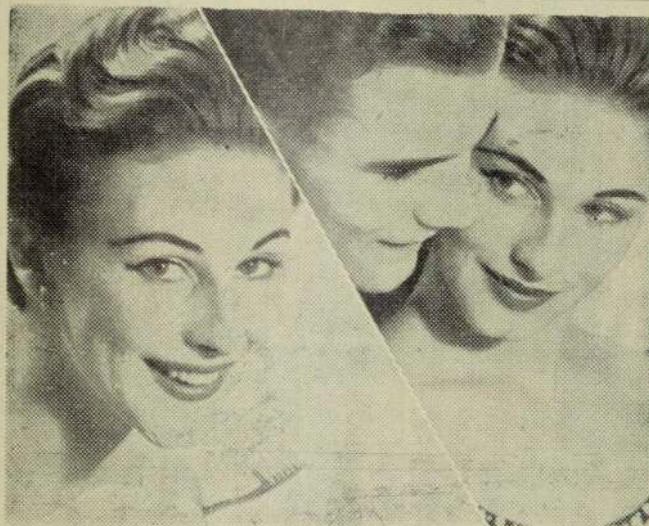
The Cessna back in Lae.

The plane was later dismantled on the spot, and a track cut and bridges built to enable carriers to walk in and bring the plane out.

It was carried out in relays some 40-miles to Faifa, where it was stored in a shed until such time as the airstrip was in a condition to take a DC3.

Then a Mandated Airlines DC3 flew in recently, picked it up and returned it to Lae.

† The men of HMNZS *Rotoiti* made a present of £37 to a 14-year-old Rarotonga girl whose leg was seriously injured early in October when she was boarding the vessel off Rarotonga when the ship was open for inspection. Lieutenant-Commander L. E. Hodge, commanding officer of HMNZS *Rotoiti* said that £5 was to be spent on a party for the girl and her friends while she was in hospital.



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Letter to the Editor

UNO "DRAGGED INTO THE TAPINI AFFAIR"

MORE Ammunition for UNO" in your August issue is really absurd. There is an article about the "Tapini Affair", of interest to many and of concern to most of the many. So why not keep to the point; and why drag in UNO?

Even if the Tapini Affair had happened in the Trust Territory of New Guinea; and the Trusteeship Council might then have discussed it why should the bogey of UNO be raised?

"No one in UNO is going to like it a bit". If Administrative Officers have to appear in a Criminal Court to answer charges arising out of their actions as officials, who proud of Australia's record in the Territory, is going to like it?

But as the Tapini Affair took place in Papua, the affairs of which Territory the Trusteeship Council may not discuss, then the mention of UNO both at the head and the tail of the *PIM* article referred to can only be due to ignorance, which would be bad enough, or to a deliberate attempt to confuse readers as to the proper functions of the World Organisation, which would be worse.

Whilst I am at it, may I mention two more things. Firstly, Australia is a voluntary member of the United Nations; and any suggestion that she should or might want to end her membership there is laughable. What, give up the right to appear on the platform before 80 nations and make known Australia's attitude to this, that and the other world affair. Give up membership, whether permanent or for a term, on Councils and Committees such as Trusteeship, Security, Economic and Social, Atomic Energy, just to name some? Not much!

Secondly, it is not sufficiently appreciated that the Trusteeship Agreements which Australia entered into with the United Nations with regard to New Guinea and Nauru (for Nauru, also on behalf of New Zealand and the UK) were word for word as Australia demanded, and got.

The point was that Australia presented the Agreements to the UN and long and wrangling were the debates which followed; and was fortunate to be present at them all. Numerous amendments were presented by the Committee; and finally Australia accepted two for New Guinea.

Several nations declared that they could not accept the terms laid down by Australia, that it was a dictated agreement to which they would never agree. And it was India who pointed out most forcibly

hat though it was true that Professor Bailey was dictating Australia's terms; nevertheless, if the United Nations wanted Trusteeship agreements then they accepted Australia's terms or there were no agreements. It was as simple as that.

The agreements were signed; and the terms were as Australia demanded. The same is true, of

course, of those agreements presented by the UK, France, Belgium, New Zealand and the United States.

A meal may not turn out as planned; but at least the cook should not complain.

I am, etc.,

G. W. L. TOWNSEND.
Via Palmwoods,
Queensland.

over the border in Wewak, as in the latter place he would be under the eye of UNO.

What an officer does in Tari or Tapini or Telefomin or Talasea reflects on all officers of the service no matter what side of the border they happen currently to be operating.

Probably this fact pinpoints better than anything else the complete absurdity of the whole Administrative set-up as it exists in P-NG to-day. The United Nations Organisation may have its uses—particularly if you happen to be a Russian, an Egyptian or a Dominican—but no one yet has been able to convince this journal that the

EDITORIAL NOTE:

Uno Influence in P-NG Affairs

REPORTERS are always being accused of "taking words out of context". Now the boot seems to be on the other foot.

What PIM said in the August issue was: "One way and another, the stars have not been propitious for the PNG Administration in the last couple of months: drunken schoolboys sent home from Australia; a surprisingly frank report by the registrar of Co-operatives; and now the Tapini affair. All of them may be regarded as legitimate contingencies in running a large, primitive country like P-NG. But a head-line making! No one in UNO is going to like it a bit".

Further, the Tapini Affair had been bumping about making nasty noises since the preceding May when half the horrible secret was let out of the bag, but the other half retained. There was going to be an inquiry into certain matters at Tapini, announced the Administrator, but it wasn't in the public interest to say what the matters were.

Immediately, of course, rumours of all sorts, incriminating all sorts of people, were circulating—all of them quite wide of the mark, as it transpired—and immediately, too, it was being said that the Administration would like to hush it up because of fear of offending the United Nations.

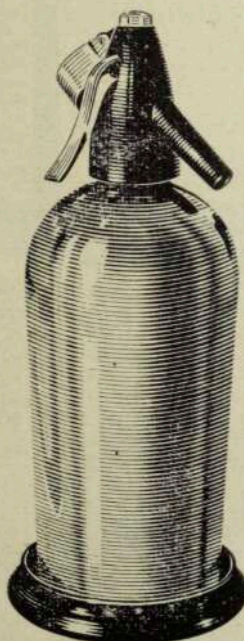
This journal does not care two hoots whether UNO and its Trusteeship Council are offended by anything that happens in the Pacific, or not. But if Mr. Townsend believes that the actions of the Papua-New Guinea Administration are NOT influenced by UNO opinion, he is in the minority.

We are well aware that Papua is not a Trusteeship Territory and that what Australia does there is her own business. But we are also aware that officers of the Department of Native Affairs (District Services) are officers of the Administration of the Territory of Papua and New Guinea. That is, an ADO who is serving at Tapini this week, may well be serving across the border in Wewak the week following.

It is too absurd to suggest that an officer who would tie natives to flag-poles with impunity in Tapini would refrain from doing so

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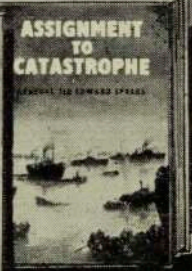
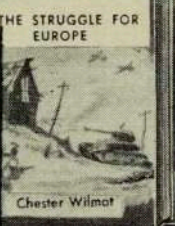
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Trusteeship Council has been able to confer any lasting benefit on New Guinea or its natives.

As Mr. Townsend has pointed out Papua belongs to Australia. But does Australia neglect the Papuans in order to do more for the New Guinea natives? The answer is, of course, No.

And while we are on the subject to whom do the New Guinea natives owe allegiance? In the final analysis, the Papuans are subjects of the Queen. But the New Guineans, we presume, must cast their eyes to UNO as the fount of their being and look forward to the day when they will be a free nation, politically cut adrift from their Papuan brethren over the border.

One imagines Patrol Officers and others, as they shuttle here and there on their lawful occasions in the combined Territory, mentally justifying themselves to this absurd situation everytime they cross the border.

To make the situation even more complex, Minister Hasluck, in his wisdom, has recently extended the benefits of Australian citizenship to New Guinea Chinese.

This journal does not see why New Guinea's Chinese should not have the same rights of citizenship as migrant Italians, Poles and others always providing that New Guinea is an integral part, or Territory, of Australia.

But it is not. Australia holds it in trust, whatever that may mean now or in the future.

The more one thinks about the present administration of Papua and New Guinea, the more unrealistic the set-up seems. Either the two territories should have continued to be administered separately, so that each could pursue its own destiny; or the present Trust Territory should be annexed to Australia. But fair is fair. Mr. Townsend is a man for whom we have great respect. Before the Pacific War he was a Senior District Officer in the New Guinea (then separate from Papua) Administration. He gave distinguished service during the war in the Army; and after it until, quite recently, he was at United Nations headquarters in New York. He obviously believes in UNO and the Trusteeship Council.

If anyone can convince us of the benefits of the Trusteeship system it applies to New Guinea and one of the former Mandated Territories, he is the man. We hope that we will hear from him on this subject—a vital one for every resident of New Guinea, and Papua, too.

Mr. Douglas Hall, of Nathan and Wether Pty. Ltd., Sydney wine and spirit merchants, and agents for the firm's lines, visited centres in Papua-New Guinea in October.

Deb's Ball in Suva . . .



Miss Grania Garvey (centre), with two other debutantes who were presented at her coming-out ball, given recently by Sir Ronald and

Lady Garvey at Government House, Suva. Miss Jane Lasarus is shown, left, and Miss Gail McFarlane, right.

Photo: Fiji Public Relations Office.

DID YOU SEE IT?

A FEW months ago PIM reported that IGY scientists were interested in having reports from persons sighting auroral displays in the southern skies.

Such displays might be visible as far north as say, Tonga, and the Southern Cooks at the present height of the sunspot cycle, the scientists said.

In mid-September there was such an auroral display which was visible at points in Queensland well north of Brisbane, so there would appear to have been a very good possibility that on at least one night this was also visible in some Island locations. There may be other similar displays in the next few months.

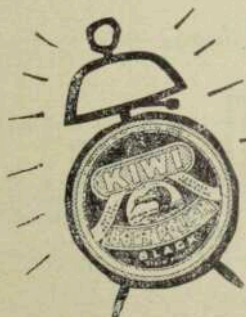
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ON MT. ALBERT EDWARD

The Three Crosses Of Fr. Dubuy

READERS of June *PIM* (p. 81) who cannot turn up the issue for September, 1938, may be interested in knowing that the big elaborate iron cross pictured in these issues and referred to as the highest cross in the Southern Hemisphere, was not the first cross raised by Roman Catholic missionaries on the summit of Mt. Albert Edward, in Papua (see *PIM* April 1957, p. 77; Aug. 1957, p. 20). Further, all credit for the crosses—apparently there was a succession of three of them—should go to that fine pioneer priest, the late Father Jules Dubuy of the Mission of the Sacred Heart.

Father Dubuy was one of the founders of Ononge Mission, established in the Vanapa or Vetapa Valley in 1913, at an altitude of about 6000 feet. For almost 40 years he was in charge of Ononge. With a handful of natives for company he made his first ascent of Mt. Albert Edward in 1925. In your unsigned article of September, 1938, it is stated that on June 26, 1933 (obviously a misprint for 1926) Father Dubuy planted on the summit of the mountain a cross of bush timber, which, in October, 1928, he replaced with a cross made of sawn timber.

The accompanying photograph shows what must have been the second wooden cross, set in a cairn of stones, on top of the central peak. I made the picture on July 12, 1933, when we of the First Archbold Expedition to New Guinea ascended the highest of the series.

EXACT ELEVATION IS A GUESS

WE are indebted to L. J. Brass of Archbold Expeditions, Lake Placid, Florida, for the accompanying article and photograph which puts us straight on what is, at least, the highest cross in Papua.

The exact elevation of Mt. Albert Edward is a matter of some speculation. Monckton makes it 13,250 ft. Mr. Brass says that, although he has not the expedition notebooks with him currently, the average of four boiling-point observations made it 13,058 ft. The latest map of Papua (1954) puts it at 13,100 ft., and other maps other elevations. "Anyone interested can take their pick for Mt. Albert Edward," concludes Mr. Brass.

al peaks of the mountain for a second time (the first was on June) from a camp which we occupied 29 days at a boiling-point altitude of 12,072 feet on the southern slopes. Standing beside the cross is Richard Archbold; sitting is Austin Rand, ornithologist; in shirt-sleeves, and apparently feeling the cold, is C. J. (Bill) Adamson, our transport man; and, clad in Bill's arm military tunic is his Kuni cook, Aia.

From his Ononge Mission Father Dubuy made the three to four-day ascent of the mountain a number of times, as a religious exercise, and in 1933 he told us of his hope to raise on its top a permanent cross of iron fabricated in his native France.

But Father Dubuy was not the first missionary to climb Mt. Albert Edward. That distinction rests with the Reverend Percy Money, of the Anglican Mission, who in 1906 accompanied Resident Magistrate C. W. Monckton on the first ascent of the mountain made by Europeans.

Native Papuans have hunted wallabies and wild pigs on the alpine grasslands of the upper levels for

a long time, camping in low, flea-infested bark huts built in sheltered places below timberline, but far above their villages and gardens in the valleys.

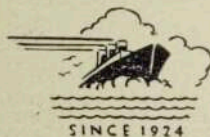
According to the records available to me, 15 different white men made the ascent of Mt. Albert Edward before the celebrant party

(Continued column 3, page 65)



Father Dubuy's second cross, and members of the First Archbold Expedition, American Museum of Natural History, on summit of Mt. Albert Edward, Papua, July 1933. Left to right: Aia (Kuni cook), D. L. Rand, C. J. Adamson, Richard Archbold.

Photo: L. J. Brass.



STAR LINES!

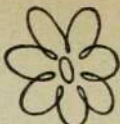
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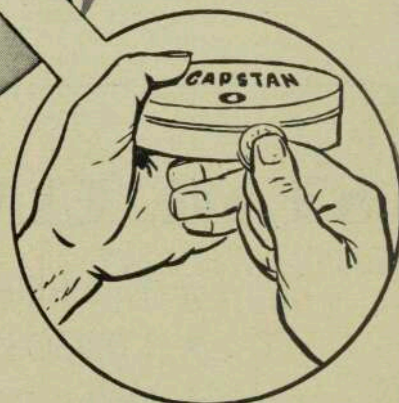
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Fiji Declares Another War

STARLINGS!

THE Government of Fiji, still shocked by the establishment on Viti Levu of the rhinoceros beetle, is taking no chances regarding what could become an even more expensive pest—the European starlings of the Southern Lau Islands. A big effort to eradicate them is under way.

How did the starlings get into the Lau Islands? No one knows. They may have been released from ship; or they may have been carried in a hurricane over hundreds of miles of sea from the New Zealand area—an unlikely thing. There always have been starlings on the Lau Islands. The indigenous people is harmless.

The Rev. Walter Hill, an amateur ornithologist, who contributed Nature Notes for years to this journal, visited the Southern Lau Islands early in 1951, and was astonished to recognise the European starling on Ono-i-Lau. He reported it to the Government and to the *Pacific Islands Monthly* (see p. 39 of December, 1951). He emphasised the danger of these birds—they would wipe out bananas, pawpaws and similar fruit.

Mr. Hill said that the nearest

points to Fiji where starlings might be found are Lord Howe Island (east of Australia) and the Kermadecs (northward of New Zealand).

Dr. Robert Carrick, of the Australian CSIRO, visited Ono-i-Lau in September, 1953, and confirmed Mr. Hill's discovery.

The Department of Agriculture declared war. Ground and nesting-box traps, poisoning, were ineffective; but large-scale attacks on eggs and young, during the nesting season, wiped out two-thirds of the starling population.

This is not enough. If the birds get through to the main islands, great damage could be done.

Fijians now are being provided with shot-guns, and the attack will continue all the year round on Ono-i-Lau, and some small islands nearby, to which the pest has spread.

The starlings attack not only soft fruits, but also maturing rice

crops, corn, tomatoes, and the young shoots of melon vines.

They are a tenacious pest, and their complete eradication will be difficult.

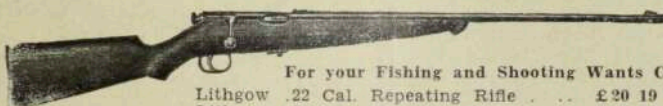
Three Crosses of Fr. Dubuy

(Continued from page 63)

which helped Father Dubuy erect his permanent cross in July, 1938. But I think that to all who know that part of the country, Mt. Albert Edward is Father Dubuy's mountain.

It would appear that until 1937, when he was an ageing man, and lame, his only companions when he climbed the mountain were native parishioners. To him it was a lonely shrine. He was a man too devout ever to have thought of the big iron cross as a personal monument, but it might justly be regarded as such, and called Father Dubuy's Cross.

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Down-Grading Puts Them Off

NATIVE copra production in Papua-New Guinea is falling off rapidly and drastically, the registrar of Native Co-operatives, Mr. G. Morris said on Sept. 19.

Mr. Morris said the fall-off was due to rigid grading standards imposed by the Department of Agriculture in its efforts to make the territory copra fit to compete with any on the world market.

However, the effect had been to drive natives out of the industry.

Mr. Morris said that in 1955, when rigid grading was introduced, the value of Native Co-operative Copra production was £413,235. This year it was £367,420. A drop in copra prices had been more than offset by the expansion of co-operative activity.

Mr. Morris said most of the native copra was rejected because it was too moist or because it was smoke dried in the traditional way.

The Agricultural Department is instructing natives in the use of small, economical hot air driers, but because of rejections, many natives have lost all interest in the industry.

(What Mr. Morris has to say emphasises again the need for trained, efficient and enthusiastic European Co-operative officers. Quality requirements of P-NG copra cannot be relaxed; the effort will have to be made to show the natives why it is more profitable for them to make good copra.)

† Because refrigeration facilities were proving "more costly than was estimated" at the recently opened Nukualofa produce market, charges have been increased. Ice now sells at 2d per pound, and cold storage charges have been increased to 1/- per cubic foot or per 50 lbs weight, per 24 hours.



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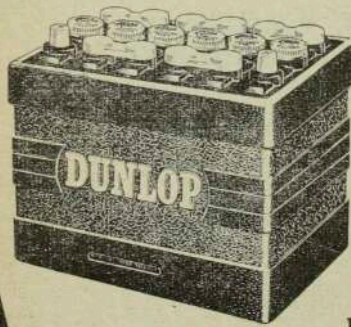
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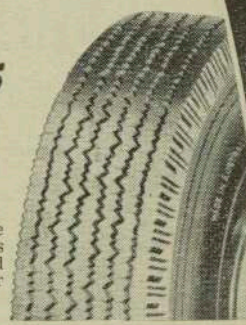
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PLATITUDES OR POSITIVE ACTION?

WHAT IS MR. MENZIES DOING ABOUT "STAYING" IN NEW GUINEA?

When Mr. Menzies was visiting Papua-New Guinea a few months ago he said "We (meaning Australia) are here to stay."

It is comforting to know that the Prime Minister entertains such positive ideas on a subject that is vital to P-NG and Australia.

For the time being, anyway, we felt that the frequent platitudinous references to the introduction of a purely native economy by our political office-holders, was so much eye-wash and that the danger menacing us was appreciated, after all, by those in charge of our affairs.

AUSTRALIA is a rich, comparatively large and extremely important country to those seeking room to spread. The chain of islands to the north could render invasion by a well equipped force with hostile intent, comfortably convenient unless we take the precaution to safeguard our approaches by making full use of the islands in our possession or under our jurisdiction.

We are taught to believe that those who usually survive are those that do so. However, it is a relief to which we give too much mere lip service, and not enough constructive action.

If we are to progress and go on living on our own piece of soil, I rather fancy we should leave such things as cultural conformity, native economy, self-government, etc., to those cheerful experimentalists who periodically appear in the press advocating the release of the native from the clutches of the white man who is exploiting him.

Any sane thinking man or woman, white or coloured, must realise that without our association and aid, the life expectation of the New Guinea native is limited to the extent of his ability to defend himself.

Invasion is no longer something which can be handled from the mountain tops and repelled by means of bow and arrow and spear: rather it would mean the decimation of these carefree stone-age communities by men of primitive instincts and habits armed with modern weapons of destruction.

Their age-long communal way of life would be gone overnight. A futile resolution expressing disapproval by United Nations would be their epitaph.

Man's outlook on life and the world in general has changed a lot during the last half century and peaceful occupation of unused territory without the means and manpower to defend it is no longer possible. The overflow from overpopulated regions is already being made manifest and those who have failed to observe the significance of the tendency to move in the direction of empty spaces, must

have their heads buried in the sand.

The NG natives' welfare and

The writer of this article, Mr. Norman White, Sr., is a well-known Territorian having been associated with gold-mining and agriculture in New Guinea for 30 years or more. For the last year he has been living in New Zealand for health reasons but still maintains an active interest in Territory affairs. Like most of us, he evidently has been wondering just what practical implications there were behind Mr. Menzies' April statement in Port Moresby that Australia was "in New Guinea to stay".

right to live, whether they like it or not, is bound with that of their accepted fellow countryman, the Australian, who has come to stay

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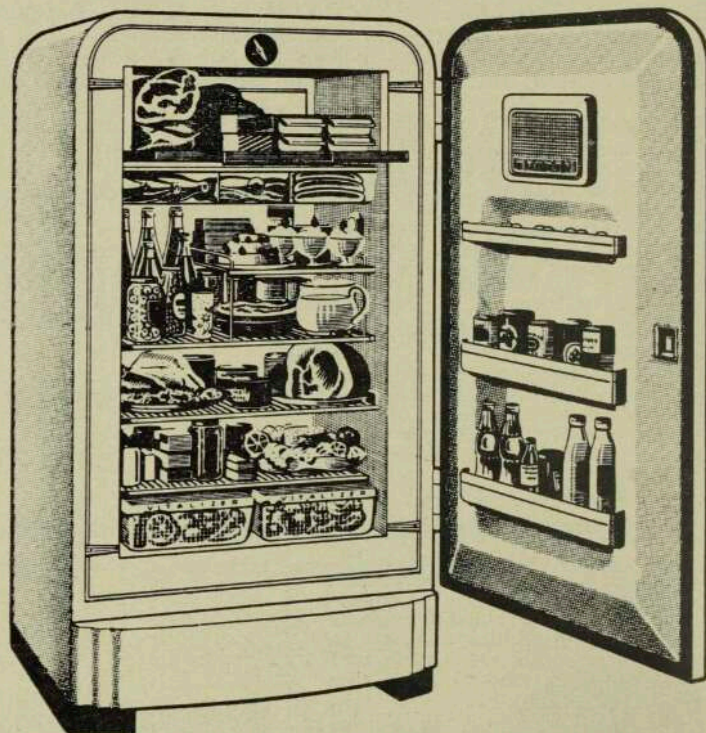
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and is prepared to fight for the right that is his.

To sit around discussing the pros and cons of a native economy and eventual self-government is a negative occupation so far we are concerned and nothing positive may ever be expected from it.

A mixed population and economy together with an eventual cultural balance and common language seems inevitable and we should put our house in order and plan for our proper protection with just that as our objective.

Our near neighbours to the north and north-west are Indonesia, Burma, India, China and our old friends the Japanese whose need for territorial expansion is now even greater than it was 15 years ago when they treated us to an unforgettable demonstration of what they could do.

These few countries possess a population of something in the vicinity of 1,300 million people—half the world's population—but they do not, by a long way, occupy half of the world area.

Some of them must in the near future reduce numbers or seek additional territory.

The idea of curbing population increase by birth control having so far failed to appeal, expansion in the direction of unoccupied areas is finding favour especially if it

appears that those area's are insufficiently protected.

There is nothing to be gained by ignoring the obvious and accepting life as we find it day by day; blindly believing that all is well with us and that others are happy to remain at home attending to their national and domestic concerns.

I remember a China where women worked for 10 cents a day making delicate lace for wealthy European women to wear; and men toiled as labourers for 35 cents. Life there in those days for the submerged nine-tenths, was plain slavery and misery.

Floods and famine destroyed them in thousands, year by year, and for the most part the rest of the world was content just to look on.

Government by aristocrats, war lords and brigand chiefs, plus a written language without an alphabet and a population density difficult for an outsider to visualise, made life for the multitude a heart-breaking, bitter struggle for sustenance.

Their emancipation began with the advent of Dr. Sun Yet Sen and was ably continued by his brother-in-law Chiang Kai Shek, after his death. China was awakening and becoming conscious

of the latent power of a population of untold millions.

Western methods of education were being introduced and other leaders coming forward who were dissatisfied with progress being made by the pioneers of reform.

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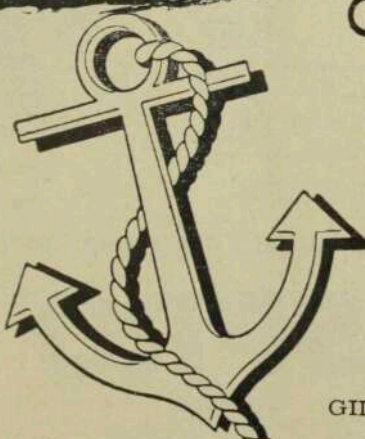
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Chiang Kai Shek, forced to retire to Formosa, was replaced by yet another able leader Chou En Lai, who stepped up the tempo of progress to such an extent that the China we knew in the first and second decades of this century in a very short time disappeared entirely. This awakening country was fertile soil for the germination of the seed of Communism, or any other ism, which gave promise of filling the bellies and lightening the burden of the masses.

Russia, sensed the opportunity to provide herself with a powerful ally who could be of considerable assistance providing she could be kept under proper control. How successful Russia has been in that respect still remains to be seen.

The fact that Communism destroyed a cultured aristocracy capable of conforming to the demands of a progressive democracy, and replaced it with a new and uncultured autocracy aiming at world domination, appears to have been overlooked by the people whose objective was simply the betterment of living conditions and freedom as promised by their leaders. Instead they find themselves without freedom or franchise and unable to take either individual or communal action for their own benefit or protection.

Chou En Lai is fully aware that the area of China is insufficient to maintain its huge population.

Already he is on the move using methods of peaceful penetration wherever possible and military force when necessary.

INDIA, is in even a worse position with the population problem becoming more of a nightmare year by year. By means of peace-

ful penetration, many of her people are finding homes overseas, but this is a drop in the bucket and will not solve India's population problem. With medical science prolonging the life of the individual and reducing infant mortality, what is to happen to her ever increasing surplus? They are not an aggressive

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IN TIME

ople and invasion from that quarter seems too remote a possibility to be considered.

But, they can be a thorn in the side of the British Commonwealth Nations. Their leaders talk much and in matters of international controversy are invariably found in opposition to Britain.

Nehru and Bandaranaike take their seats at the conference table as our Prime Ministers, hearing what we have to say and possibly learning much of what we are thinking.

All things considered I am inclined to the belief that the money donated to the Colombo Plan would be better employed in developing New Guinea and Northern Australia. To have many more of our own people in both places is urgent.

To what extent the Russians are interested in the South Pacific is difficult to determine. They are not in need of additional territory but have given ample proof of their desire and intention to impose communist control over as much of the world as is possible.

They are in need of warm water ports and judging by the progress they are making in Afghanistan and Yemen it should not be long before they are established somewhere in the Indian Ocean. When it happens we can certainly sit back and take notice.

Unidentified submarines have been reported from various parts of the Pacific. They are neither British nor American and it is a pretty safe guess whose flag they fly in the locker.

MY reason for writing this is to draw attention to the need to consolidate our position and wake up our minds just what we intend to do about it. Are we going to allow ourselves to be dictated to by that kindly but inept organisation, United Nations? If not, we may as well let it be known that such is the case.

We need land laws to satisfy not just the Administration but the people. Also departments to work for us—not just for the well-being of departmental prestige and unity. Our position in regard to the native should be clarified so that all may understand and have the opportunity to attack us in the open or leave us alone.

If the Australian Government really looks on New Guinea as an integral part of the Commonwealth, why does it not invest in development by assisting more of our suitable Australians into the kind of profitable production? Or by putting a definite value on land held under lease from the Administration so that banks may be induced to give it title an asset value and make it more available for its development, as they do in Australia and other countries.

It is six months since Mr. Menzies visited the Territory. Were his brave words just more political rhetoric? Territorians are beginning to wonder.

They are prepared to believe that like those of the Gods, the mills of Government grind exceedingly small and slow. But in this instance they wonder if the wheels have got into motion at all.

† Winners of the Cession Day Essay Competition in Fiji were Cecilia Johns, aged 16, of Loreto High School, Ovalau; Jean Belcher, aged 15, Taufa Vakatale, aged 19, Pamela McKearney, aged 16, and Mary Lazarus, aged 14, all of the Girls' Grammar School; Manoa

Tawake, aged 16, of Lelean Memorial School; Salote Koroi, aged 16, of Ballantine Memorial School; Mua Viki, aged 17, of Queen Victoria School; Parul Deoki, aged 17, of Dudley House, and Krishna Kumari, aged 19, of Shri Vivekananda High School, Nadi.

† Mr. Raututi Taringa, headmaster of Titikaveka School, Rarotonga, is enroute to London University to assist there in the compilation of a Rarotonga Grammar and Dictionary which is being undertaken by Dr. Buse, of the School of Oriental and African Studies. Mr. Taringa's visit is financed by the University. Work in London will take a year, then Dr. Buse will return to the Cooks with Mr. Taringa to complete the project.

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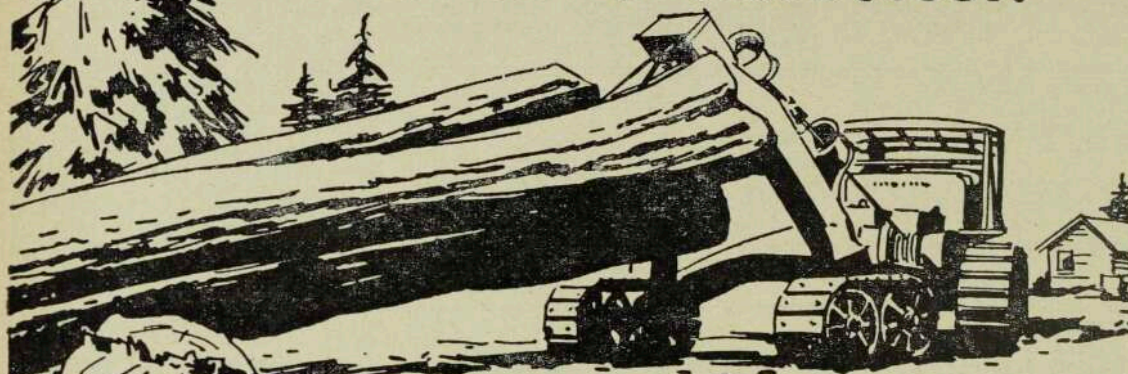
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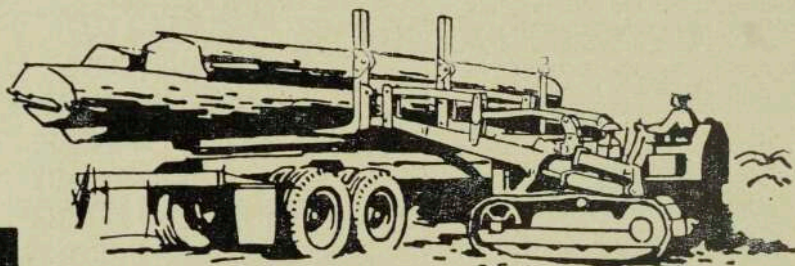
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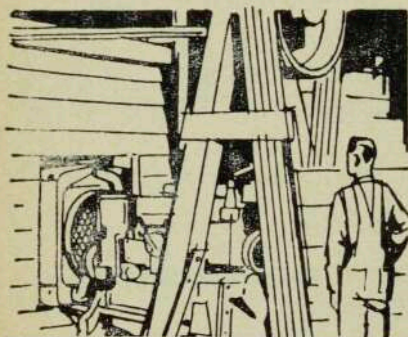
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Our World of Stamps.—XV.

SOME RECENT ISSUES

Conducted by K.N.

ALTHOUGH Sir Charles Kingsford Smith, the famous Australian airman, the first to fly the Pacific in 1928, was honoured on Australian stamps in 1931, for his world-wide flights, he is to be again commemorated next year by both Australia and New Zealand. It is anticipated his likeness and his historic monoplane, "Southern Cross" will be featured.

International Letter Writing Week, a worthy object for young folk, as a means of adding to their friends and increasing world knowledge, has so far been celebrated postally by the Federal German Republic, Colombia and the Argentine. Of the designs, the German issue showed two doves bearing letters in their beaks.

Both the USA and the Philippines paid their philatelic respects to the late Filipino President Ramon Magsaysay, who lost his life in an aircraft accident early 1957. Most appropriately, the new stamps appeared on what would have been observed as the 50th anniversary of his birth.

The visit to Canada of Queen Elizabeth II and the Duke of Edinburgh produced a new stamp, which

included portraits of the Royal Visitors from Britain. When the Queen (as Princess) toured Canada with her husband in 1951, another stamp was similarly circulated as a valuable "souvenir".

Not long ago Panama produced four stamps on the occasion of a Pan-American Highway Conference in the Republic. Designs showed the Pan-American Highway and the Isthmus Roadway, with others depicting construction activities on other important roadway projects.

About the same time the Italian post office issued a stamp in the interests of road safety, the design of which was a road signal at the stop position, at a busy intersection, and emphasised care on the roads.

A recently-issued West German stamp portrayed Ludwig Heck, a zoologist (1860-1951) who was principally responsible for developing Berlin's notable zoo. Interesting point of the issue was that the premium the stamp carried went towards the finances of the zoo, to further its research and zoological work.

The latest country to inaugurate television services postally was West Germany, with an unusual stamp, showing only a series of lines and squares on an imaginary screen—the design, in reality, symbolised the effect created when the TV receiver is switched on and off.

Meanwhile, the design of three

stamps from Formosa, China, marking the 30th anniversary of national broadcasting, comprised a radio tower, a microphone, sound waves and a globe, symbolising the worth and extent of sound broadcasting for information, publicity and for propaganda.

(Over)

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Our old friend Pegasus, the mythological flying horse—often employed as an emblem for a large petrol organisation—has been typified on new Swiss stamps put out on behalf of the Universal Postal Union's International Bureau, in Berne. Often seen on other countries' stamps, Pegasus was the horse who grew from a drop of Medusa's blood, and was eventually raised to heaven and transformed into a constellation.

The 19th International Red Cross Conference, the governing body of the world-wide organisation, held at New Delhi, in October, was celebrated by India, with a two-coloured (her first) stamp. The founder of the international Red Cross movement, the Swiss banker and philanthropist, Herr Dunant, was the subject chosen for representation.

Dunant has already been shown on other stamps, serving as tributes to the Red Cross and to the great humanitarian, issued by Belgium, Switzerland, Germany and the Saar.

An attractive design for British "aerogramme" forms issued at the time of the recent International Parliamentary Union Congress at London, included views of Westminster Bridge, the British Houses of Parliament, and the famous "Big Ben" timepiece, whose chimes have been heard throughout the world.

* Work is proceeding according to schedule of the bi-lingual film, "The Stowaway," at Tahiti. Scenes were shot aboard the liner *Caledonien* when it arrived at Papeete in October. Martine Carole, bosomy queen of the French cinema, is the star, and also appearing in the English version are Roger Livesey and Ursula Jeans. Shooting is expected to conclude early November, and Miss Carole will leave immediately to join her husband, Christian Jaque, ace French director,

who is in Rome making a film with Fernandel, famous French comedian. † Dr. Seddon, Social Development Executive Officer of the South Pacific Commission, visited the Cook Group in mid-September. During his stay in Rarotonga, Atiu and Aitutaki Dr. Seddon studied the birth and growth of the Cook Islands' Co-op movement, and became acquainted with the problems affecting it. After a short period in the outer island Dr. Seddon left Aitutaki by air for Sydney and Noumea.

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V.H.O. presents— HEALTH NOTES

ATOMS FOR HEALTH

THERE is no aspect of medicine that has not been influenced by using radio-active isotopes, these new man-made radio-active substances which the atomic age has brought with it.

They have proved valuable above all, however, in medical research. By attaching radio-active atoms to any substance that one wants to trace through the body, one can follow the progress of that substance from one part of the body to another by the rays it gives off. These rays have to be detected, of course, by some such instrument as a Geiger counter.

There are many ways in which radio-isotopes have been used, such as (to name only a very few) research into penicillin, vitamins, anaemias, the formation and repair of teeth and so forth.

This sort of new knowledge will surely have a great effect on the treatment of disease in the future, and in fact has already begun to influence the practical day-to-day work of doctors.

As radio-isotopes are used in medicine and industry and research in wider and wider fields, it is important that they be used in such a way that they do not bring harm to their train.

There are well recognised ways of avoiding this harm by not exceeding certain limits of radiation: these limits are agreed to by a body of scientists, with representatives from many nations, called the International Commission on Radiological Protection.

For each type of ray and each type of isotope there has to be laid down a fixed safety limit: consequently a great deal of experimental work has had to be done, and is still going on, to ensure that these limits have the backing of the most modern research.

As atomic energy develops, such things as the safe disposal of radioactive waste material will become more and more important: for example, future atomic power plants will produce increasing amounts of radio-active waste and this must be dealt with by storage and other ways.

It is probable that some form of government supervision will be necessary to control these wastes, also arrangements at the international level will no doubt have to be made.

The Seventh Day Adventist Band in Auckland, whose membership is made up entirely of Samoans and the Cook Islander, has been accepted as an affiliate of the New Zealand Brass Bands' Association.

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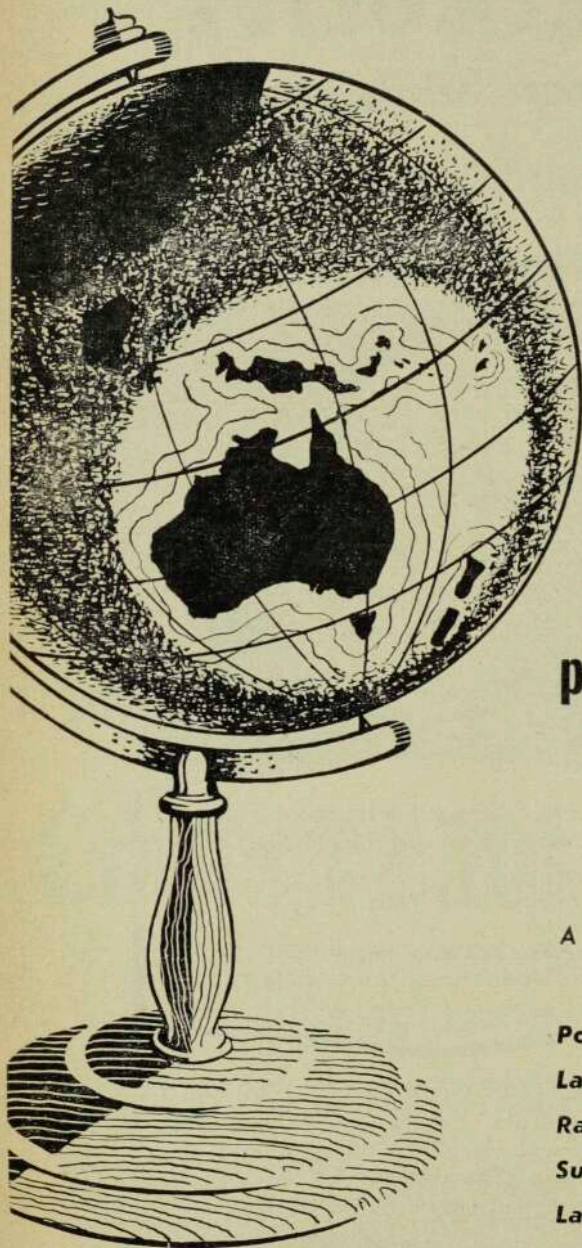
This is all you do. Simply massage your skin twice a day with the extra-mild, pure lather of Palmolive—then rinse and pat dry. You'll see Palmolive bring out your beauty while it cleans your skin.

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MAGAZINE SECTION

Tropicalities

CROCODILES—HIDES OR HOOFS?

NEW Guinea crocodile hide-hunters might check whether there's more money in the animals "on the hoof". Big money was paid by a Louisiana man in September for a shipment of 25 fully-grown crocodiles all the way from Rhodesia. They were shipped in steel water tanks with slatted tops. New Guinea, with plenty of crocs, has direct shipping connection with the United States—and the film rights of the loading operation could be worth something.

FJI HAS A MANNED "THING"

WHILE Australians in early October watched the Russian Sputnik (or its rocket) sail majestically across the night sky, Fiji was having its own adventures with space-men, etc.—and in daylight. *The Fiji Times*, of October 11, described the experiences of two Fijian couples who were journeying from Nabouwalu to Nawaca (Bua province) in a boat equipped with an outboard motor. *The Times* goes on:

When close to Nawaca they were amazed to see an object descending, apparently from the sky.

They described the object as being white in colour and circular in shape.

One of the men, Paula, suggested that they ought to investigate as he thought that an aircraft was in difficulty and might need assistance.

When the boat got closer they found that

the object was hovering about 20 feet above the sea.

It seemed stationary but appeared to be revolving and as they drew near they saw what looked to be the figure of a man standing outside the object.

The "man" saw the boat approaching and shone a very bright light on to the boat and its occupants—a light so powerful that they were completely dazzled and felt weak.

When the boat was about five chains from the object the figure disappeared.

Paula said the light seemed to come from a disc about the size of a saucer.

None of the occupants of the boat heard any sound of an engine.

The Fiji Times remarks that they were staid, sensible middle-aged folks and that they lived remote from access to comic strips and references to flying-saucers.

A couple of years ago some other Fijians reported that they had seen a flying saucer (with "square port-holes") in the Ovalau area.

FUN IN GAOL

APPARENTLY Tonga is not the only place where gaol can be fun (*PIM*, September). The following piece appeared in our favourite Mission reading, *Church Gazette*, of the Diocese of Polynesia, written by the Rev. A. C. Hobson, who recently has been relieving the Rev. C. W. Whonsbon-Aston, in Western Samoa:

• Our prison here in Samoa is a large plantation about six miles out of the town. Some years ago on one of my previous ministries here, I went out there to visit an Australian gentleman who was doing a twelve-month for getting

muddled in some accounts he was responsible for.

What a surprise to find him residing in his own bungalow within the enclosure. He whistled for his servant and told him to get some tea and scones for his guest. He was a war veteran in not too good health and this is the way our paternal government treated him.

So if any of you should have any trouble in this way, try to arrange things so that you can do some time in Samoa and not in some gloomy place like Dartmoor or Wormwood Scrubs.

Or even Long Bay or Pentridge.

SHOULD FAN-DANCERS BECOME MISSIONARIES?

MORE mission intelligence: The more "popular" of the Australian newspapers have recently been splurging the story of Mrs. Margaret Gadd, London fan-dancer, who says that at the end of the year she will join her brother in New Guinea as a missionary.

She took up fan-dancing when her husband died suddenly. It offended the strong religious principles of her family but she thinks it is alright. Her family, including her brother—who is stationed in NG "around Airome"—don't think much of her becoming a missionary, either.

Photographs of Margaret, mit fan, have also appeared. Not bad, either. But we don't think that anyone "around Airome" should get excited, yet. Somehow we feel that this is one fan-dancer that the missions will not get.

ONE DAY'S LABOUR EQUALS ONE EGG

AMONG the long list of offenders who had been charged with "manufacturing intoxicating liquor" or consuming intoxicating liquor "without the approval of a Medical Officer", Moo Kae Tangiteina's crime stood out like a monu-

The Captain and the Cook . . .



By WILL GILL.

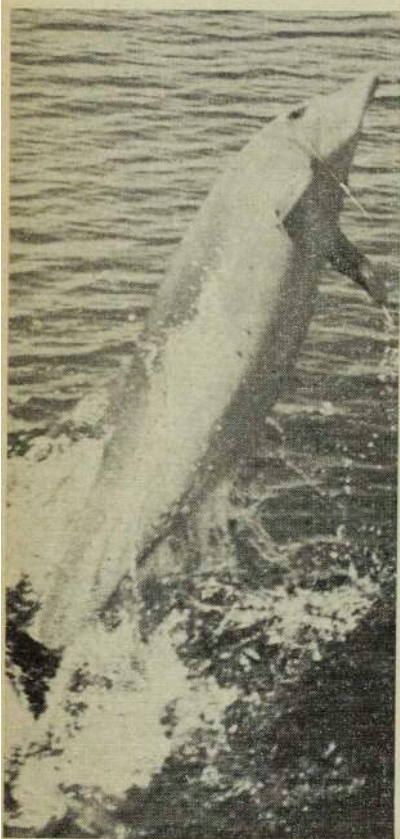
ment in a recent issue of the Cook Islands news-sheet.

He had stolen 20 eggs valued at 6/8 and the Court had given him a month inside, or the same period outside in lieu thereof—"labouring on a public work", in this case, the Sanatorium.

It seems a heck of a price for 20 eggs, but made a pleasant change in the monotony of the "crimes" arising out of the bush-beer industry.

These fines (with an occasional imprisonment) for making and/or drinking the brew go on *ad infinitum* and certainly must be regarded as revenue-producing and not as a deterrent.

One wonders why the free men of the Cook Islands do not revolt against the whole silly business. But maybe the fact that it is illegal gives a bush-beer jag a flavour that it would otherwise lack.



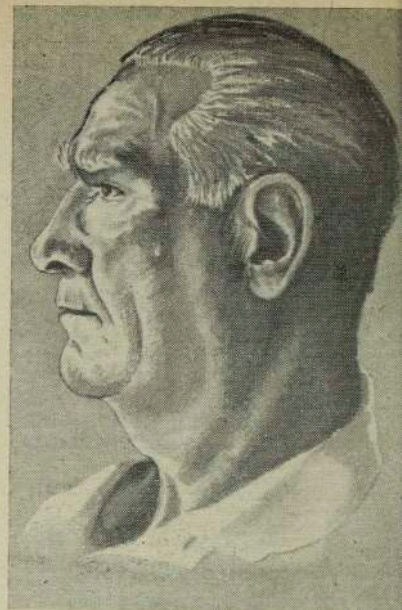
Although, in these dismal days, flying-fishes no longer disport themselves on the road to Mandalay, you may still, if, when in N. Guinea, you travel to Angoram (on the Mighty Sepik), have a porpoise close behind you nearly treading on your tail. As witness this handsome fellow doing an elegant pas seul on its tail-plane just six feet abeam (or should it be abaft?) of the good ship "Winburra".

Photograph is by courtesy of skipper "Blue" Dockery.

THE REVEREND BEN CHENOWETH, of the Methodist Mission in New Ireland, is a man who gains the immediate and lasting respect and affection of Europeans and native alike. He comes of dark, Cornish stock, and has since been tanned by 30 years in New Guinea.

He was born at Sellick's Hill, 30 miles south of Adelaide in 1893. After working for some years on the land he was accepted for training for the Ministry in 1919. His probation was served in South Australia, mostly near the Great Australian Bight and the middle North. Before leaving for New Guinea he married Miss Ruby Williams of Blyth, who has proved a staunch helpmate through good times and bad. Their only son, born in Rabaul in 1924, was lost over Germany, serving in the RAAF during the last war.

Mr. Chenoweth spent six years in the Namatanai district, from 1923, after which he was stationed in the Kavieng district, which included New Hannover. When the Japanese arrived in 1942 the Chenoweths were on leave in Australia, but returned to the Kavieng district as soon as possible after the war. The main mission school there is at Maiom, three miles out of Kavieng, just past the limestone grotto which is called Liga by the natives. Mr. Chenoweth is due to retire at the age of three score years and ten, which gives him another seven years of fruitful mission service.—BRETT HILDER.



† Thirty children were selected from a list of some 200 applicants early in October, for a student's exchange air excursion from New Zealand to New Caledonia in December.

The escorting teachers will be Miss A. R. Allum, principal of New Plymouth Girls' High School, and Mr. M. V. Hutchison, of Auckland Grammar School staff.

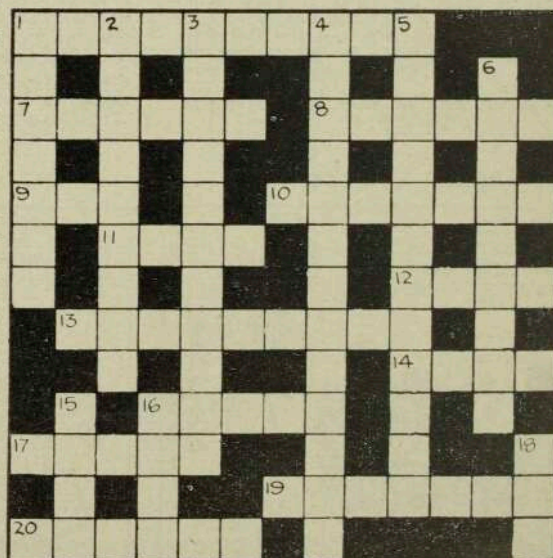
PIM CROSSQUIZ NO. 92

Solution on page 84.

— ACROSS —

- 1.—Which French island in the Indian Ocean has a population of 4,000,000?
- 7.—What name has been given to both a coat and a province?
- 8.—Who wrote "Sense and Sensibility"?
- 9.—Who invented the rotary printing press?
- 10.—Which implement has a broad, blunt blade?
- 11.—Which alcoholic drink is made from honey?
- 12.—Which tiny particle can always be obtained from a moat?
- 13.—Who removed the thorn from the lion's paw?
- 14.—What is a baobab?
- 16.—What is the name of a puzzle in which the clues are given in pictures?
- 17.—What is Italy's second largest city?
- 19.—In Greek mythology, who is the Goddess of Justice?
- 20.—Who, in World War I, conceived the idea of firing machine gun bullets between the whirling blades of a plane's propeller?

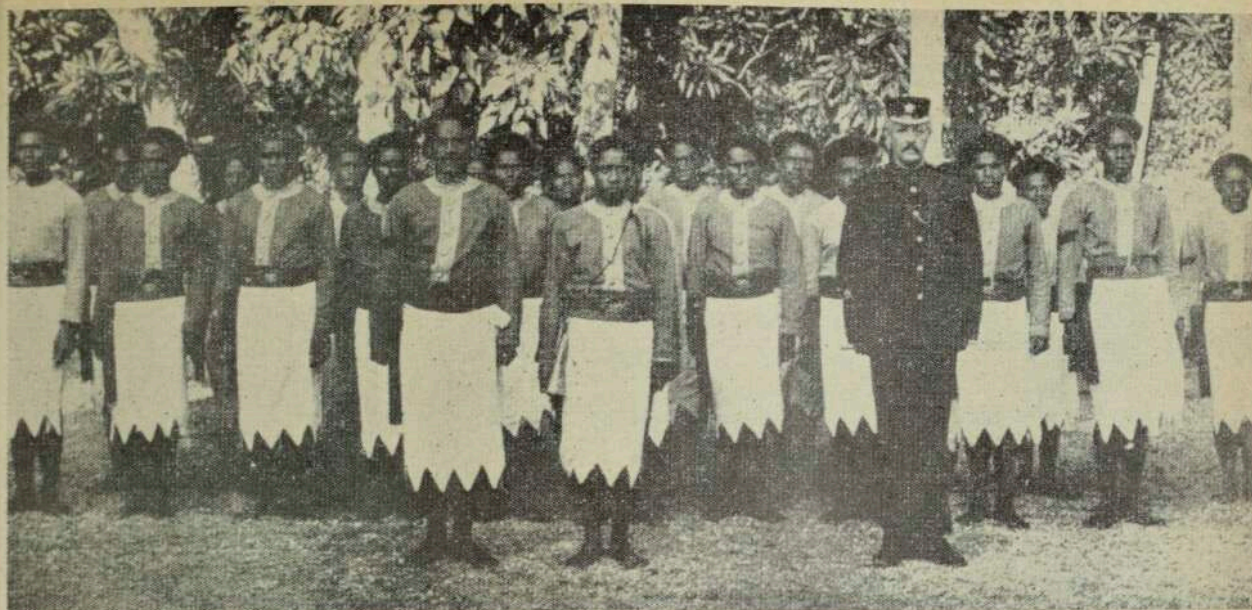
- 5.—The writings on which famous slab were deciphered by Champollion?
- 6.—What is a campanile?
- 15.—What is the Italian word for beach?
- 16.—What instrument of torture was used to extort confessions in the Middle Ages?



— DOWN —

- 1.—Who wrote "Of Human Bondage"?
- 2.—Who was the wife of "Othello"?
- 3.—What is the famous village of Dumfriesshire, Scotland?
- 4.—Which famous Parisian boulevard leads to the Arc de Triomphe?

- 18.—What caused the death of Cleopatra?



The Fiji police, when they were still known as the Armed Constabulary. This photograph was taken early in this century.

When Fiji Police Officers Got—

£12/10/- PER CALENDAR MONTH—AND A BOOT ALLOWANCE

Written for PIM by CHARLES WAGER, formerly of the Fiji Public Service, and now nearly 80 years old, and living in retirement at Hillcrest Avenue, Tugun, Queensland.

I SMILED when I read in July PIM about the "insufficient" four-figure salaries of the officers of the Fiji Constabulary.

I think I am correct in saying that within a year of the gazetting of the Act which brought the Fiji Constabulary into being—and sounded the death-knell of the old Armed Native Constabulary—I was appointed a Sub-Inspector in the new force. I claim I might be regarded as a foundation member of the Constabulary without pension!

For a while I was a sort of Supernumerary Pay and Quarter-master and general rouseabout. Closing the pubs at 11 pm seems to stick in my memory as my chief duty. It never seemed to occur to anybody—as I was destined to take charge of a country district—to see that I got some experience in the Suva Police Court.

The nearest I got to that was when a very irascible Chief Inspector, who just couldn't stand us for very long, bounced up to me one Monday morning and said:

"Did Sub-Inspector Ratu Inoke hand you two pineapples yesterday morning?"

I replied, "Yes". And he said, "Where are they?"

"I've eaten them", I replied.

"Oh, my God!" he cried. "They were the exhibits in a Sunday trading case!"

SO came the day when the way was clear and I was sent off to take charge of the Rewa District. That is why I smile at the present-day low four-figure pay, because my pay, when I was transferred to the Rewa District, was £12/10/- per calendar month.

Seeing that £3 of it was mortgaged for a case of Freddie Thomas' Dewar's Extra Special, it was as well, for decency's sake, that we were also provided with a uniform.

I must also say that we had free quarters and a servant; and I almost forgot to mention a boot allowance of £3 a year!

My training for the job?

Well, a good few years before going to the Rewa, I appeared in the Bridewell Police Court, in my native town of Bristol. It was quite possibly the same Court in which Bloody Judge Jeffries dealt with the

supporters of the Duke of Monmouth.

I was more lucky than they were. A bored old gentleman fined me 10/- and costs for letting fly with a catapult in a Bristol suburban street. "You are about the only one fool enough to get caught", said my irate sire.

And that was about all the training I had had when the Rewa District first saw me. Perhaps £12/10/- per month was all I was worth. But I will say this: if any of the £1,500 a year Superintendents are having a better time than I had on my £150, all good luck to them.

The office consisted of an old native-built *bure*; one chair and a few benzine-cases for callers; not a single book of reference of any sort—not even a copy of the Ordinances of the Colony. When I had to lay an information I had to go to the Court and borrow the magistrate's book of words.

The so-called office was full of rubbish—exhibits A and B, and what-have-you, accumulated over the years. My first job was to clean it up. What wouldn't burn went into the river.

A caller from the CSR, at Nausori, remarked on the clean-up.

I said: "Yes—that nearly went into the river, too, but it looks to me like copper."

"That" was a twisted bit of piping, about six inches in diameter.

"Just as well you hung on to it", he said. "That's the vital part of our rum-distilling plant, placed in the Government's hands for safe

(Continued on page 94)

Harry D. —

NEW GUINEA'S MOST UNUSUAL PUBLIC SERVANT

Territorians when in Sydney and in doubt don't ask a policeman—they ask Harry Downing, whose official designation is Welfare and Information Officer, Department of Territories. Officially he has been friend, philosopher and purveyor of information to thousands, and did it with such unofficial spontaneity that all his satisfied customers regard him as the guy who put the original meaning back into the abused term, public-servant.

YOU want some information from a P-NG ordinance? Harry Downing will look it up if he cannot remember it off-hand. Having husband-trouble? Mr. Downing will likely be able to suggest a solicitor who can steer you through the intricacies of Divorce and Matrimonial Causes Acts as they apply in Australia's territories.

You want to know where most of New Guinea's coffee is grown? Ask Mr. Downing. You are a shy Nauruan schoolboy, being groomed for a government job. Mr. Downing will arrange your Australian school, meet you on arrival and see you get to the right place.

You are a New Guinea war-widow, not sure of your pension rights, and faced with the job of bringing up a young family unaided. The knowledge and the sympathy of Harry Downing are yours for the asking.

Someone needs accommodation in a mental hospital; or native New Guinea bandsmen need overnight barrack accommodation in Sydney? Another couple of jobs for Harry D.

Odd jobs for a public-servant, you say. True—and like Topsy, Harry Downing's dual job just grew.

In December, 1941, he went to the Department of Territories in Sydney for three

days to assist the women who had been hurriedly evacuated from New Guinea when Japanese invasion threatened. He stayed 16 years.

He would probably have said at the time that he had not had much background for this sort of thing. He had been an Assistant District Officer and a Patrol Officer in Morobe, New Guinea, in Morobe's roughest and toughest days.

Before that a Medical Assistant in the same service; a professional photographer; an X-ray technician; and a soldier of World War I.

They were, in fact, good training for the last 16 years, but the best qualification of all was that he has a sympathetic heart.

His early life was shaped by itchy

Queensland-born Henry Ludlow Downing retires from the Australian Department of Territories on December 23, after 35 years service—16 of them in Sydney, and 19 as a field-officer in New Guinea. He says he has only one regret—his duties have not taken him back to the Territory in recent years.

His place at Circular Quay West will be taken by another officer of the Department, Mr. A. W. Wynne, who is already well-known to many who seek advice and information at the Sydney office of the Department. Mr. Wynne has specialised in legal matters but will also direct the "Welfare" part of the dual job he will take over from Mr. Downing.



Mr. Harry Downing.

feet; and his neck was probably saved in both World Wars by sickness at crucial moments.

In World War I he went to Egypt with an infantry battalion. In the desert the Gyppos pinched the Aussies' blankets. Downing got pneumonia and went to hospital.

While convalescing, a call came for men who knew something about photography. He had been a demonstrator with Kodaks before he enlisted and he was chosen to take charge of the first mobile X-ray field unit.

For a while he was stationed in the south of France, then moved on with the fighting, sometimes attached to the Canadians, or the French or sometimes with his own Australians.

His own battalion was in the thick of the stouch and few of the originals returned to Australia.

In 1941, he was Acting DO Kieta, Bougainville, six months overdue for leave and with a kidney condition. He was ordered south for medical treatment and was in hospital in Sydney when the Japs struck at Pearl Harbour.

Hundreds of his NG contemporaries were murdered by the Japs



Patrol in Upper Markham. Photo taken 1935.

er went down on the *Montevideo* faru.

His intimate knowledge of the New Guinea coastline, and the Morobe district was of great value to the Allied military and naval authorities.

However, his most valuable service in the Second World War was in assisting the Department of Territories handle the hundreds of women and children, Europeans and Asians, who had been evacuated to Australia.

HARRY DOWNING got his first glimpse of what is now the Territory of Papua and New Guinea in 1920. American millionaire-publisher W. D. Boyce, friend of Australia's Billy Hughes, organised a private expedition to Papua. Sir Hubert Murray, then Lieut-Governor, put the late Dicky Humphries (killed in the Mt. Lamington eruption in 1951) in charge of the party, and Downing went along from Sydney to take the photographs.

What he saw in Papua convinced him that his future lay in the Territory and in 1922 he returned there this time to "the other side" to join the New Guinea Administration as a Medical Assistant in the New Britain area.

But in these early years in the territory he still had the wander bug, and this led to his resignation in 1926 to return to Australia to join an expedition, which was to leave for the Antarctic.

This expedition failed to eventuate, however, so 10 months later in April, 1927, he rejoined the New Guinea Administration.

In the early days of his service he was closely associated with all that happened on the Morobe goldfields from the days before the big gold discoveries in 1926, and the coming of the Bulolo Gold Dredging Co.'s dredges and aeroplanes, in 1938, when both Wau and Salamaua were in their heyday.

As a Patrol Officer, he knew these places in the days when the journey from Salamaua to Wau took seven days, on foot. He was among the first to fly in from the beach when the distances could be covered in 10 to 40 minutes. He knew Wau and Lae when there was not a building on the present town sites.

He was also local Registrar of Births, Deaths and Marriages, and things being as they were in those days, "Deaths" topped the vital statistics. With other officers, he evolved a common burial service from a number of prayer books. In those days the religion of many people who died was not known and the common service ensured that all had a Christian burial.

Downing figures in many of the stories of unorthodox Morobe

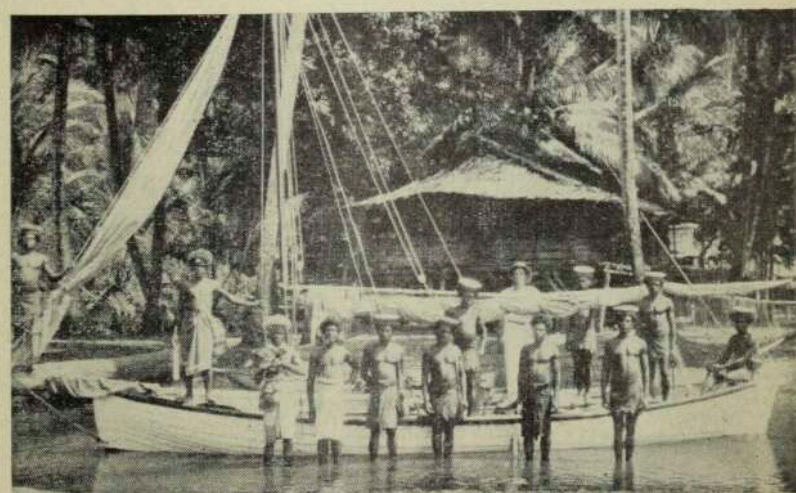
(Continued on page 93)



Chimbu natives bring food into a patrol post in the NG Highlands. The year was 1938, but the whole area was still "uncontrolled" and with the exception of Mt. Hagen, none of the townships we know to-day then existed.



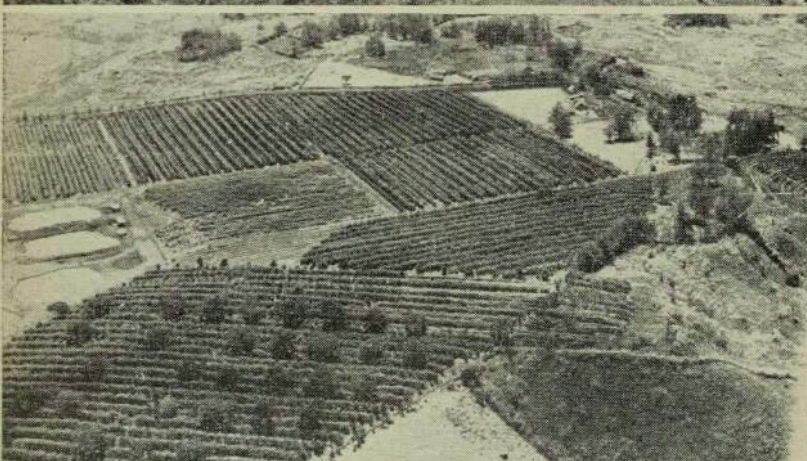
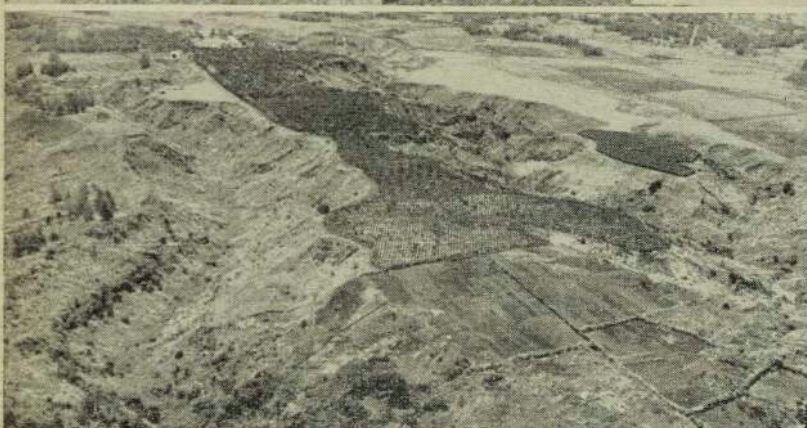
Photo shows natives around one of first aircraft to land at Sunshine airstrip. Pilot shown is late Les Trist, who was killed in a crash in the mid-thirties.



A whaleboat patrol to Sipoma, on the Morobe coast, about 1923. Mr. Downing is the only European shown. Note sailor-boy hats of native police of that day.

—Photos by Harry Downing.

Bird's Eye View of Coffee



These excellent aerial views of some of New Guinea's coffee plantations were taken recently by Mr. Keith Colyer, of Sydney. They are (top) Korfena Estate, of which Mr. Ian Downs, MLC, is manager; (centre) Mr. Jim Leahy's estate; (foot of page) the property of Mr. D. M. Elphinstone.

All are in the Eastern Highlands of New Guinea.

Coffee has been called the "NG crop with a future". Within four years it is expected that the Territory will be able to supply 2,000

tons or one-third of Australia's requirements. At present only about 230 tons are produced yearly. About 4 million trees have been planted but it takes five years for them to bear. Arabica coffee is grown in the Highlands and brings about twice as much as lowlands coffee (Robusta).

Many people who expect to remain in New Guinea, invest in coffee as similar people Down South join Endowment Schemes. Even more would club together in coffee enterprises if more coffee land were available.

The Pacific

OCEAN WITH NO POET

By WALTER HILL

THE few lines from Tennyson ("Poet's Imagery") in a *PIM* issue set me thinking around this subject. What have the poet had to say about the Pacific? I am thinking of British poets for the moment—because they're the one I know best—and of the more prominent of them.

In quest of references I leafed through no less than eight of the anthologies on my bookshelves. The fault may lie in my selection, or in the fact that of recent years I haven't had a lot of time to read poetry, so that I'm not as familiar as I used to be with the content of my own books. At all events the references were few indeed.

So I turned to the *Oxford Dictionary of Quotations* to see what quotable bits have survived to find mention in that august work. It seems that the ocean itself gets only one mention—Keats, "On First Looking Into Chapman's Homer"—
Or like stout Cortes when with eagle eyes

He stared at the Pacific—

I browsed around among the likely headings to see what passing reference there might be to the biggest ocean in the world, and all I could find was this from Rudyard Kipling: "The English Flag".

*Never was isle so little, never was sea so lone,
But over the scud and the palm trees an English flag was flown.*

Let's get back, then, to the anthologies. One expects this sort of thing of Kipling. Especially in some of his longer poems he loves to roam far and wide over the seven seas. We think, perhaps, of *The Song of the Banjo*, *The Native Born*, *M'Andrew's Hymn*, and *The Mary Gloster*. In all of them you get the general idea; but in none so far as I could see, do you feel that you are right at home in the Pacific. It's a little different in *The Lost Legion*, with the lines:

*And some of us drift to Sarawak
And some of us drift up the Fly.*

But the most direct reference could find in Kipling was one that has stuck in my mind since we "did" the poem *Sussex* at school—

*So one shall Baltic pines contend
As one some Surrey glade,
Or one the palm-grove's droned lament
Before Levuka's trade.*

I tried to find out whether Kipling actually visited Fiji—or any other of the Islands for that matter—but without success. My encyclopaedia said a lot about his poetry and prose, but little about his travels. I did find evidence of his visit to New Zealand and Australia, and you can see that finely reflected in the two verses of *The Powers*, which deal respectively with those two countries. For that matter, if it was prose we were talking of, he writes of these visits, I believe, in *Something Of Myself*; but that's one of Kipling's at I haven't been able to lay hands on here.

Did the former Poet Laureate, Robert Bridges, ever visit the Pacific? At any rate, in the one reference he makes to it that I have come across, he is cautious enough not to fall into the errors that have been criticised in R. M. Allantyne and others. I'm thinking of *A Passer-By*. Bridges is watching a white-sailed ship leaving the shores of England and imagines her destination:

Ah! soon, when Winter has all our
vales oppress,
When skies are cold and misty,
and hail is hurling,
Wilt thou glide on the blue Pacific,
or rest
In a summer haven asleep, thy
white sails furling.

Then Rupert Brooke was in the Pacific in 1913, but I can't think of any poem in which he makes use of anything he learned there.

Perhaps I've been reading the wrong poetry, and someone else can put me right; but it does seem that this great Pacific region has had scant attention from the British poets.

† Work on the first San Francisco-Honolulu ocean telephone cable laying job, by the British cable ships *Monarch* and *Ocean Layer*, was completed in mid-September. Two cables with special amplifiers inserted every 38 miles, were laid along the 3,000 mile route. Greatest depth was 3½ miles.

I Dream of Islands

Here, where the desert drowns in
the sun
And heat, I dream of cool, Pacific
nights . . .

There, on the island, when the day
is done,
The beach, the sea, and all the wide
lagoon
Are turned to silver by the rising
moon.
Silvered the jagged reef where
waves break white
And cool. The little whispering
winds of night
Breathe softly through the palms.
A night bird flies
On silvered wings across the silvered
skies.
Cool in the jewelled seas the island
lies . . .

Here, where the sun has blinded
all with light,
I dream of islands in the tropic
night.

—MARJORIE C. McLAUGHLIN.

Strange Story of a Bottle on Jack-in-the-box Island

By J. D. WHITCOMBE

IN 1892, Falcon Island (one of the Tongan group) was visited by the then Premier of Tonga, Sateki (or Sateki as he was universally known), and my late father, Mr. C. D. Whitcombe (who was at that time Minister of Foreign Affairs of the Tonga Government) and the Minister of Police, and some prisoners.

Their object was to annex the island, which rose and fell, according to volcanic conditions, and was then above the surface. (See *PIM*, August, 1953, p. 72).

After breaking out the flag of Tonga on a staff, the prisoners were set to work planting some 2,000 coconut seedlings, which had been brought from Tongatabu.

While this was being done, my father took a stroll beside the crater-lake, in the centre of the island; and there, beside its enclosed shores, he found floating a sealed bottle.

In the bottle was a note which had been written jointly by Miss Annie Treskow (daughter of Herr von Treskow, the then German Vice-Consul at Nukualofa) and Miss Ella Watkin (later Mrs. J. M. Masterton, and a daughter of the late Rev. J. B. Watkin, of Nukualofa).

The two girls had been on their way north, to Apia, via Vavau, in the *S. Upolu*; and, in the note, they described a dance that was held on the ship between Nukualofa and Vavau.

By some extraordinary chance, the

bottle had been carried into Falcon's crater-lake when part of its rim had still been below sea level. Then, as the island had built up, the bottle became locked within. When it was found, the island was some 300 feet high—though *Upolu* had passed only six weeks previously.

Photographs of Falcon, the "jack-in-a-box island," have appeared in *PIM* in the past; and here is a

photograph of Miss Treskow (on the right) and the friend she then was going to visit in Apia. Her name I do not recall, but perhaps some Apia reader may identify her. The photograph was taken by Hanna, in Auckland, over 60 years ago.

† An experimental shipment of 2,800 tons of low-grade coal was made from Greymouth, NZ, to Noumea, in October, and if found satisfactory in the nickel smelters is likely to be the forerunner of regular shipments which might open a regular shipping connection between the two countries.



This Month's New Reading—

Conducted
by J.T.

AUSTRALIA CONTINUES ITS WAR STORY

IN five series—Army, Navy Air, Civil and Medical—no less than 22 histories of Australia's part in World War II are to be written. Of the 22, so far only nine have been published.

Number nine, only recently received, is volume II in the Air series, *Air War Against Japan 1943-45*, by George Odgers. The first and last volume in this series of four histories are yet to come. Volume III, *Air War Against Germany and Italy*, was published some time ago.

Each of the books so far published—and one presumes that the other 13 to come will follow suit—are mighty volumes, designed for the enlightenment of following generations and not for light holiday reading for current purposes.

As these histories are appearing from 10 to a dozen years after the events chronicled, it takes a real effort of will to drag one's mind from the present of intercontinental missiles, earth satellites, H-bombs, supersonic jet aircraft and atomic submarines, to return to the comparatively primitive warfare of 1943-45.

In this respect any World War II history must fall into the same class as would an accurate account of the Battle of Hastings, with deployment of Harold's troops and the pre-invasion nerves and frictions in William's forces before they landed at Pevensey, marched seven miles inland and left Harold with his "eye full of harrer."

Only the *means* of altering history appears to have changed: the arrow that got Harold in the eye on October 14, 1066, was probably quite

as devastating in its effect on subsequent events as the first atomic bomb that was dropped on Hiroshima on August 6, 1945.

The RAAF's role in the Pacific war differed considerably from its service elsewhere.

In the Pacific, for the first time, the RAAF organised operational groups and later a Tactical Air Force, while in other theatres of war—England and the Middle East—it operated either as squadrons or individuals attached to the RAF.

However, it did not have much real freedom of action. Its operations generally were directed by an American air-force general who used his own Fifth Air Force in the forefront of the offensive, with the Australians around the flanks, on mopping up operations or plain garrison duty.

That this did not please the Australians and was the cause of much discontent can be imagined and led at one stage (April, 1945) to eight highly respected officers seeking permission to resign their commissions.

There ensued the usual flap, ending in an enquiry by a civilian KC and the recalling of some senior officers.

A war history of the sort under review must result in a reappraisal of the personalities of the men who directed it. The revelations cannot be particularly edifying to those involved in the post-mortems, and the poor old civilian, if he is still capable of having his illusions shattered, must find it galling that the great men in whom we were asked to put our trust, are afterwards apt to be presented as not only having feet of clay, and solid bone from the neck up, but as being sometimes as petty and temperamental as prima donnas.

It was always believed during the war that the Air Force pilot—or indeed any member of the air crew—lived a life of glamour, excitement and comfort not known in the more prosaic Army and Navy. This history proves otherwise. For many Air Force men, life appears to have contained much frustration. Squadrons without aircraft alternated with aircraft without squadrons. And sometimes, due to incredible muddle, men were shuffled about from one command to another half the world away, and ended with neither squadron nor aircraft. And sectional feuding in the RAAF seems to have begun right at the top.

The Australian War Cabinet decided in 1942 to divide the RAAF

control into administrative and operational sections. Air Vice-Marshall George Jones was in charge of administration, headquarters Melbourne. Air Vice-Marshall W. D. Bostock was in charge of operations and his headquarters moved with the war.

Apparently the two gentlemen did not like each other and numerous references are made to brushes between them, including an exchange of stiff-necked signals made in January, 1945, wherein Jones said: "I take strong exception to the insubordinate tone of your signal and your repeated attempts to usurp authority of this headquarters. . . ."

And Bostock replied: "...I am responsible to Commander, Allied Air Force, and not subordinate to you for the discharge of the duties incumbent upon my appointment. . . I will continue to take the strongest exception to your unwarranted and uninformed interference."

The two gentlemen are still with us—one is an MP. It would be interesting to know what they feel about this verbal sniping to-day; and whether they would agree that the signals were as silly as they sound.

It is quite impossible in a review of this sort to deal adequately with a book that covers three years of air war in the Pacific and Burma in 500 pages. The reader should, therefore, bear in mind that any review of a few hundred words on historical work of these dimensions must necessarily remove incidents out of context and out of their real importance in the overall picture.

The RAAF campaign in the Pacific and Burma was not all beating of the air, of petty feuding. The RAAF, of course, played an important role in Pacific victory and this is adequately taken care of by Mr. Odgers. The volume is well illustrated with maps and photographs.

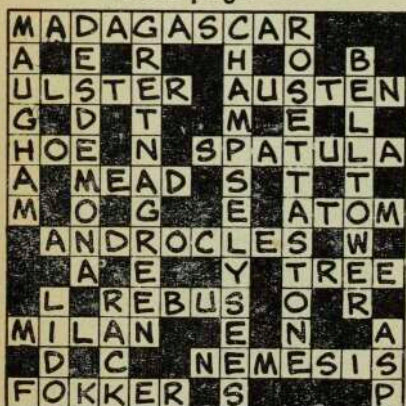
(Published by Australian War Memorial. Our copy from Angus and Robertson. Australian price, 25/6.)

Keeping the Boys Happy Out East

IT could be that we are entering a cycle of books about Oriental brothels. Now, after two exceedingly similar works—*A Sort Of Beauty*, last month, and *The World Of Suzie Wong* (Richard Mason) this month—we feel that we have completed our post-graduate course on the subject and can safely pass on to fresh fields.

Suzie Wong, unlike last month's offering, entered the Australian book world quite on its own merits and without the benefit of censor-trouble. As the themes are precisely the same, and as *Suzie* is a much more sympathetic character

Crossquiz Solution from page 78



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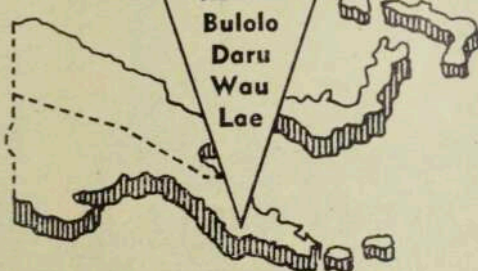
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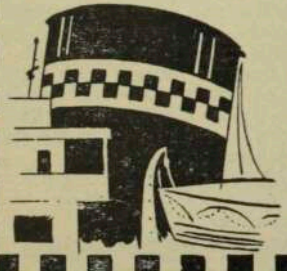
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than the Thai Tiger and hence presents the profession in a much more enticing light, one can wonder why.

For want of a better explanation we have to fall back on what we said last month. *A Sort Of Beauty* blatantly talked about brothels right on the jacket flap, while the publishers of Suzie Wong circumspetly refer to the shady little hotel where Suzie and her colleagues provide "brief companionship" for sailors of all nationalities.

A Sort Of Beauty was about Bangkok; Suzie's world was the Nam Kok hotel in the waterfront, Chinese section of Hongkong.

Before the war, it is explained, Hongkong had had "proper" brothels but some female MP in the UK, suddenly made aware of the fact, had brought pressure to bear and had them closed. This did not end prostitution, of course, but drove it underground where it could no longer be controlled, and where disease spread unchecked. Out of this situation developed such hotels as the Nam Kok, catering exclusively for European sailors. Its bar-girls kept what they made and the hotel made its profit from the bar and from the hire of rooms. In its way it played the game with the Navies by insisting that its girls made weekly visits to the Clinic and thus the authorities winked at its existence and the Services obligingly left it within bounds.

The hotel was used to hiring its rooms by the hour or by the night. There were some raised eyebrows, therefore, when Robert Lomax wished to make reservations by the month. Young, English, a would-be painter, he was unaware of the hotel's real business when he moved in, but was undismayed when a RN seaman bluntly acquainted him with the facts of Hongkong waterfront life.

Suzie was one of "the girls", but he had already met her upon a ferry when she was undergoing one of her brief Walter Mitty wanderings in the realms of the imagination. She was the daughter of a rich Chinese family (her father would beat her if she spoke to sailors), which owned five houses and uncountable motor-cars. Or so she said. Lomax watched her leave the ferry with regret—and saw her again a couple of weeks later in the Nam Kok in the arms of a drunken sailor.

However, in spite of this *denouement*, Suzie continues to be a fascinating and somewhat tomboyish creature, and Lomax proceeds to fall in love with her. As he had no money and certain principles, and Suzie has need to earn her living albeit some what unorthodoxly, there are rocky patches in the road to romance.

A lot of words have passed under literary bridge since men were drummed out of the regiment for falling in love with the natives of

foreign parts. These days—in novels, anyhow—the cloak of respectability can be thrown over any situation, and Writer Mason manages to accomplish the feat for Suzie and Comax with wit and grace. He even makes it sound credible—although he is obviously a member of that male legion that subscribes to the belief that all inmates of brothels are really nice girls at heart.

To sum up: An entertaining and amusing book that seems to show that sex and love can be two totally unrelated phenomena.

(Published by Wm. Collins. Australian price, 20/-.)

See Naples— Sun, Sin, Sympathy

MOST visitors to Naples have at some time or other walked along the Via Roma, looked up the dark canyons of alleyways, festooned with washing, that lead off this fine thoroughfare, and said, "How can they live that way?"

In his book, *Children of the Sun*, Morris West tells how it is done, and the why of it. West is best known to us as the author of *Kundu*, a colourful novel of New Guinea. *Children of the Sun* is not a novel—it is a well-documented case book of the slums of Naples—and how Mr. West got himself there, or why he took upon himself the job of enlightening the world about this

problem we can only guess.

He takes as his hero, Don Mario Borelli, the young priest who disguised himself as one of the street urchins, won their confidence and then revealed himself. In an old ruined church which the Cardinal of Naples had given him, he shelters these youngsters, about 100 of them at a time. Sooner or later, of course, they must leave this haven. For what?

West suggests as a solution migration of the youngsters to Australia, Canada and the United States under a scheme similar to the British Big Brother Movement.

So far as Australia is concerned, it should be a reasonably simple programme which could be paid for easily enough by Italians of wealth and social consciousness. There are wealthy Italians, of course. The rest is not so easily proved. Mr. West put up the scheme 18 months ago. We should like to hear a progress report on it.

West's book—apart from pinpointing the plight of these thousands of children—is a damning indictment of the whole social fabric of Italy; the selfish callousness of the wealthy; the feebleness of the Church in providing enlightened leadership;

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the corruptness and graft that is readed through the very heart of the nation; the abysmal ignorance and irresponsibility of the common people.

All these things are there, so deep-seated as to stultify any real move towards virile nationhood—or so this count seems to suggest. The one thing that Mussolini and the fascists taught Italy—says one university professor interviewed by the writer—was how to go to prison, how to starve for the things in which they believed.

But in what do the Italians believe today? The answer—again according to this book—is very little.

There are 200,000 unemployed men in Naples, a city a little larger than Sydney. Thousands of children roam the streets, sleeping on gratings and in nooks and crannies, eating, selling smuggled cigarettes, waiting for the houses of prostitution.

Rich men in the same city enclose their mansions behind high walls with electrified gates, and if they are about the destitute children in their streets, they give no sign. Morris West cries aloud for the New World to rescue these child victims of the Old World—although whatever is done could only be a drop in the bucket.

This is an interesting social document—apart from the cause it attempts to espouse—but one which is likely to leave the average reader

convinced that there is little hope for regeneration in Italy. The problems, as enumerated by West, are so complex that one is left wondering if Mussolini was not the last flicker of a spirit capable of dragging the Italians out of the mire that they have made for themselves in the last 1,000 years or so.

(Published by Heinemann. Australian price, 20/-.)

Picturesque Rascals Of the Pacific

A 400-pages book, the result of much research by American story-tellers J. B. Michener and A. Grove Day, entitled *Rascals In Paradise*, is lengthily reviewed in a special article elsewhere in this issue. It is warmly commended.

(Published by Secker and Warburg, Melbourne. Australian price, 31/-.)

Carols For Christmas

IN time for the Christmas season is the *Illustrated Book Of Christmas Carols*, which has been edited by Cyril Taylor, Warden of the Royal School of Church Music.

The book, as its name suggests, is beautifully illustrated, contains a few bars of the music of most of the



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popular carols, their history and, of course, the words.

Most people know the first line of the best known of these Christmas hymns—few know them in their entirety.

This should make a good family gift book.

(Published by Angus and Robertson, Ltd. Australian price, 22/6.)

Odyssey of a Bored Young Man

THERE are times when one can lament old fashioned corn, of heroes, villains and good-will-prevail. The psychological novel of to-day is based on a thinner, thinner line that threatens to diminish into plain nothingness.

A *Villa In Sant' Angelo* (D. M. Brosia) devotes 200 pages to a man finding that he has no talent for love and matrimony; that he is a congenital bachelor.

There have been plenty of men of the same mind—men who instinctively duck when they see the romantic trap. Fortunately, most of them refrain from writing 200 printed pages about what this fellow takes to be a fundamental weakness of character.

The young man in *Sant' Angelo* is worried and preoccupied about his character throughout. He is an

American schoolteacher and bored with life, bored with himself—and so far as the latter is concerned, he has every right to be. The reader speedily becomes bored with him, too.

He decided to take his boredom to Europe for a month. As he is of Italian descent, Europe means Italy.

His uncle, a prosperous Naples lawyer, has a villa in one of those mountain villages that we guess is somewhere on the high road between Cassino and Naples and it is here that he meets Renata.

So far as Renata and her family are concerned, he was designed by Providence to take her mind off her

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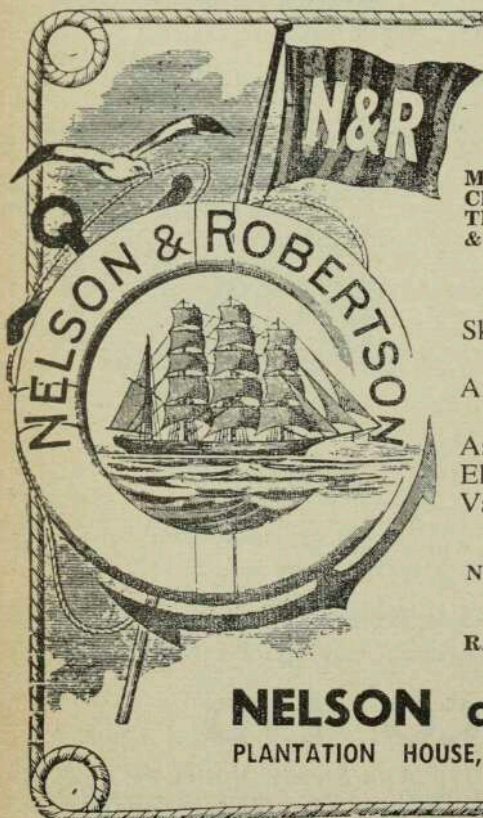
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agedy—the untimely death of her young American husband—and they have nothing undone that will further the cause.

Tackled in another way, the theme would have made an interesting and gorgeous novel; but as the author determined to produce a weak and vacillating character—and succeeds only too well—the dominant reader reaction is a desire to kick the young man—it is one of those books where you never learn his name—where it will do most good. This fact may, of course, be regarded as a triumph of characterisation for Brosia.

The best thing in the book is the presentation of Southern Italy in the hot July weather. A touristy ally—but the only one that most readers will know, anyhow.

(Published by Peter Davies. Australian price, 15/6.)

Fun on a New Zealand Sheep-Farm

ON the face of it, a rather isolated sheep-farm in isolated New Zealand is about the last place in which to see life and have fun; yet writer Mary Scott has given us a delightful little book, *Dinner Doesn't Matter*, about her life there.

It is a little community of rather sophisticated young servicemen from World War II and their cheery wives; and they have sentimental affairs, and financial tangles and numerous babies, after the usual NZ pattern. But Mary Scott leavens the bunch with rich, infectious humour—one forgets the boredom of sheep-farm existence in laughing with her at the mischief of her incorrigible kids, and the love-troubles of her attractive city sister.

No plot, no high adventure—but you will feel better for having read this book.

(Published by Angus and Robertson, Sydney. Australian price, 15/-.)

New Caledonia is experiencing one of its worst droughts in history. Fires are frequent in the country districts and are a serious danger on the outskirts of Noumea. Local fire-fighters are constantly employed; and several houses have had narrow escapes from bush-fires. If rains do not soon arrive, losses in stock will be catastrophic.

According to the English Sunday paper, *The People*, Kitione Lave, the Tongan boxer, has missed out on good contests which might have advanced him in the boxing world, through his refusal to accept Sunday fights in Germany and the United Kingdom. *The People* considers that Lave has missed a chance at the Empire and world titles on this account. However, Lave's refusal will be understood by the Tongans who are ardent Sabatarians.

Drastic Steps Against HCL

NOUMEA, Sept. 20.

FOLLOWING representations by the High Commissioner (M. Grimald) and the New Caledonian parliamentary representatives, the French Colonial Minister has intimated that amendments will be made to the recently-introduced financial laws governing foreign exchange.

The 20 per cent. tax on certain imports will be lifted—these being mostly foodstuffs, building materials (including cement) and certain necessities for cattle stations.

These amendments may stop a rise in the cost of living.

In its campaign to keep prices normal in Noumea, the Administration recently prosecuted several retail storekeepers. Both Europeans and Indo-Chinese were charged with "illegal raising of prices". Fines ranged from 100,000 to 6,000 francs (£700 to £42). One (a European second offender) was sentenced to a month's imprisonment—sentence suspended. Several Indo-Chinese shops have been ordered to close, for varying periods.

† Mr. Phil Scully, of Posts and Telegraphs, Lae, New Guinea, sailed on October *Shansi* for leave in Australia.

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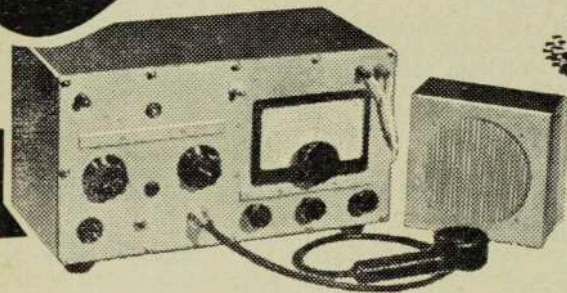
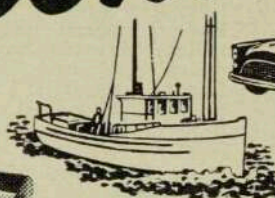
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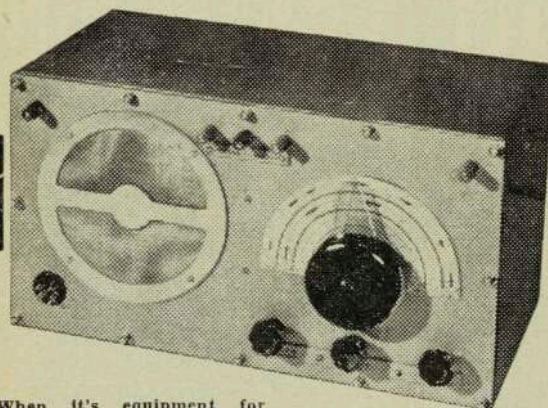
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New Guinea's Most Unusual Public Servant

(Continued from page 81)

nerals of those days—apocryphal
ost of those yarns, but some he
calls himself with a chuckle.
He tells of an Irishman and a
ot who were partners at the
ack Cat. They had many things
common, including love of the
tile, and were involved in many
using incidents.

However, the Scot died suddenly.
s body was taken to Wau and
s placed in a coffin made by the
overnment carpenter. The Irish-
an went into Wau for the funeral,
d put up at the pub.

On the day of the funeral he
d a few bracers before setting
t—in fact he had so many that
e of the girls at the hotel and
e proprietress had to make him
esentable.

When he saw the Irishman, Down-
g was amazed that he had been
le to arrive at the assembly-point
aided. From there to the cemetery
s about half a mile, so Down-
g and another officer took it on
emselves to act as props for the
shman.

The "hearse" was nothing more
an a Guinea Airways trolley, and
e coffin kept slipping off. Each
ne this happened the Irishman
refshed himself with a swig from
bottle, with which he had
oughtfully provided himself be-
re leaving the hotel.

The last time the coffin dropped
om the "hearse" the Irishman
rned to Downing and said: By
... Harry, I wonder what the
d Blank would think if he saw
me so drunk I can hardly stand
o. It's probably just what he'd
ce to see, though, and he'd under-
and!"

WHEN Harry D looks back over
these 25 years he classes as the
highlights of his career his
ose association with Levien, Park,
ettleton and company, pioneer
rospectors of the 1923-24 period;
s official representation of the
G Administration at the inaugura-
on of the first BGD dredge at
ulolo; and the active work in
inging under control the difficult
atives of the Morobe and Madang
stricts.

The last 16 years have been in-
teresting—at one time he went to
orfolk Island to combine for three
onths the three roles of Acting
dministrator, Acting Registrar and
cting Official Secretary—but his
eart has remained in New Guinea.
He will be missed from the Sydney
fice by many who knew him only
s a cheerful voice at the end of
telephone line, and by thousands
whom the contact was more
ersonal.

As a public-servant, "Harry D"
as different and that perhaps ex-
ains why he has got caught up

in the cross-fire between new and
old New Guinea pension schemes
and will leave the service poorer
than when he entered it in 1922.
"Not much luck with money", he
says, "but plenty of good fortune
elsewhere."

With his 14-year-old daughter, he
lives quietly in the Sydney suburb
of Bexley, where he still engages
in his favourite hobby of photo-
graphy.

Harry Downing has an amazing
collection of photographs—some of
which are published here. But many
of his most valuable negatives were
lost when the Japanese invaded the
Territory in 1942.



Another patrol picture of early Morobe days—the police-boys still wearing their old-style uniforms.

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(Continued from page 79)

keeping."

SO, the hard way, all we foundation members of the Force learned our jobs.

I am sure my old friend Norman Casey, now retired from the Fiji Prisons Department, still remembers some of the hard cases we sent up to him—in my case, Sukhpal and Ramcharan especially.

When Mr. McOwan took charge of the Department it didn't take him long to get all stations issued with a set of helpful books, as well as our own copies of the Ordinances.

Quite early in the piece, I had to deal with my first corpse, a very over-ripe specimen that was anchored to the bank of the river. All my boys were out after an escaped prisoner so, for once, I was unable to pass the buck. However, I took the precaution of filling half a bottle of Dewars with water, just in case.

I had to help Dr. Montague, of blessed memory, haul the thing up on to the bank for him to do his grisly job. I doubt I would have

got through without my bottle. I remember riding home singing, "Down Among the Dead Men."

I remember that Dr. Montague had a small son who was supposed

to have said to his mother, "When I grow up, will I be ugly like Daddy?" If he grew up to be half as fine a man as his father I should like to meet him.

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used to be said, along the river, that my horse was the best-groomed in the district. Thereby goes a tale.

A little Indian named Abdul, who was an incorrigible deserter from plantation, was responsible. In fact, he happened to get the care of my horse, and he made such a job of it that he never did anything else.

My language, of course was one of the troubles. When I started, I had no knowledge of Fijian, but Hindustani. My Nepali sergeant, Ghori, had a smattering of English. This meant that all the messes' statements to me went in Hindustani to Ghori, who then translated them to me in Fijian, and I wrote down in English.

A RATHER curious thing occurred during that first year of mine. Some intending settler in the district had a bad fall-out with the Government, and left in a rage, threatening to expose the fact that the Rewa, lepers were handling bananas for the Sydney market.

This, of course, was a serious matter, and I got instructions, issued by the Governor, to look up the leper in the Rewa District. I saw some very dreadful sights.

In one instance, I did find a leper casing up bananas. Under the leper Ordinance of the day all I could do was to charge the man with handling articles of food for which carried a penalty with a maximum (I think) of six months in the old leper station at Bengha. I have always thought that the leniency given this case did a lot to bring into existence the wonderful leper station now at Makogai.

There is an incident of my early days.

My old friend, Robert Crompton, appearing in the Rewa Court in a civil case, and I went along, to get the atmosphere—it was long since my Bridewell experience.

During the case, Crompton turned to me and said that the SM was an awful old blighter for equity. In my youthful innocence I said, "Well, what that what he is here for?"

Crompton said, "Not by a long way. He is here to administer the law."

I had yet to learn what an ass the law can be—and still is, judging some recent cases.

ONE of the best stories told of Mr. McOwan, during the time he was our Inspector-General, is an incident when he was inspecting the Levuka station.

Rupert Griffiths was the Inspector in charge; and he discovered that Mac, good all-round sportsman that he was, had never fired a shot from a .303 rifle.

This had to be dealt with; so off I went to the local rifle-club, with a native constable to

do the marking.

Mac fired five shots, and scored a "bull" each time.

Rupert danced with excitement, thinking he had discovered a marvellous natural marksman. But Mac, who knew his Fijians, fired his last shot wide, into the bush, and up came another "bull".

Constable Samuela wasn't signalling any misses to the boss!

To get back to the Rewa: I find the news that the Nausori Sugar Mill is to close down rather sad.

I think of all the good sound people I knew in my year on the river—Peter and George Gordon, the Freeman brothers (Arthur, Dick and Bert), Viti Hutchins, Waring of Vucimaca, Rostier—there is no end of them.

I remember the goodness of Mrs.

Fenner, Mrs. Raymond and Mrs. Montague, at Nausori; and the planters and their wives up and down the river; the CSR staff; and the boys in the stores.

I think the old river must have been at its peak then—a very lovable little community, which fifty years must have sadly scattered.

I am quite resigned to the fact that the Fiji that I knew so well just does not exist to-day; but always am I glad to meet any Kai Viti, past or present, who may be passing this way; and I must say how pleased I was to find Arthur Freeman, of my Rewa days, a near neighbour of mine here in Queensland. He is hale and hearty and still handling bananas by the million.



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Seeing How it is Done . . .



Well, here are some Papua-New Guinea natives who know that Cargo Cult is a fake. Superintendent of Gaythorne asbestos cement works of Wunderlich, Ltd., in Brisbane, Mr. m Connors (left), explains the use of air

vents for factories to a party of New Guinea and Papuan school teachers, who toured the factory recently. Others with the party are Mr. Smith, of the Brisbane Chamber of Commerce (centre), and Mr. Colin Hoyes,

Queensland works manager of Wunderlich (right).

During their Queensland visit the teachers visited a number of industrial plants and saw Australians at work manufacturing the goods that in the past (and still to-day in semi-primitive areas of P-NG) have given rise to the belief that manufactured goods came down from heaven.

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Niue Hit by Aust. Import Restrictions

HEAVERY restrictions imposed by Australia in June, 1956, against the importation of plaited fibre handicrafts—mainly baskets—adversely effected an important export trade from Niue Island.

This had the serious side effect of greatly reducing the sale of postage stamps used on parcels of handicrafts, according to the official Annual Report on Niue just published.

The report notes, however, that before the end of the financial year and following representations, the import restrictions were again eased.

The report shows that exports of plaited ware, which had reached a peak of £10,068 in 1954-55 and were valued at £8,091 in 1955-56, fell to £6,321 in the 1956-57 year. The report does not give figures of stamp sales in the respective years, nor does it indicate how, in spite of the Australian restrictions, the overall exports to that country, totalling £5,168, were still higher than those of the previous year—£4,596.

Most, but not all, of the plaited wear goes to Australia, and in recent years it has had to compete there with the much more

varied and better finished Italian product. There is no indication of what other exports Niue sends to Australia, but it would appear that these could only be kumaras or copra, which with bananas are the island's only known exports—and if these have been going into Australia it will be a big surprise.

† A volcanic explosion on Manam Island, NG, in October, sent ash over native villages.

† A joint US-NZ ornithological expedition is to carry out research work on Campbell Island, south of New Zealand next year. The party will travel aboard a US destroyer.

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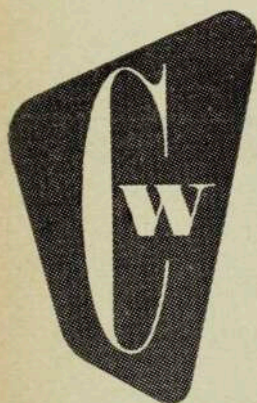
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**A. Michener's Hand
a New Book**

SOME RASCALS OUT OF OUR COLOURFUL PAST

THE fact that a new book by James A. Michener (America's most successful writer on Pacific Ocean subjects), and A. Grove Day (a notable Honolulu historian, who has compiled much lively material about the North Pacific lands), is called *Rascals In Paradise*, may give the impression of a wrong classification.

Why do American writers and publishers persist in describing the Pacific Islands as "paradise"? My friend, Dr. S. M. Lambert, many years ago, started the fashion when he called his volume of reminiscences *A Yankee Doctor In Paradise*. Michener himself followed on with *Return To Paradise*. Others have used the appellation, and now this.

It seems simply that writers and publishers, flooding the world with quick, colourful examples of escapist literature, are playing upon prospective readers' hopes that they may be transported through these tales to another and much more desirable world.

The Pacific Islands are not "paradise". Life can be as unpleasant there as in Guatemala, or the Champs Elysee or Pitt Street. The Islands have suffered so much at the hands of romantic writers that the experienced person, seeking historical facts, approaches anything with a "paradise" label upon it with caution.

Which is a pity—because *Rascals In Paradise* represents a great deal of careful research, of adherence to historical fact, and of entertainment. It is one of the most readable Pacific books that ever have come my way.

Although the more notorious rascals with which it deals number only ten—nine men and one woman—it introduces scores of persons well known in Pacific Islands history; and the lot are carefully indexed. So it also is a useful book of reference. Because of that index, I almost can forgive the "paradise".

The authors, very cleverly, have hung large slices of Pacific history—like exploration, and blackbirding and whaling—upon the stories of their rascals. The book has entertainment value, plus a definite place in the world's libraries.

MARQUIS DE RAYS (CHARLES I, EMPEROR OF OCEANIA!)
(30 Pages)

Probably the most shocking story in the book.

This French aristocrat, between 1877 and 1881, organised "Nouvelle France", based on Port Breton (at

the southern end of New Ireland)—a gigantic fraud whereby he "robbed thousands of their savings, sent hundreds to certain death, and lived in luxury on the proceeds of his villainy".

He sent no less than four shiploads of people to a fever-stricken tropical wilderness in the New Guinea area, sold dukedoms, earldoms and baronies, and solemnly proclaimed himself "King Charles of Nouvelle France".

In 1883, he was brought to trial

and sentenced to six years' gaol.

Bits of the story have been published from time to time in the *PIM*. Relics of the tragic expedition are still around, in the Rabaul area. Descendants of the expedition's survivors live in Australia. One survivor, M. Mouton, was a prominent citizen of Rabaul, between 1885 and 1940.

GIBSON, THE HAWAII KING'S EVIL GENIUS
(34 Pages)

The Pacific's 19th century history provides many examples of European adventurers who attached themselves to Islands kings, made themselves prime ministers and, while directing the state's affairs, fathered countless children through

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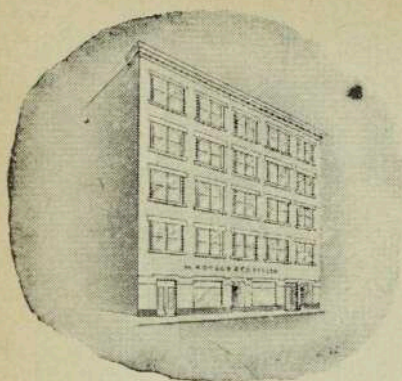
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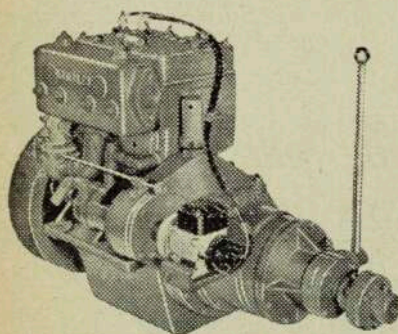
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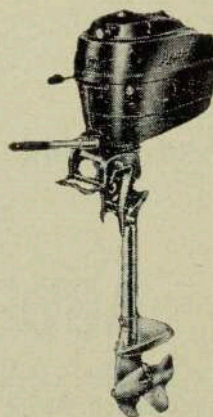
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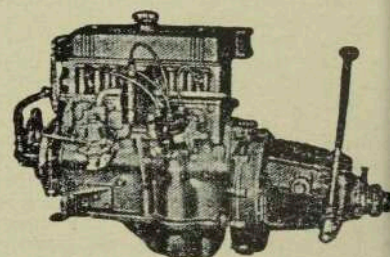
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merous wives. Except for the children, that was Gibson's record. Walter Murray Gibson—a wandering sailor and adventurer—got into Hawaii in 1861 as a Mormon missionary and 20 years later became the chief adviser of King Kamehameha IV. The comic opera story is well told.

Two angles of the story are worth remembering. Gibson was the first to seriously urge a Federation of the Pacific Islands—Hawaii was to be the focal point, and its king would be the Emperor of the Pacific. In the 'Eighties, Samoa was torn in struggles between powerful chieftains who wanted to rule, and between the Powers (Germany, America and Britain) who wanted Samoa. Gibson decided to intervene and make Samoa a protectorate of Hawaii. Gibson's Minister of Hawaii's "warship" arrived in Apia, entered actively into the political discussions there, and were finally chased away by the arrogant Germans.

It is one of the long-forgotten, but most entertaining episodes in Samoan history. It was the German warship *Adler* which figured in the incident; and the bones of the *Adler* (wrecked in the 1889 hurricane) still lie on the reef in front of Apia.

BLIGH, MAN OF MUTINIES (30 Pages)

The story of Bligh as the intolerable martinet, (Nordhoff and Hall), and the similar film version (Charles Laughton), are sternly debunked by authors Michener and Day.

The inferences drawn from the five mutinies in the career of Bligh are offset by the further facts that he was cleared of blame in respect of all mutinies, and died, greatly honoured, as a British Admiral.

The authors effectively bring out the facts that Bligh was a splendid seaman; that Fletcher Christian was a rather unpleasant type of person; that Tahitian wench more than Bligh's tyranny led to the famous *Bounty* mutiny; and that Bligh's open-boat voyage from Fiji to Java was one of the greatest feats in the history of navigation.

Macarthur is presented as the villain of the situation when Bligh was deposed, in 1808, by the notorious Rum Corps, from the Governorship of NSW. Most other writers have made a hero of the Merino Pioneer, and a poltroon of Bligh. . . But Michener does confess embarrassment when he tries to explain why Bligh, on that infamous occasion, was found hiding behind a bed in Government House.

BULLY HAYES, SOUTH SEAS BUCCANEER (35 Pages)

No Pacific Islands character has been more written about than Buccaneer William Henry Hayes (1829-1877), or more mercilessly treated by journalistic pot-boilers. Michener and Day have not improved the picture.

The authors evidently have combed over the almost endless mass of stuff published about Hayes, and they frankly confess "it is almost impossible to separate fact from legend". They have taken

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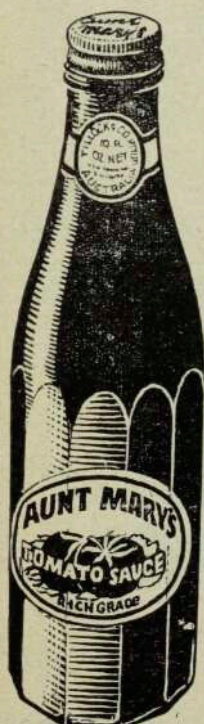
For that special dish this summer, try this recipe for Oyster Cocktail.

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

enough of the legend to have misrepresented the old rascal's character.

They themselves say there are extant "two almost opposing views of Hayes"—one shaped by Louis Becke, and one by A. T. Saunders. Unfortunately, they have been more influenced by Saunders than by Becke.

Forty years ago, I personally knew the family of Louis Becke (Becke then was not long dead), and I knew Saunders. Saunders was a very industrious, proper, sniffling little man, of mediocre ability, who made a hobby of gathering Bull Hayes stories, and presenting them always from the viewpoint of the 'unco' guid. The more he learned about Hayes, the more he was shocked.

About 25 years ago, I purchased the Kingsley Moore collection of Hayesiana. Moore was a retired navy officer. Somewhere about 1910, I decided that he would compile the true story of Hayes. He brought me the task the passion of the re-historian—over some years, I searched the Consulates and the newspaper files of half the world.

Then he settled down to the writing of the book. He had no literary flair, but he did cross his t's and dot his i's. He was called back to naval service in 1914 or 1915, and he never resumed the Hayes compilation. . . I bought his collection of material—a huge bundle—James Tyrrell's second-hand bookshop in George Street, Sydney, in the mid-Thirties.

Moore had examined Saunders' pamphlets on Hayes very closely. He wrote off two-thirds of the material as exceedingly biased and completely inaccurate. There often was another side of those discreditable stories about Hayes—most of which were published, with shocked comment, by the highly respectable newspapers of a century ago. No, and again Hayes would reply—usually he would hurry off across the horizon in one of his ill-gotten ships, and leave the story-tellers to their trade.

Undoubtedly, Hayes was a rascal—but he was a jolly, lovable rascal, and even the old men who told me about him in Samoa, 40 years after he was dead—and some of whom he had robbed—could still laugh heartily at his pranks.

In the buying and selling of ships, he was full of trickery, but he was not a cold-blooded thief. He was an habitual wooer of women—as were most sea-rovers of his day—but he was not vicious; and even Mr. Saunders could not dig up any formal complaint of brutality by any ex-mistress.

He was a blackbirder—as were most of the small shipowners of that period—but I never found evidence that he treated his blackbirds any more cruelly than other labour-recruiters who were tolerated.

... that some of the blackbirding
odes described by Michener and
as having occurred in the 1870-
period are either taken from
e imaginative work, or attributed
the wrong party.

Hayes was an habitual flouter of
s: but he was never convicted
a major crime by any court of

In this new book, the old story
ut Hayes' missing ear is told
in. In Kingsley Moore's collec-
a, there is an original letter
tten to Moore by one of Hayes'
n daughters, in which she says
t they often romped with their
er at their home in Apia—and
h his ears then were intact.
he dramatic highlights of Hayes'
arkable history are presented in
ly correct sequence, and enter-
ingly; but the inferences drawn
n these events are in some cases
te wrong.

... good deal more Becke, and a
less Saunders would have got
mixture right.

COXINGA, LORD OF THE SEAS (40 Pages)

... Chinese merchant and a Jap-
se girl in 1624 begat Coxinga,
ch is the way the Dutch spelled
name "of the greatest pirate
a, and possibly the world, has
r known".

In telling the extraordinary story
this man, the authors present us
h a picture of life on the eastern
st of Asia, as it was 300 years
... Coxinga led an expedition
inst the Dutch, and took Formosa
m them. His is a famous name
Far East history.

DONA ISABEL, THE LADY EXPLORER (35 Pages)

The Spaniard, Alvaro de Mendana,
covered the Solomons in 1569,
d named them so because he
s convinced that they were
avily gold-bearing.

In 1595, he led another expedi-
n, of four ships, out of Callao,
ru, to re-examine the Solomons.
iros was his pilot, and he took
h him his wife Dona Isabel
ne of the supreme bitches of all
ne") and a cabin-load of Dona
bel's relations. The second ex-
dition missed the Solomons com-
tely.

Under the treatment of Michener
d Day, this most important
apter in Pacific Islands history
comes the story of the "supreme
ch"—the part the woman played
finding and murdering the
urquesans; in trying to colonise
e Santa Cruz instead of the
lomon Islands; in meeting diseases
idently virulent malaria) which
imated their new Colony; and
getting the starving survivors
d the last of the four ships finally
Manila.

In the few history-books which

describe Mendana's voyages, Dona
Isabel is mentioned with respect,
and praised for her courage in lead-
ing the sorry party to Manila after
Mendana's death in Santa Cruz.
But her 300-years-old reputation
here is thoroughly debunked.

LOUIS BECKE, ADVENTURER AND WRITER (28 Pages)

This is a surprising section. I have
many of Becke's books—in fact, it
was an early diet of Louis Becke,
over 50 years ago, which first
aroused my interest in Pacific Islands
life and affairs—but I had never
regarded him as anything more
than an irresponsible storyteller.

Michener and Day claim, flatly,
that Becke is the best writer about
the Pacific—and they say this after
considering James Norman Hall,
R. L. Stevenson, Herman Melville,
Robert Dean Frisbie. After reading
their argument, one is inclined to
agree with them.

I do not know who tracked the
career of Louis Becke—Michener or
Day—but he certainly rendered good
service to South Pacific records and
literature. I knew Becke vaguely
through his books, and through his
family—his widow and his two
daughters were residents of Sydney
for many years—Niya Becke for a
time was on the staff of *PIM*—but
I never realised the width and
variety of his Pacific Islands experi-



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es. And I never accepted him any sense as an historian. His accounts of his wanderings and adventures change from book to book, and article to article. The authors complain that, to piece together the events of his colourful life and reconcile his accounts of events he knew in Bully Hayes' they had to undertake endless digging. I can believe it. I see no justification for bringing it in under the generic title of 'scals'.

THE GLOBE MUTINEERS (36 pages)

His story belongs to the Northern Pacific. The whaleship *Globe* left Nanaimo in 1822, made her way around the Horn, sought whales in the North Pacific, between Hawaii and Alaska. The crew mutinied, murdered all the officers, seized the ship and headed into the Micronesian Islands, seeking a place where they might establish a kingdom. They chose Milli Atoll, in the Marshalls. There were fights, and a section of the crew ran away with the *Globe*, got to South America and, eventually, home. Natives murdered except two of the party left behind at Milli. Those two youths eventually were rescued by an expedition, sent to look for the mutineers. A very dramatic story, told.

LEETEG, THE LEGEND (50 Pages)

This is an unexpected section. It is the story of Edgar Leeteg, the man-American craftsman who made an artistic sensation in Paris after World War II by painting on velvet. Say the authors: "Leeteg solved the technical problems of painting on velvet—usually, he used velveteen most of the time, originally from France, or from New York"—and ultimately turned out paintings that were technically flawless. Each strand of velvet stood free, with its own specks of colour. The dye of the velvet had been neutralised so that it no longer chemically affected the pigments. And the entire painting was in balance. Many artists concluded that anyone who wanted to do it had mastered the problem of oilpaints on velvet, if he had tried himself. Leeteg did it." Leeteg's paintings became famous and are worth £1,000. But other artists hated him—they said he was not an "artist". Once a week, Leeteg went from Papeete into Papeete for a "party"—under the influence of liquor, he was practically a madman. He also described himself as Tahiti's most notorious fornicator. He was killed in a motor-cycle accident in Papeete, in February, 1957, after one of those parties. Leeteg and Day provide a

fascinating account of Leeteg's career, his strange art and his shocking way of life. They describe, for example, how he built for himself, at Moorea, the most decorative and luxurious privy-outhouse in the whole Pacific.

NOUMEA IS GROWING UP!

NOUMEA, Sept. 20. **T**WO Tahitians were charged recently in Noumea's police court—one with committing an obscene dance in a public place and with resisting arrest, and the other with assaulting the police. A disturbing factor was that the hearing was held in a cleared court, because of the many Tahitians present, and in a "houlouse" state (best translated as "threatening"). The culprits were given gaol sentences.

The newspapers are raising cries of alarm at the frequency of nocturnal aggressions not only by natives but by certain European youths.

Recently, sailors from a merchant ship were bashed by young men who were later identified and will be charged. Attacks on members of the French Navy have also occurred.

Street fighting between natives is on the increase and some of the affairs have all the characteristics of vendettas.

† A Samoan labourer, Telea Pau, 23, was sentenced to death in Apia in October, for the murder of his de facto wife, Tiatai Villi Tagaloa, 22.
† For borrowing an Auckland Transport Dept. bus in which to drive home from his work as a bus cleaner, Filo Seufale, a Samoan, was fined £30 in October. The bus was valued at £6,500.

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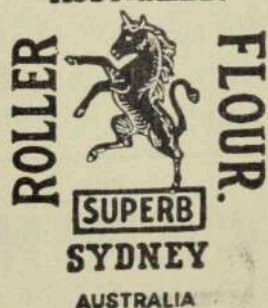
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THE REAL N. GUINEA

A Film That Should be Different

IF the Commonwealth Film Unit which has been in isolated Dur area of the Southern Highlands of Papua, just records the odd things that happened during its days on location, it should make the film of the century.

The unit, which was making documentary of the work of P-NG patrol in primitive areas was accompanied by a large Administration party under the leadership Assistant District Officer J. Sinclair.

First incident was around the Lake Kapiago area in late July when a Gibbs Sepik Airways plane crashed-landed in a swamp when engaged on a supplies drop for the film party. The four men aboard escaped without serious injury and were flown out from the lake on a seaplane.

Since then an extraordinary salvage job has been done on the plane by 150 natives under the guidance of ADO Sinclair and Gibbs' engineers.

A corduroy road was built in the swamp where the plane lay on its back. The engine was taken out; the wings taken off and fuselage cut in four. The bits and pieces were then carried through country where razor-backs tower 13,000 ft in places, for seven days to Tari station where they were flown out in DC3 aircraft. (Lake Kapiago is close to the border between Papua and New Guinea.)

There evidently had been a native war in the area about the time that the plane crashed and the wounded flocked to the patrol for medical attention.

Shortly afterward there were other casualties when 300 gathered to watch an air drop. Two natives were killed and two injured when hit by falling stores.

The film unit's senior producer Mr. Maslyn Williams, was in Port Moresby in mid-August. He said that much of the film was shot in razor-back country about 8,000 feet high where rain was almost continuous. Mud was feet deep. One time 20 members of the party were down with dengue fever and ADO Sinclair had hepatitis.

Mr. Williams said that the film would be from 40 minutes to an hour long and it would likely be unique.

We can believe it.

† George Arnold McEwan, 44, described as an Australian clerk, was arrested in Auckland in October and charged with the stealing of £800 from the Fijian Affairs Board, which he had been employed in Suva until recently.

ARUA AND
LLINGTON ARE—

dy About Alpers

OUGH the Cook Islands "man in the street" probably knows very little about Mr. Anthony Alpers, he has a good deal to thank for in the way of publicity to Cook Islands affairs in a New Zealand newspaper, *Auckland Star*.

ough the Cook Islands Administration and Island Territories Department would say that all taken in these Islands in at years was merely "according to plan", there is much evidence to that in fact the present New Zealand Government is highly sensitive to criticism in the leading papers, and that whatever may have been intended, it is able to be implemented much better when adverse publicity on subject develops.

years New Zealand's Islands Territories received insignificant in NZ newspapers, and as a result the average New Zealander is completely uninformed regarding the Islands which he, as a taxpayer, helps to support.

the revival of press interest is to have dated from the outbreak against New Zealand scales of taxation in the Cooks several years ago, and of the publication of very exhaustive and interesting and in places highly critical, the Belshaw Report on all aspects of development of this group.

Shortly after the report appeared as given publicity in the *Auckland Star* in a series of articles on it, and on other information under the Alpers by-line.

These caused real interest in New Zealand—and considerable heat in Wellington and Avarua. Mr. Alpers told that he did not know what was talking about as he had never been to the Cooks. Had he been there to examine the situation first hand he would have seen wrong he was.

The *Star* promptly sent Mr. Alpers to the Cooks, where he was received civilly though coolly by Administration and given facilities to make further investigations that he could recant.

For a time during this period Alpers was the subject of an official circular barring him from official news sources; this ban was lifted later.

Due course, with bulging notes, the unwelcome visitor returned to Auckland, and promptly shed much handwringing in Wellington and horror at Avarua by reaching forth on a well documented series of interesting, illustrated articles of more detailed criticism than the original "unarmed" series.

Where praise was due it was given. Where criticism seemed called for, it too was doled out in full measure. The series still continues, covering sometimes the same ground as the first series in the light of later events. The latest article to appear in September gave publicity to the fact that, on the showing of figures given in official publications alone, the Citrus Scheme has fallen far short of official hopes, and must now be causing real anxiety in Wellington.

From the point of view of the Cook Islanders, whether one agrees or disagrees with the views or conclusions of Mr. Alpers, their affairs are at least receiving publicity and are the subject of discussion as never before.

Island affairs are now being

looked on at last as "news" in the New Zealand press. While the *Star* has interested itself mainly in the Cooks, the *NZ Herald* has also discussed Western Samoa in an interesting series of articles.—J.P.S.

† Completing three years of service in Tonga, Mr. and Mrs. J. H. Kidd left Nukualofa per *Tofua* in October. Mr. Kidd was manager of the Nukualofa Electric Power Board, and Mrs. Kidd was Registrar to the British Agent and Consul.

† The Leper's Trust Board of New Zealand has made a further grant of £500 to be divided between the leper hospitals of Western and Eastern Samoa. The money will be spent mainly on carpenters' tools for the patients.

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Z's Islands Grants Go Up

NEW ZEALAND'S estimates of expenditure in the Island Territories for the 1957-58 financial year show an increase for each territory as compared with 1956-57 expenditure.

An allocation totalling £456,190 has been made for the Cooks. This compares with an actual expenditure of £320,910 in the previous year. The ordinary subsidy is £294,000 (£200,000 last year) and the special subsidies total £110,800, though it is anticipated that only £91,000 of the latter will actually be expended (£100,000 last year). Largest items under the special subsidies head are schools, £23,470, staff residences, £215, hospital additions, etc., £530, and Rarotonga's water supply, £10,000.

The special subsidies cover schools, residences, water supply, motor vehicles, plant and equipment, hospitals, and sundry public works. There is also a further loan of £10,000 towards the construction of a slowly building cool store-shed at Rarotonga. For educational scholarships £10,000 is set aside (£8,023 expended last year).

The amounts voted are not always amounts actually expended, due to technical difficulties, staffing problems, shipping delays, climatic conditions, etc.

For the Tokelau New Zealand will find £45,750 in the current year, as compared with £39,899 spent last year.

Administration and capital development costs will be up by £600. Only other major item is £1,000 for schools (£9,141 spent last year).

It is evident that the New Zealand taxpayer is going to feel the loss of the W. Samoa Trust Estates, recently handed over to the Government of Samoa, in the administration of the Tokelau. Last year huge sums were set aside from the Estates' profits for these New Zealand atolls. Items were £212 for scholarships, £81,400 for Tokelau capital development, and £72 for a Rhinoceros beetle eradication campaign. This source of funds has now gone, but it will probably be some years before major sums are again required under these headings.

The ordinary subsidy for Niue will be increased to £107,520 as compared with £86,000 actually expended last year and the total funds to be found for that island will be £169,475 as compared with £102,222 spent in 1956-57. The special subsidies which cost £51,172 last year are estimated at £59,855 this year.

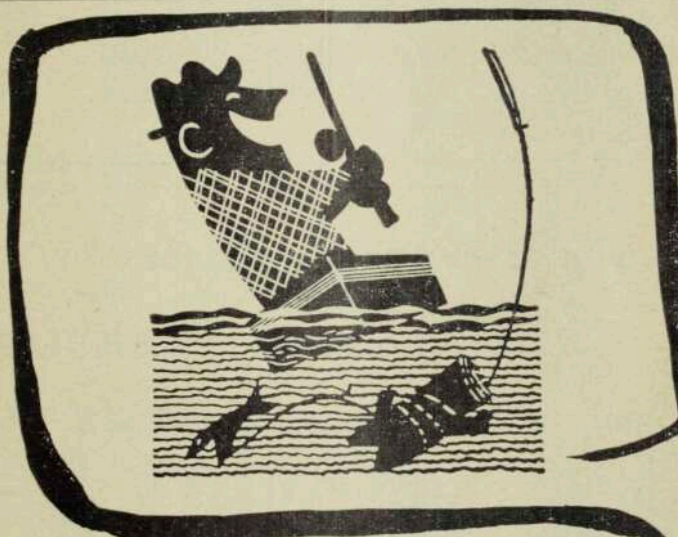
An RNZAF flying-boat, for the second time in the past year, made an emergency flight from Fiji to



RABAUL WEDDING: Mr. and Mrs. John Seeto and wedding party after their marriage recently at the Catholic Church, Rabaul. After the ceremony they were photographed with Chinese members of the Children of Mary. Photo: C. H. Meen.

Niue Is. late September, landing there on the open sea in the lee of the island to land urgently needed

parts for the X-ray equipment engaged in a mass miniature X-ray survey of the population.



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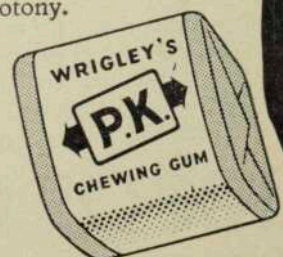
Good chewing relieves monotony.

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Refreshing

• Delicious



F.16

**CRICKET INSTEAD
OF BOOZE**

They Are Called 'Fanatics'!

From Our Noumea Correspondent

A RECORD line-up (48) of native "drunks", in the police court in Noumea, on September 6, directed attention to a fact worthy of wider circulation—namely, that in the isolated French islands of the Loyalty group there are "cricket fanatics".

It was stated—to balance the distressing news about the Noumea "drunks"—that the people of the large native centre of Canala are taking a much greater interest in sports and athletics and that cases of natives being drunk are becoming rare.

The first missionaries in the Loyalty islands, Englishmen, understood the importance of channelling the native mind into the avenues of sports. They taught them the game of cricket and other sports. To this day the Loyalty natives—women as well as men—are cricket fanatics.

Cricket has never been adopted by natives of New Caledonia, as the English missionaries never were permanently on the large island.

However, the large number of Loyalty islanders working in Noumea always stage their cricket matches over the week-ends.

New Caledonian natives play mostly soccer football, nearly always in bare feet. One wonders why an effort is not made to teach them tennis. They should excel.

† Catholic Bishop A. F. Blanc, DD SM, formerly Vicar Apostolic of Tonga, and now living in retirement, is at 85 reported still to be living an active life in mission work there. He is in his 46th year as a bishop and 62nd year in the priesthood.

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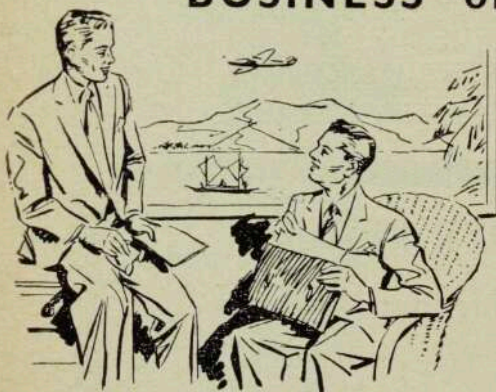
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CHANGES IN PAPUA-N. GUINEA

Department Quotes

Impressive Figures

INTERESTING facts and figures, bearing upon to-day's conditions in Australia's Pacific Islands Territories, appear in a compilation recently published by Australia's Department of Territories, entitled *Progress of Australian Territories, 1955-56*.

When the Pacific War came in 1941, there were approximately 6,200 Europeans and 1,800 Chinese in Papua and New Guinea. Both communities were scattered and partly eliminated by the war (1941-45). They returned quickly after the war and it was estimated that in 1947 there were 8,700 Europeans and 2,000 Chinese there.

Thereafter, increase in non-indigenous population was rapid—it is estimated, at the end of 1956, to 16,500 Europeans, 2,500 Chinese and 2,000 of mixed races.

The native population still is estimated at about 12 million—1,453,000 enumerated, and 266,000 not enumerated. In 1947, there were 1,174 public servants in P-NG, 16 in Norfolk Island and 261 in Nauru. In 1956, there were 2,206 in P-NG, 23 in Norfolk Island and 336 in Nauru.

One wonders what those teams of public servants find to do in Norfolk (8,528 acres and 1,039 population) and Nauru (5,263 acres, and 93 people—1,976 Nauruans, 286 Europeans, 696 Chinese and 935 other Islanders).

SOURCES OF P-NG WEALTH

The movements of production in Papua and New Guinea in the last years are most interesting, when brought into comparison. The values shown in the table herewith do not convey much, because of inflation—£ Australian, in which the values shown, is now worth only a third or a fourth of what it was in 1942. The true story is told by the quantities produced in 1955—compared with 1940-41. (See table).

Copra, of course, still is the chief product of the Territory—production nearly doubled, while the average value shown in Australian £'s (the combined result of inflation and a better world market) has increased from about £5 to about £10 per ton.

Just before the war, gold led copra as the chief export, with rubber a very sick third. To-day, as the result of the goldfields being worked out, and the bigger world demand for rubber, the chief Papuan pro-

	1940-41		1955-56	
	Quantity	Value £	Quantity	Value £
Copra (tons)	58,837	326,032	96,443	7,644,000
Gold (f. oz.)	256,035	2,797,226	72,058	983,000
Rubber (tons)	1,273	172,099	3,793	1,387,000
Timber	—	—	—	1,052,000
Coffee (tons)	30	2,100	171	94,000
Cocoa (tons)	334	11,980	1,290	361,000
Passionfruit (tons)	—	—	89	38,000
Peanuts (cwt.)	200	257	3,443	23,000
Shell (tons)	—	7,383	967	441,000

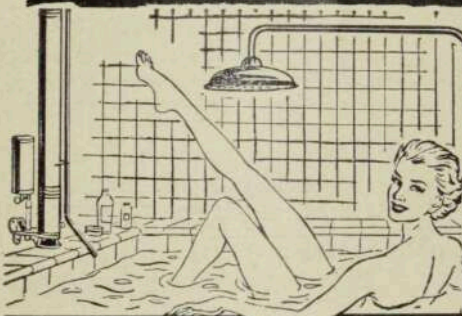
duct has taken gold's place as the second most important export. That will not be for long, however—the value of timber exports soon will be close up to the £2 million mark. Also in impressively increasing production are cocoa and coffee.

It is a sign of the times that 517 tons of shell were worth only £30,000 in 1948-9; whereas 967 tons, in 1955-6, are worth £441,000. Average

value per ton has jumped from £60 to £450 in seven years.

Except for rubber, Papua contributes little to the Dual Territory's wealth. But it could be a different story in 1967. Then, if present plans for oil and aluminium come good, the value of Papua's output of those two commodities could completely swamp New Guinea's now healthy figures.

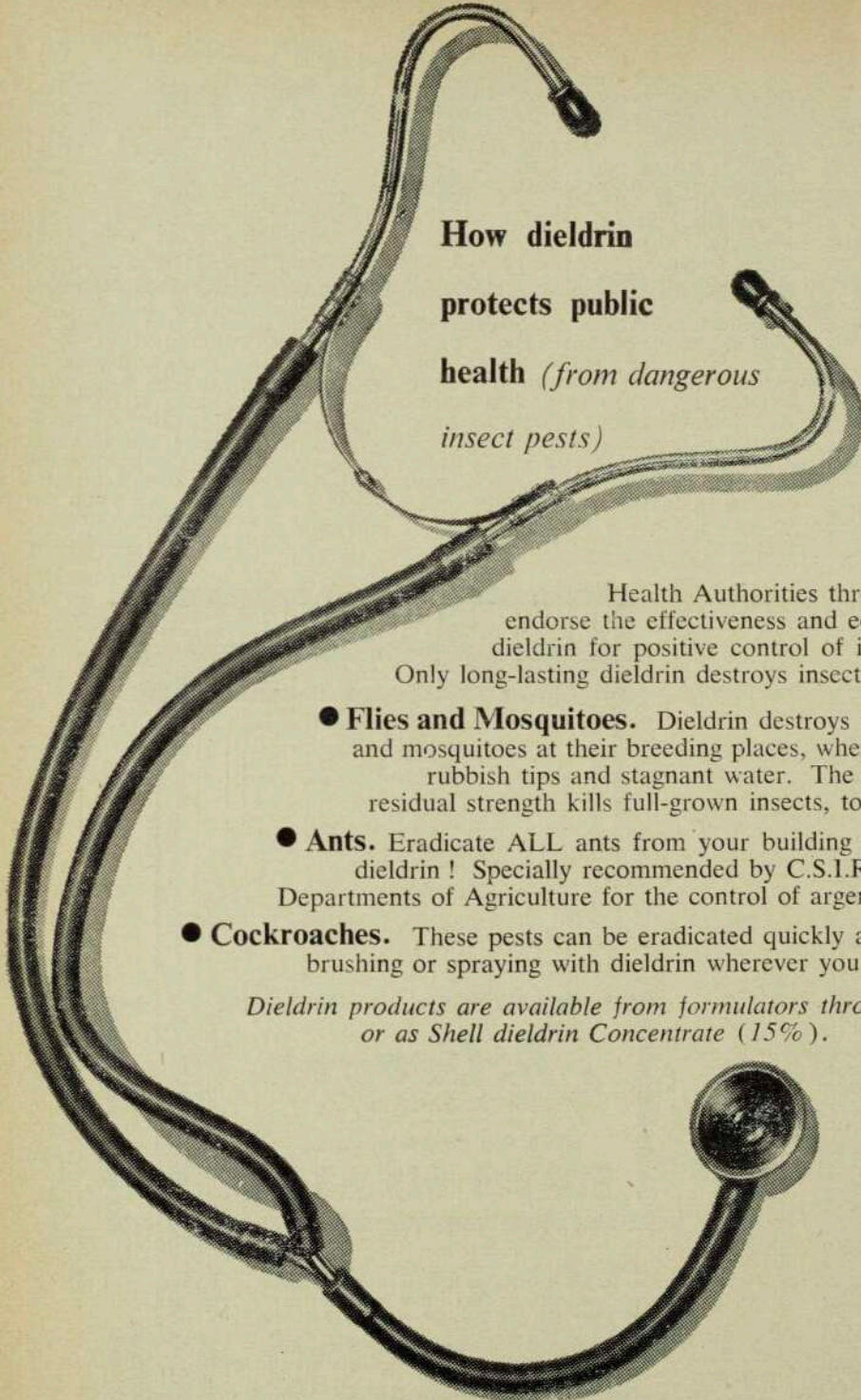
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NOVEMBER, 1957 — PACIFIC ISLANDS MONTHLY

SCI456/32

is Month's Shipping News

(Continued from page 47)

and a cargo as she possessed no international Load Line or Safety certificates which would have involved further special costly surveys.

COMING—BUT MORE SLOWLY
Those Leper's Trust Board medical patrol ketches are in trouble again.

Fauabu Twomey, first of the trio launched many months ago from Auckland shipyard, and since awaiting propeller shaft, was found to have suffered serious electrolytic corrosion of rudder bolts and all sheathing aft, when she was pulled out for installation of shaft in October.

The cause of the electrolysis was clear as the usual precautions had been taken, and the Department of Scientific and Industrial Research was called in to investigate and advise. Whatever the cause, it now appears certain that the hope of delivering the first two vessels before the coming hurricane season will be dashed.

The second vessel, *Ozama Twomey*, is nearing completion. It is intended that the delivery officer, Mr. Mark Anthony, would deliver the first craft to the Islands in October and immediately return for the second ketch.

The choice will now rest between risking the hurricane season by island-hopping north, or holding the vessels in Auckland until next April. All aspects were being discussed by the interested parties at an Auckland meeting in October.

REEF BLASTING CONTINUED

En route to the Christmas Island H-bomb testing grounds for weather observing duties with her companion frigate, HMNZS *Pukaki*, HMNZS *Rotoiti* made calls at Mangaia and Rakahanga in the Cooks with consignments of explosives during October. These will be used, under the supervision of Director of Public Works, W. H. Ryan, for the deepening of reef passages at those islands.

HELP FROM MICRONESIA

As the 7,930-ton Lamport & Holt Line British vessel *Timaru Star* headed north from Auckland to Japan with a cargo of meat in September, a New Zealand woman passenger developed peritonitis when the ship was on the equator. A radio call was made to Guam

for urgently needed dextrose saline and as a result a US naval aircraft flew south to drop the package near the ship. It was quickly recovered by a lifeboat. All speed was then made for Truk, 360 miles away, Captain W. Pitcher taking the vessel in through 11 miles of reefs without any detailed chart of the area.

There an American doctor and nurse were waiting. The patient was lowered to a launch in a stretcher, and next day flown on to Guam for surgery, which was successful.

Timaru Star was back in Auckland from Japan in mid-October.

MORE BEEPERS

Not all the IGY beeping is to come from outer space. Some of it may emanate from well beneath the surface of the Pacific, and some more from radio-equipped buoys drifting on the surface.

The Russian research ship *Vityaz*, which called at Rabaul in July-August (photo Aug. PIM, p. 58), on the first of five oceanographic research voyages, was to anchor

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.

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The only photograph that has come this side of Robert Tomarchin, who became world-famous for a week, as the castaway on Henderson Island. The photo was taken in Tahiti; name of companion not known. (See story elsewhere in this issue).

Photo: Charles McPhee.

undersea buoys equipped with recording instruments at various depths and at many points in the Pacific.

American, Japanese, and Canadian research vessels will also take part in other Pacific Ocean research. Free buoys, carefully ballasted to sink to pre-arranged density levels and not to the bottom, will be tracked from the surface as they emit sound signals, and the surface-drifters, equipped with automatic radio transmitters, will be tracked by ship or shore direction-finders.

Anyone finding some strange-looking gadget parked on his reef is advised to notify the nearest meteorological or other observatory, where they will know what action to take. Rough handling may destroy recorded information.

MANUIA FOR THE CAPTAIN

After 41 years at sea, 25 years with the Union Steam Ship Co., and the last six years in command of the 4,250-ton *Matua* in the NZ-Fiji-Tonga-Samoa passenger and fruit service, Captain John E. Broughton went ashore at Auckland in October to tend his flower garden, do a little fishing, and to generally order his affairs according to his own whims.

Born in London, he went to Melbourne with his parents as a boy and first went to sea as an assistant purser with Huddart Parker & Co.

His introduction to the Islands and interesting years of meeting many Island personalities came when he joined the former *Tofua* as third officer in 1935. Between then and 1951 he served in various ships, including the pre-war trans-Pacific "mail boats."

Asked to pluck one memorable incident from his years in command

of *Matua*, Captain Broughton remarked that these, happily, were mainly of a human rather than nautical nature.

In this category he recalled a visit from a steward one morning between Apia and Suva. A passenger particularly wished to see him urgently. By all means, send him up; and the passenger present

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...eared, to state his problem. Taking the round trip from Auckland he'd met an old flame, little younger than himself—he just 78—and the two had rightway realised that the in-coming years had been wasted. Could the Captain marry them out delay, to-day?

The Captain gently explained, story books to the contrary, had no power to perform that action, even had all the legal qualities been complied with. But would be very happy to get onto radio telephone and have every-thing prepared at first port of call, which was only a matter of a day or so away.

At that would not do, it seemed. Could have to be to-day, and if was not possible, well! And old boy departed crestfallen, but an interesting gleam in his

WATER TAXIS FOR CRUISE SHIP

Presumably because there are no table craft available at Port Esby and certain other anchor-ports, Matson Line is currently paying \$56,000 on two water taxis to be carried by *Lurline* on her Pacific cruise this Summer. The two diesel-powered, 10-knot, steel craft will be equipped with telephone installations for contact with *Lurline*. They will be open barge type of craft with 12-seats and canvas hood.

According to our figuring, at least a-dozen such craft could have been supplied by Australian or New Zealand shipyards for that kind of money (£A.25,000). But placing orders Down Under would very probably involve the company in a maritime strike.

BUSINESS VOYAGE

The 47-ft motor fishing vessel *Solent Swan* was preparing to leave Thames River, England, port November for Auckland via Panama and Island ports and would be for sale en route or at destina-

tioning as navigator on the third delivery voyage—the others, *Richard & John*, delivered to Torne, NZ, in 1955, and *Pagan* delivered to Auckland last year—is the "Pathfinder" pilot Graham of Sydney.

Pagan will be remembered as be-adrift for three weeks in the vicinity of the Kermadecs en route to Papeete to Auckland, with no power and with engine broken down. The vessel was not expected in Auckland the drift might have ended unhappily, had the motor not actually responded to treatment brought the vessel safely to port with all hands in hungry con-

dition. The present craft is somewhat smaller than the other MFV's. So aboard *Solent Swan* is Major

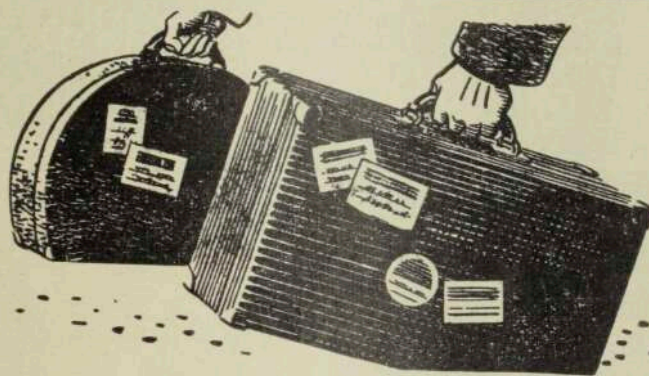
W. Ellery Anderson, described as an Antarctic explorer, and Messrs. M. Fitzgerald and J. Dryer.

Delivery was expected to take three months. The shareholders are hoping to show a profit on the enterprise.

Pagan found a purchaser in an Auckland fishing company, was converted to their purposes with a new motor, and later was badly damaged by fire but is again in service.

HE CAUGHT A BIG ONE

With thoughts of the *Flying Walrus* flap still in mind, Captain A. C. Jones was not greatly surprised when one of the officers on the bridge of his 15,682-ton liner *Corinthic* (which first sighted Tomarchin on Henderson), reported a very small boat in sight in the vicinity of Rapa Island while bound from Panama to New Zealand recently. (Over)



Going places?

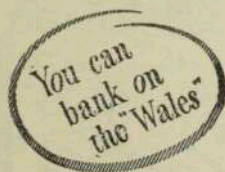
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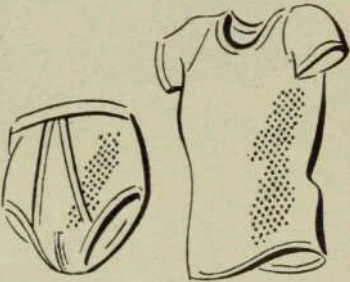
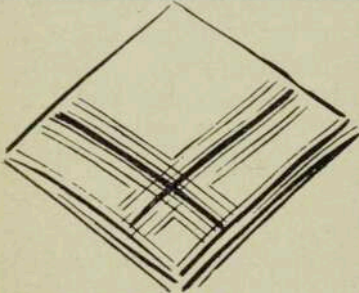
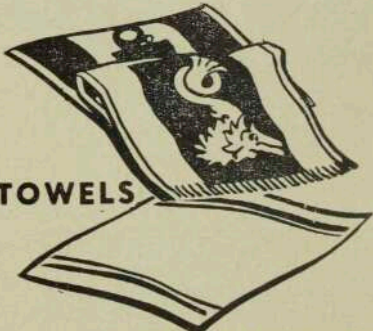
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116 NOVEMBER, 1957—PACIFIC ISLANDS MONTHLY

sure enough, as the liner drew nearer, a lone figure was seen to waving frantically. *Corinthic* stopped and prepared to launch a boat.

Then across the water came the from a Rapa fisherman about normal business though far from home, "You like good fish?" he displayed his wares. No business was transacted.

ROSE PEARL FOR AUCTION

Rose Pearl, which was ordered to be sold last month in Darwin (to satisfy a claim of Dalgety and Co.) will be auctioned on Sheriff's orders at 10.30 a.m. on November 23. This 700 tons vessel has been tied up in Darwin for the last three months. (*PIM*, October, p. 59). Captain Peter Stein and his wife have flown back to America, but the crew of 10, Chinese and Filipinos, are stranded and destitute in Darwin and are being fed by the Red Cross and other organisations or helped out somewhat by the crews of other ships. They have had no pay for months, the total amount now runs into the thousands of £'s. Under international maritime law, the crew have first claim to any amount from the vessel brings.

The auction of *Rose Pearl* is causing a certain amount of interest in the Northern Australian States. However, the expense involved in get-

ting to Darwin is likely to weed out all but the very keenest bidders at the outset.

Darwin is probably the worst port the former owner of *Rose Pearl* could have picked for his trouble, as another well-known Pacific shipowner, Captain Emile Savoie found some months ago. When he purchased *Damadora Del Mar* in Western Australia, he made the journey to Sydney the long way, via Darwin with cargo. However, as there is very little berthing space in Darwin, he had to wait almost a month for a berth—during which time the pay of the full Australian crew, which local maritime unions had obliged him to carry, had to go on.

JAPS WILL BE BUSY FOR YEARS IN P-NG

The Japanese, who have proved themselves able to get things done in the matter of salvaging sunken ships in the islands, have announced



Mr. Norman Thomas, owner-skipper of yacht "Coongoola" (*PIM* Oct., p. 107) at present in Sydney, with crewmember Bill Poeti of Nukualofa, extreme right, and Nairana Ormsley of NZ, centre. The photograph was taken at the Polynesian Club.

—Tele Photos, Cammeray.

a new series of operations designed to clean up the New Guinea coastline.

The Matsukura Salvage Company, of Tokio, will start at the end of this year on salvaging 32 ships, mostly Japanese, spread from Aitape to Kavieng. Ships range from 1,000 to 8,000 tons, and should yield at least £1 million Australian worth of scrap, according to a director of the firm, Mr. T. Okawa.

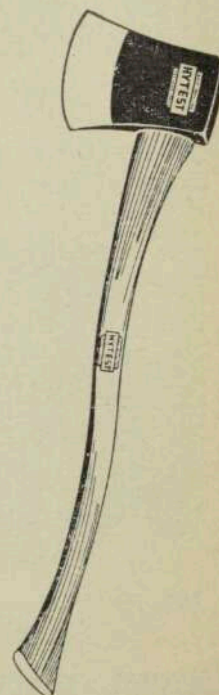
It's likely to be the biggest salvage operation undertaken near Aus-

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tralia, with enough work to keep the Japanese busy for two or three years. To help with the job they are going to bring in echo-sounding devices, a floating crane and other elaborate equipment—using about 200 men in the operations.

Australian salvage expert, Captain John Johnstone, travelled with Mr. Okawa when he made a survey of some of the sunken vessels in October-November.

SHIPS WITHOUT FLAGS

Ships registered in the Trust Territory of New Guinea should be allowed to fly the Australian Ensign New Guinea Mainland member for the P-NG Legislative Council, Mr. Dudley Jones told a Council meeting in Port Moresby in October.

He said at present Trust Territory ships had no right to fly any flag, and ship owners in the Territory "were considering registering their vessels in Panama".

He added that one Territory ship, which he did not name, would soon be trading in Chinese waters, where there was a great danger to ships without a flag, and Australia should make some kind of regulation to fix this matter of a flag.

SISTER SHIP FOR SOUTHERN X

If the Shaw Savill Line decides to build another all-passenger liner

for its round-the-world service—and this is a possibility—it will be of the same revolutionary design as the 20,204-ton, two-year-old *Southern Cross*, the first all-passenger liner on a regular service to the Antipodes, and the first passenger liner to have her motors

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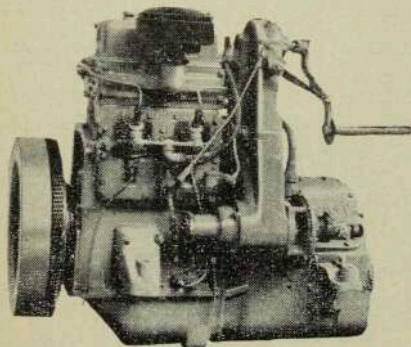
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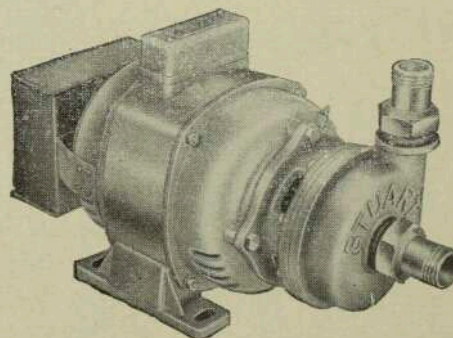
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When *Southern Cross* was launched she was looked on as a daring experiment which might prove a financial failure.

That this is not the case is seen in the announced intention of an insurance company to build a ship of similar design.

The Secretary of Shaw Savill Line, Mr. J. A. Walsh, was visiting Australia and New Zealand in October examining aspects associated with the building of a second vessel of this type.

FOILING THE BEETLE IN TONGA

Under an amendment to the Pinoceros Beetle Regulations in Tonga, provision is now made for a situation where a vessel, lying at a wharf, is unable to move out into the harbour before nightfall due to weather conditions. The regulations required all vessels to move out to anchorage not less than a mile from the wharf.

If this is impossible, for example, through a strong wind preventing the manoeuvring of the vessel away from the wharf, all hatches must be battened down an hour before dark and the vessel fully lighted with all deck lights on, until one hour after sunrise.

During this period the vessel is under absolute quarantine, with no person coming ashore. The lighting, of course, intended to attract beetles which may already be on the deck and discourage them from coming ashore. The regulations apply to all vessels arriving from infested areas, e.g., Fiji.

SHIP VESSEL ON TOKA REEF

One good way of pinpointing a reef and so enhancing the science of cartography is to get stranded on it. This was the method adopted on October 14 by the Japanese fish-vessel *Taikomaru 16*, on Toka Reef, western extremity of Pukapuka, outlier of the Cooks.

The following day two other Japanese vessels of similar type arrived to assist in salvage attempts but the *Taikomaru* was still stuck fast hours later.

On the same day a Japanese fish-craft was reported at nearby Nassau, the captain and some of the crew going ashore.

Nassau is a fertile little isle fifty miles southeast of Pukapuka, now owned by the people of Pukapuka and regularly worked by them for coconuts.

This is the second contact that indent labour gangs at Nassau have made with Japanese crews in recent months—events that will be recorded dramatically in song and dance when these people return to Pukapuka and foregather to perform their *uapos* at the LMS church. The island of Pukapuka now bears that name by official proclamation but is equally well known as Danger Island, so designated by Commodore Byron, HMS *Dolphin*, as an outcome of his reactions on June 21, 1765.

Of Toka Reef, Byron wrote, "We saw innumerable rocks and shoals which stretched near two leagues into the sea, and were extremely dangerous."

Of Toka Reef, Byron wrote, "We saw innumerable rocks and shoals which stretched near two leagues into the sea, and were extremely dangerous."

OLD MONTEREY BEGINS NEW LIFE

The 18,500-ton Matson liner so well known on the trans-Pacific service in the years prior to the Pacific war, as *Monterey*, re-entered the company's service on June 11 under the name *Matsonia*, operating with *Lurline* on the Pacific Coast-Honolulu run.

Just as the post-war *Monterey* carried on the old name, so the completely rebuilt old *Monterey* takes over the name of a former vessel of the company.

Rejuvenated after years of idleness following war service, *Matsonia* completed trials at Newport News early in May and was officially handed over to Matson Line at New York, on May 17.

Matsonia's former sister-ship on the trans-Pacific, the pre-war *Mariposa*, now sails the Atlantic as *Homeric* under the Panamanian flag and the ownership of Home Lines Inc.

ANOTHER FIJI STRANDING

Tim Hurley's 42.7 tons gross weight *Melanesia*, went on to a reef

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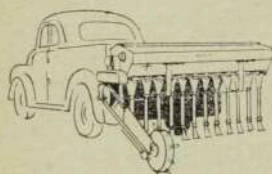
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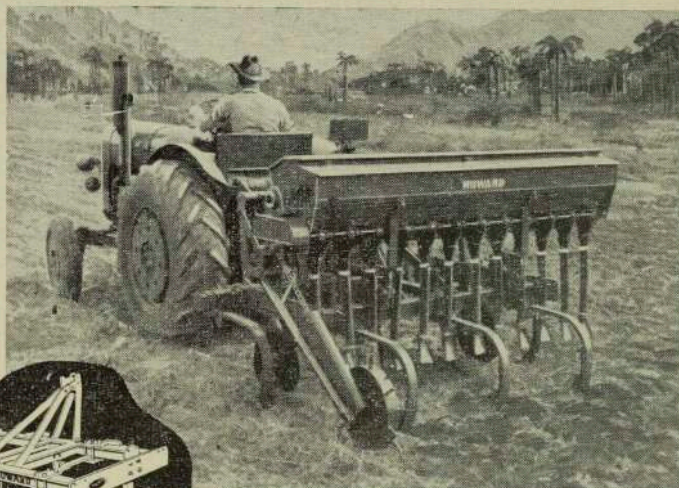
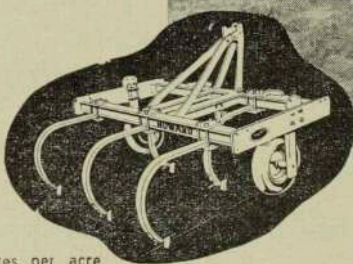
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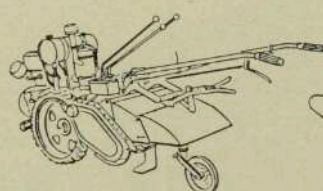
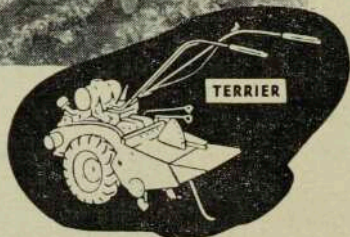
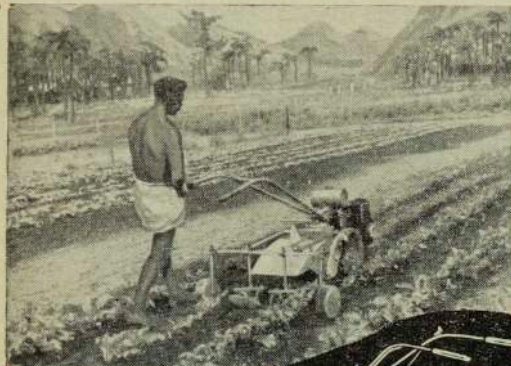
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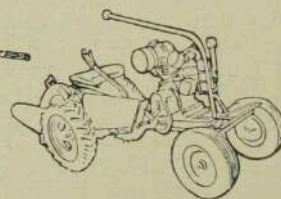
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for the island of Vatulele, south of Vitu Levu, while carrying 25 day-makers returning home, a crew of six or eight, during Cession Day week-end.

The passengers faced an ordeal some hours until they were taken off by boats from a nearby village.

Mr. Hurley, immediately he heard of the stranding, took another ship and placed empty drums on the *Melanesia* to give her buoyancy. The *Melanesia* floated off about 1 p.m. on October 17, and after her engine had been repaired, returned to Suva.

LUCKY ESCAPE FOR N. HEBRIDES VESSEL

According to the New Hebrides Government newsletter (Sept. issue received) the small local trade vessel *Dillons Bay* had a narrow escape from a sticky end late September. She was saved by the Con- tinium vessel *Don Quixote*, whose master is Captain J. C. Barley.

The engines of *Dillons Bay* had broken off Devil's Point and two crew swam ashore and walked for hours into Vila to report that she was in danger of drifting onto rocks about half a mile inside the Bay.

Don Quixote was the only vessel port with a speed capable of catching *Dillons Bay* before she was and within minutes of the

call for assistance Captain Barley had put to sea.

When he reached the spot where the natives had swum ashore, there was no sign of *Dillons Bay*. After inspecting the coast thoroughly, Captain Barley began to believe that the vessel must have struck a reef and sunk immediately and he was preparing to return to Vila. However, a sharp-eyed member of his native crew sighted the mast of a drifting vessel as it rose to the crest of a wave, 12 miles out to sea.

Don Quixote set off in pursuit but was unable to catch up for an hour —by which time the captain of *Dillons Bay* had thrown overboard some of his cargo to lighten the vessel, which was taking in water badly.

Don Quixote took *Dillons Bay* in tow and both vessels reached Vila safely.

The incident, which ended happily in this event, nevertheless had all the makings of another *Joyita* or *Arakarimoo* sensation.

LONG TOW ENDS FOR DUTCH TUG

The Australasian Petroleum Company's new 120 tons barge (a more elaborate version of the war-time LST) arrived in Port Moresby on October 19 in tow to a Dutch tug, *Witte Zee*, of 328 tons.

The barge was built in the United Kingdom and will join two other

similar craft already being used by APC for carrying stores and equipment to field operation sites in Western Papua.

BARGE BUILT IN BRISBANE

Just previously another oil prospecting company had taken delivery of a landing-craft—but this one had been built by a Brisbane shipyard.

Spick and span in green and white paint, gleaming chrome and polished brass, *Tamona*, the new landing craft owned by the Papuan Apinaipi Petroleum Company, left Brisbane for Port Moresby on September 25.

Tamona is of welded steel construction with totally enclosed tunnel stern tubes to protect the shafts, and is said to be the first of her type to be built in Brisbane since the war.

Her measurements are 68 ft length, 18 ft breadth and as she draws only 3 ft is an ideal craft for nosing her way up and down rivers.

She is the Company's first landing craft and it is expected that she will be used for the transportation of men, drilling equipment and stores from Port Moresby as required. In addition, provision has been made below decks to carry bulk liquid fuel.

The designer-builder of the craft, Mr. Fred Ammerman, of the Power Manufacturing Marine Co., of Norman Park, Brisbane, said that

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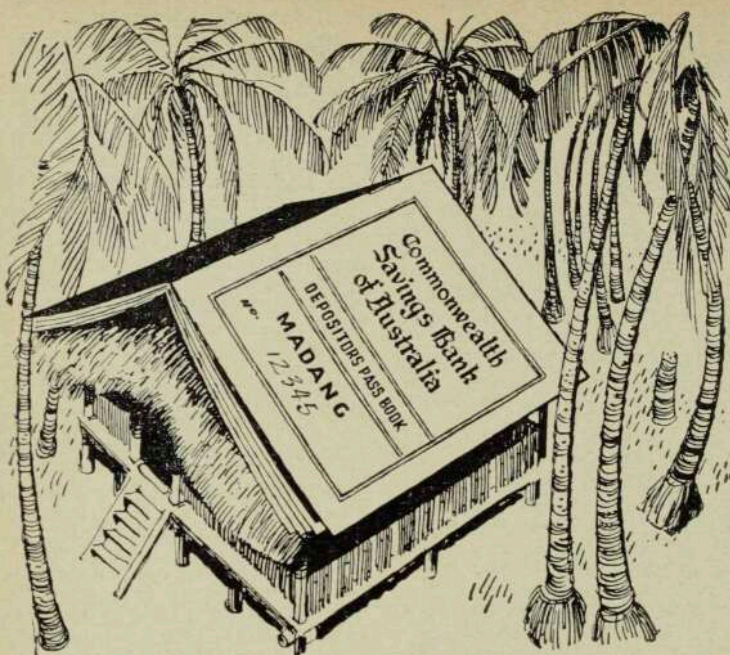
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Tamona was designed, the keel laid and she was built all in 8 months. It is expected that the all-steel hull will be found to withstand many of the troubles and pests that beset wooden craft in tropical waters.

The permanent crew of five will be able to live in comfort with fresh water showers, electric light, kerosene-operated refrigerator and stove, a galley finished in chrome steel and laminex plastics.

The cabins and wheel-house are panelled in natural finish silky oak and maple, and are mosquito-proofed.

Tamona is powered by two Gardner 5-cylinder, marine diesels of 7 bhp each and operating at 1,200 rpm through 2 to 1 reduction gear to the Monel metal shafts and propellers.

The Company's Marine Superintendent, Capt. Gordon, and engineer Mr. Burton, were in charge of the *Tamona* for the voyage to Port Moresby, and, in addition, Captain Robert Ledley, veteran seaman, and a Torres Strait pilot during World War II, was signed on as navigator for the trip.

TE VEGA STRIKES TROUBLE GOING HOME

Te Vega, 242 tons passenger schooner, arrived Papeete from Suva, Apia, and Pago Pago September 29 after completing her charter to the Dudley Film Corporation which was shooting film for Cinerama.

Between Pago Pago and Papeete the mainsail ripped out and was lost overboard. All that remained were the bolt ropes, mast hoops and other gear securing the sail to the mast, boom and gaff.

Prior to the accident, *Te Vega* had encountered 5 or 6 hours of torrential rain and the weight of the water on the sail is believed to have accentuated a weakness in the canvas.

Captain Omer Darr, who owns *Te Vega*, reported in Suva, in September, that he will no longer maintain a Honolulu-Papeete passenger connection.

In future, *Te Vega*, based at Papeete, will make each year three voyages to Suva and five cruises to Bora Bora-Moorea-Raiatea-Rarotonga and back to Papeete, as well as some other inter-island cruises. (See PIM, Oct.)

The Darr family is shifting from Honolulu to Papeete, where Establishments Donald are booking agents for the vessel.

ILL-LUCK DOGGED VOYAGE

Tiare Taporo was dogged by a run of bad luck on her voyage from Papeete to Tuamotus and Marquesas in August. This old schooner, well known in Cook Is.-Tahiti area, was built in Auckland many years ago by the late Charles Bailey, remembered as builder of many fine craft formerly, and

me like the *Taire Taporo*, still engaged in the Pacific Islands trade. On board for this particular trip was Mr. G. V. Cornwell, retired manager of the Ford Motor Co. of Queensland. The *Tiare's* first call was made at Takaroa, and then to Fatu Hiva. Between Fatu Hiva and Hiva Oa, the main boom broke and was almost carried away. After leaving Hiva Oa, the mate, Mr. T. V. Nagle, took ill and, on arriving at Nuka Hiva was in such poor condition that he was put ashore for medical attention. However, this was of no assistance and he died, presumably from a heart condition, 12 hours later.

At the request of relatives, the body was brought back to Papeete for burial.

The third and final incident occurred while the vessel was en route to Oa Huka when, in a spell of extremely rough weather, when one of the ship's boats was carried away. The vessel returned to Papeete on September 24.

News of Cruising Yachts

• **TE MATANGI**, 35-ft Honolulu ketch, manned by Jack and Jacques Ferguson, was reported in September as preparing to clear that port for Auckland, NZ, via way ports.

• **NOVIA**, 34-ft ketch, with Lee and Anne Gregg, of San Diego; **LITTLE BEAR**, 36-ft, San Francisco ketch, with Buz and June Champion; **FLYING WALRUS**, 36-ft ketch, from Westview, BC, with the now famous Wells couple aboard, and **WHITE HART**, Tony Reeves' 48-ft ketch-rigged, salmon steamer from Victoria, BC, were at Rarotonga at the end of Sep-

tember. **LITTLE BEAR** had arrived 45 days out of Sydney direct—a long jump for a small craft. The Champions were heading for Honolulu and home. Rarotonga Customs Dept. reported this yacht as the 13th to call this year and this was the first occasion since 1921, when records commenced, that four overseas yachts had been in port together. **FLYING WALRUS** cleared for Auckland on October 10, and **WHITE HART** cleared for the same port with eight paying Cook Islanders aboard, on October 20. (See elsewhere this issue). (See page 125).

• **MARCO POLO**, of Auckland, unsold at Suva, and back in her home port after her world cruise, had a price ticket of £NZ1,900 on her in October. (See also p. 125).

• **NINA**, of Auckland, second in the Auckland-Suva Race last year, arrived home on October 25 after cruising eastward to Tonga, French Oceania, the Cooks and Samoa before returning to Suva. With owner J. Moody, on arrival at Auckland, were R. Spragg, B. Quirke, and E. Vowles. The run south took 17 days with some bad weather.

• **ASTRID**, of Auckland, with Mr. and Mrs. L. Panther aboard, arrived at Whangarei, NZ, October 28, 23 days out of Suva. Some 10-ft was lost from a mast on the plug south. The 24-footer had visited Tongan and Fiji islands since sailing mid-May.

• **KOCHAB**, with Dr. John Franklen-Evans and Eric Pammet aboard, made Auckland on October 18 from Vavau. Built in England for Dr. Franklen-Evans, who formerly cruised the Pacific in *Stortebecker III*, in 1952-54, *Kochab*

left England in time to enter last July's Trans-Pacific Race (Los Angeles-Honolulu) but was unplaced. Heading thence for Auckland, calls were made only at Apia and Vavau. The yacht will remain in Auckland waters indefinitely.

• **FITHEACH BAN**, attractive 85-ft schooner which Captain C. Watchlin, of Auckland, brought from European waters through Panama and down through the Islands in 1952-53, has been sold in Sydney to Captain A. D. Tregida, of Nelson, NZ, and will return to that port. The new owner is planning a world cruise so the yacht may again be seen in Islands waters.

• **JENCO II**, previously reported as *Jenke*, reached Napier, NZ, from Norway, on October 17, 70 days out of Egersund and non-stop under sail and power from Panama. As earlier surmised, this fishing craft was delivered for Mr. Jens Jensen, who came out by the same route with his family in *Jenke* (number 1), in 1954-55. *JENCO II* was delivered by a Norwegian skipper—name not given in any press report sighted—assisted by two Napier boys, Jim Bothwell and David Dempsey.

The skipper caused some excitement in the North Sea in the early stages of the voyage when he decided to cruise in circles to the anxiety of the crew who called for assistance over the radio. When the cause of the circles was found, normal courses were made for the remainder of the voyage. The crew members were reluctant to discuss the circles and affirmed that *Jenke II* had since been a happy ship, when they arrived at Napier.

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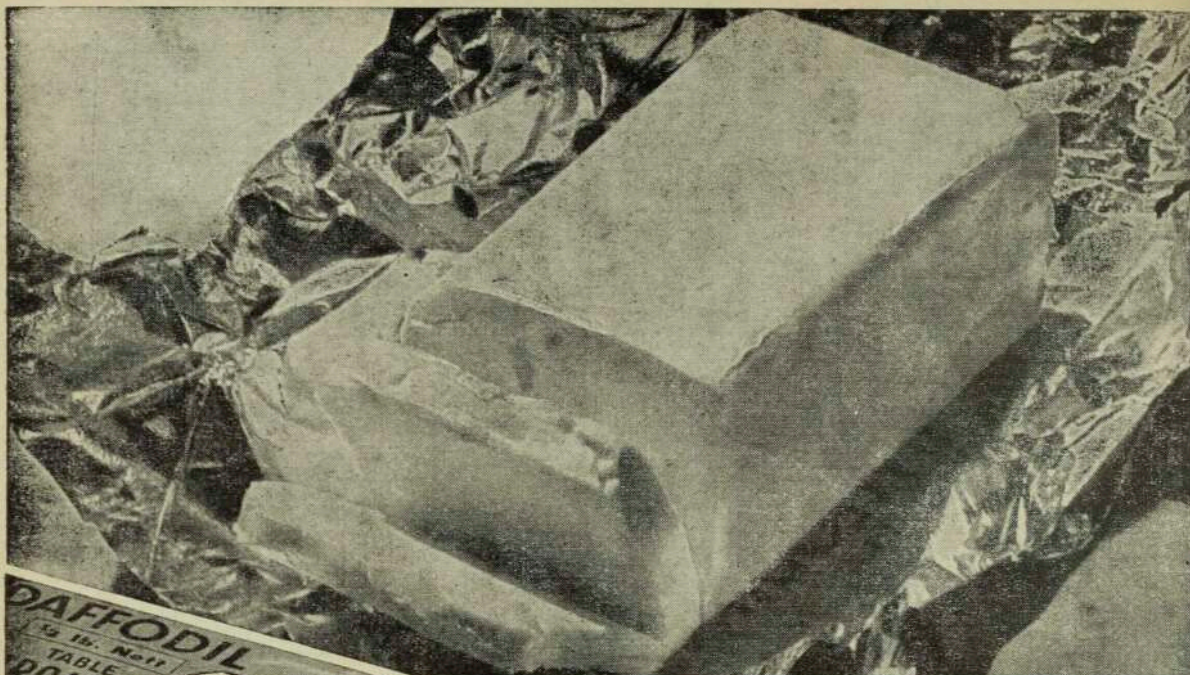
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and-Suva Race last year, removed from her moorings and beached in September, causing £330 damage and voyage fees, brought a sentence of three years probation to a young Australian in an Auckland Court in October. There was no evidence that the offender really planned to "go ces" in the yacht.

• **AGNES**, of England, trading of 100 tons deadweight, 70'-overall, and 135 years of age, was making her way towards Auckland from Appledore, which she departed last May 4, was in the West Indies in October and may now be in the Pacific. Owner-skipper Stewart Barr, a qualified merchant navy officer, aged 33, selected 18 persons from a large number of applicants as a result of an advertisement offering passages at £10 per head with no refunds for members tiring en route, to as far as Papeete, and then an additional £10 per head for those who wished to continue on to Auckland.

Amongst those selected were eight men. Barr plans to operate the ship in the Islands after delivering his human freight to Auckland. There have been technical hitches en route, with a few abandoning their fares and some others joining, and with *Agnes'* gear causing anxiety at times, but there appears to be little doubt that skipper Barr will make the distance.

WANDERER II's wanderings in the Pacific several years ago are noted in "White Cliffs To Coral Reefs," recently published in England. Australian dentist Bill Howell sailed from Falmouth to Victoria, via French Oceania and Hawaii. The yacht was nearly lost in a blow at Papeete. His excursion into literature will be of interest to at least one person there.

SCOLOPAX, of England, which was reported as clearing for the Pacific a year ago with the Elver family aboard, seems to have been side-tracked. This 38-footer was reported at Houston, Texas in July, with no mention of an Island destination.

JESSICA, of Honolulu, arrived at that port from Papeete on September 24.

NOVIA, 34-ft San Diego ketch, owned by Lee and Anne Gregg, according to a later report, was to dock in Pago Pago to make some repairs, then head for Suva.

MARCO POLO, 12 days out of Suva, arrived at Russell, NZ, on October 4, thus completing a round-world voyage which commenced July 18, 1954.

WHITE HART, Tony Reeve's fishing ketch from Victoria, doubling back towards Auckland from Papeete, arrived at Rarotonga on September 22. Also aboard: Miss Pauline Scott, of Rarotonga, Mrs. Elizabeth McFee, of Suva.

• **NORDLYS**, of San Francisco, owned by Walter Johnson (*TIARE MAORI*) departed Papeete on the afternoon of October 4, bound for Rarotonga. However, owing to her starboard main topmast spreader giving way she put back on the following morning. Repairs were effected and she departed again on the afternoon of October 7. On board for the trip were skipper Stan McDade, four Tahitian crewmen,

Daryl Shields, American businessman, of Papeete, and Harrison Hurke, Tahiti representative of Kendall Oil.

• **ALTAIR's** owner, E. C. (Slim) Lambert, returned to Honolulu from Papeete per TEAL and PAA in October, owing to business commitments. (*PIM*, Oct., p. 107). Mr. Lambert operates the *Voyager*, a forward cruise-boat operating in and around Honolulu harbour. Crew



"Rose Pearl", to be auctioned in Darwin. (See page 117).

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member Len Leary departed on October 13 on the *Mariposa* for Auckland, thence Honolulu by PAA; Larry Garrett intends returning by the same route on the next *Monterey*, and Al Quintara is staying on in Tahiti for the time being. Present arrangements are for the boat to be sailed back by Jerry Ralston (ex *Jessica*), and a scratch crew sometime in January.

• *VARUA*, with owner William A. Robinson aboard, arrived Papeete on September 29. The boat has been slipped and re-coppered after her lengthy cruise on a private scientific expedition. (We have heard a report that "the beautiful Ah You", who was the heroine of Robinson's recently published book, *To the Great Southern Sea*, died some time ago).

• *HARFRUEN III*, owned by Group-Captain (Ret'd) Carr and Mrs. Carr, arrived in Papeete on October 6. Also on board are S. Cunningham-Brown, Mrs. Christine Eyre, Michael Bragg and George, a West Indian seaman. Papeete is the end of the cruise for both Mrs. Eyre and Mr. Cunningham-Brown, the former is a veterinary surgeon and is returning to England; and the latter, a retired colonial servant, intends going to Malaya, where he was stationed for many years.

Harfruen III has made a very extensive cruise of the West Indies, and on leaving the Canal Zone planned to visit the Galapagos but

was forced to abandon this plan because of adverse weather. Accordingly, sail was set for the Marquesas and, after 23 days under a steady SE breeze, Hira Oa was sighted. Other stops in the group were at Tao Houta and Nuka Hiva. The Carrs' intended making a quick trip through the Society Group, then on to the Cooks and Tonga and Auckland, NZ—all before Christmas.

• *CELESTE 16*, of Balboa, Canal Zone, owned by Richard Cosmos and accompanied by Bill Poindexter, Texas, arrived in Papeete on October 10 via Galapagos and Tu motus. Cosmos and his company have for the past 3 years been employed in the Canal Zone. The vessel, 42 ft x 11 ft 6 in. x 6 ft 6 in.

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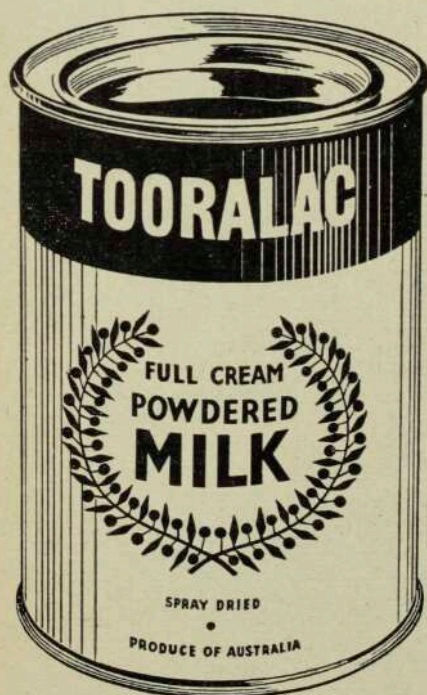
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of unusual construction. She is a half-headed double-ender cutter designed by Murray & Watts and built by Lytle Brothers, Hawthorn, Victoria, of armour-plate nickel steel as is used in the construction of Navy vessels. This, the owner says, has special anti-corrosive qualities. The auxiliary is a 78-hp diesel fitted with a 11:1 reduction gear and gives a speed, at full power, of 6 knots. Among her items of equipment are a 12 ft electric refrigerator, 32-lamp lighting plant, pressurised water system and an electric wc.

Cosmos originally intended a lengthy cruise and the vessel was fitted out accordingly. However, owing to a change in plans, the owner now intends to proceed to the Cook Islands, dispose of the vessel there and return to the Canal Zone by normal trans-shipment.

SOLQUEST (length 38 ft 9 in., beam 11 ft, draft 5 ft 6 in., sail area 1,100 sq ft), cleared Papeete on September 24 to continue her cruise to the Pacific via Moorea, Huahine, Raiatea and Bora-Bora under the able handling of Len and Joyce Jones.

With their two children (aged 8 and 5), they planned emigration to the Pacific. However, they reckoned that the enchantment of Tahiti, it seems likely they will be returning to Tahiti (according to reports).

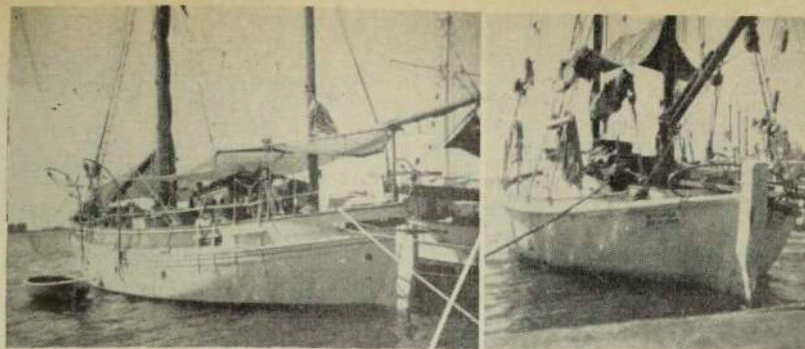
Among other things, he is a talented artist, and is a member and Executive Council member of the Tasmanian Art Society. He has an exhibition of water-colours on his arrival in America.

VENTURER: Arrived Sydney in November from Suva, Fiji, owners John and Peggy Bourke and. They married in Honolulu recently and this is a honeymoon cruise. They expected to spend six months in Australia and return to South Africa.

Bottled Phosphate

The full expectation that no new substantial source of rock phosphate will be found in the Pacific Islands to replace the declining Ocean-Nauru-Makatea resources, agricultural scientists are working on ways of making more efficient use of the phosphate available. Mr. E. J. Fawcett, Director-General of Agriculture, at a conference in New Zealand in October.

Fawcett indicated that even new methods of utilising the phosphate might soon be introduced, so that the processed product would probably appear in liquid form rather than in powdered form, which can be more readily and efficiently assimilated by plants.



At left, "Harfruen III", owned by Group-Captain and Mrs. Carr. And right, NZ yacht "Miranda", owned by J. O'Donnell and P. Nelson. Yachts are shown at Papeete (see story).

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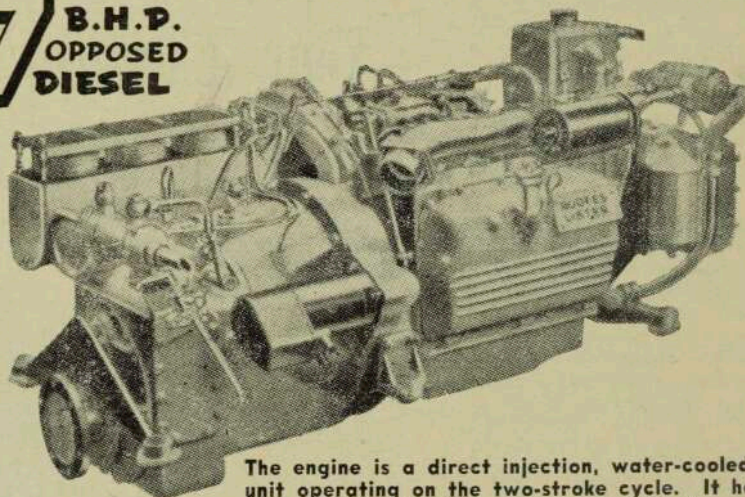
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Great Gun Round-Up

NEW HEBRIDEANS STILL KEEN "JON FRUMMERS"

Although the New Hebrides Administration is at long last trying to round up rifles and guns held by natives, restriction on the sale of firearms and ammunition will hit the public purse as customs duty can be as much as 100 per cent. on ammunition.

It seems strange that the Condominium Government should begin a drive at this stage. Fully years ago an Australian, A. J. Marshall, wrote a book called *Black Sketeers*, which high-lighted the apparently unrestricted sale of firearms to New Hebrideans by traders and others.

It is known that the Hebridean Union of Cargo-Cult, the Jon Frum movement, is by no means dead and this may be the purpose behind the sudden move.

The arms round-up is unlikely to be very successful, if only for the reason that there is no mention of compensation to the native owners, who in some cases have worked on plantations for six months earning sufficient to purchase good rifles, which are used only for shooting wild pigs. Because the average rifle owner is such a poor shot, ammunition has been a major import.

Not much is heard about the "Jon Frum" movement these days, but Captain Irving Johnson figured in one of its manifestations when he called at Santo in the north in the course of his first round-the-world cruise in the *Yankee* some months ago.

In a letter to the Seven Seas Sailing Association, Captain Johnson mentioned that, while anchored at the island one night a strange package was tossed aboard *Yankee* in a canoe which came alongside. The package contained lengthy lists of the names of natives who worked at local American military bases during the war, and a long and very mixed-up message concerning the Jon Frum movement, and a protest that natives should be punished by the courts for molesting European men when European men so molest native women.

Captain Johnson concluded that the material was thrown aboard so that it would eventually be published in the United States.

Earlier, in the southern islands, Captain Johnson got the impression that most of the 8,000 natives of Vanuatu are staunch Jon Frummers. They have abandoned the Christian Missions, taken to exceedingly heavy kava drinking, and are awaiting the arrival of huge American ships loaded with manufactured goods to be handed out to the followers.

Yankee, flying the American flag, caused great excitement in this area, especially when it became known that the captain's name was John-son.

Captain Johnson writes: "We could have taken orders and collected all the money on the island with no trouble at all. They considered all our protests against the Jon Frum movement as just a cover-up for something big about to happen. . . Since leaving we have heard the wildest rumours concerning their reconstruction of our visit and what it all meant. A more mixed-up people would be hard to find.

"Their heavy kava drinking is one of the most revolting practices we have come across. Every afternoon many boys and men are required to chew up kava root, spitting out the pasty mess onto a leaf until there is quite a pile. Then some water is added and the pithy, fibrous part separated from the muddy looking liquid by hands which get partially washed in the process. Then the recipient gulps down the whole brown soapy mess on the spot. This procedure repeated a few times in quick order leaves the drinker a shaking, stupefied animal unable to rise."

Kava, of course, is non-alcoholic, although prolonged indulgence can

produce other effects—just as a long betel-nut jag can turn a New Guinea native into a good imitation of a Zombie.

What Captain Johnson has to say about the Tannese bears out what a medical officer reported from

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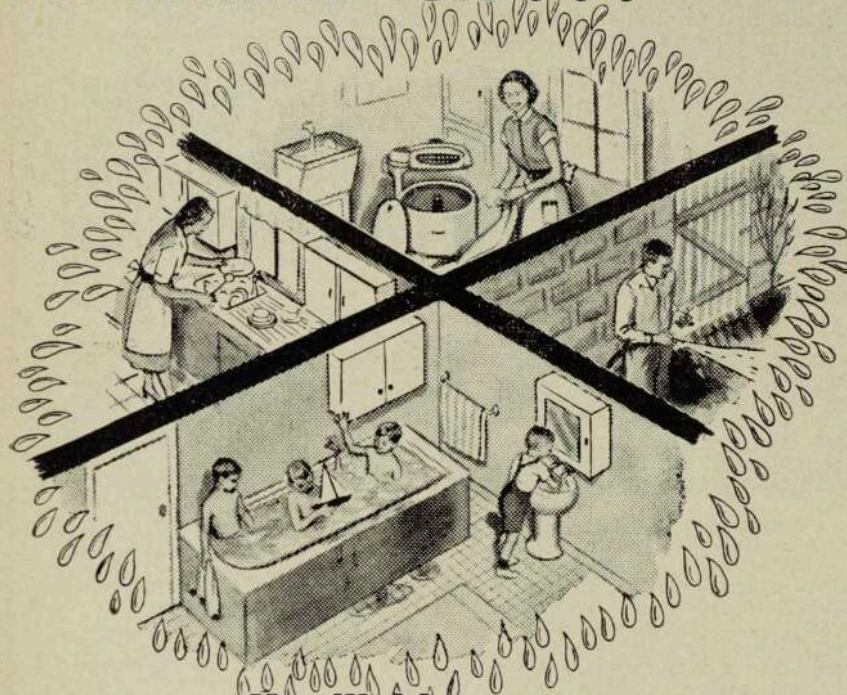
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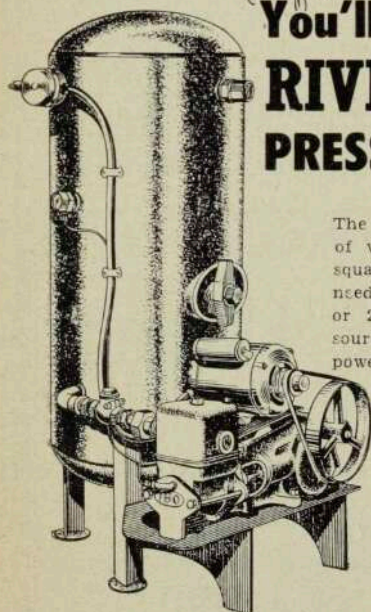


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there recently (*PIM*, October, 1957)—they have not the pleasant habits.

The pre-European method of making kava all over the East Pacific was to chew it up, but since the European idea of hygiene has been grafted onto the Polynesians, he now pounds it up, and village-virgins are no longer called upon to do the job. Such new-fangled ideas have apparently not yet reached Tanna, one of the islands of Melanesian New Hebrides, which group is the Western-most limit of the kava-drinking custom.

Papua Might Have Vast Cattle Industry

A VAST area of land in the south-west corner of Papua is the latest spot thought to give promise of supporting a large-scale meat industry in the Territory.

A survey party from the P.O. Agricultural Dept. is now in the area—the 3,600-mile Trans-Fly district between the Fly River, Dutch border and the Torres Strait coast—to test its prospects for large-scale cattle raising.

The party will be away for months and is being directed by the department's Chief of Animal Husbandry, Mr. Jim Marley. The party expects to use an airstrip being put down at Balimo.

There are large sections of grassy, lightly-timbered plateau land in the area, and the natives are primitive, growing food for their own needs with little provision for export. The rainfall is good, but it's not known whether there is a good supply of permanent drinking water.

A Port Moresby report says the Administration is impressed by the fact that the area would have an advantage in being so close to the Australian mainland, should an export meat industry eventually be built up.

Cattle have been successfully raised in several areas of Papua New Guinea since the war, but there are no schemes in operation that could be called large-scale in comparison with Australian beef raising. The Atkinson cattle station near Gusap, N.G., is of about 22,000 acres but is not yet fully stocked.

† The Auckland Town Hall was engaged in October for the 21st birthday party of Eikura Louise Henry, daughter of Mr. and Mrs. G. R. Henry, formerly of the Cook Islands. About 500 guests were entertained at a traditional Cook Islands *umukai*. It was the first occasion that the Town Hall has been engaged for a Cook Islands party, though Samoan functions have been previously held there.

Travellers

ber travellers
Auckland per
included (left
t): Mr. and Mrs.
elg and baby
Reid, bound
o Apia. The Rev.
Herbert return-
o Suva after
treatment in
ealand. Detective
etau and Miss
ancock bound for
ofa.

otos: J. P. Shortall.



E MONEY?

Arthur Fadden's Guinea Tour

the end of an eight-day tour
Papua-New Guinea in No-
ember, Australian Deputy
Minister and Treasurer, Sir
Fadden, announced that he
done himself some good". But
was more to the point, he
sed he would try to do the
ory some good, too.
have several ideas which I
place before the Government,
junction with the Minister for
ories, for increasing avail-

ability of money for the Territory,"
Sir Arthur said.

Some observers hoped that one of
his ideas would be to try and float
a development loan from the World
Bank, but if so, nobody revealed it.

The Deputy Prime Minister made
the trip with Lady Fadden, his
daughter, Elizabeth, the Australian
Health Minister, Dr. D. A. Cameron,
and his wife, and a party of public
servants.

Among the things he did were:
Open the half-million pound native
wing of a new hospital on the
Taurama Road, at Port Moresby;
had a look at some "secret rites and
sorcery ceremonial" plus a mock
battle and mock wedding at Goroka,
in the Eastern Highlands; looked

over the natives at Wabag; met the
Chinese in Rabaul; made the grand
tour of the Commonwealth plywood
factory at Bulolo.

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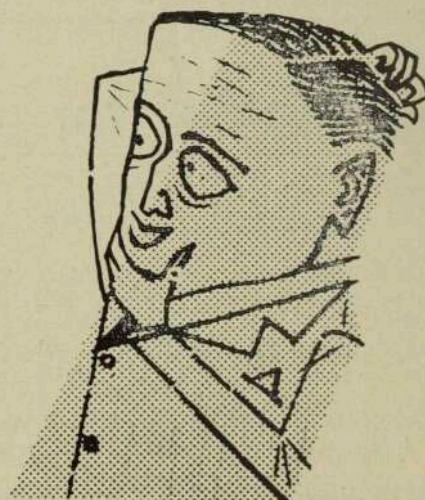
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NOVEMBER, 1957—PACIFIC ISLANDS MONTHLY



TH FROM RAROTONGA: Passengers arriving in Auckland from the Cook Islands in 1957 included:

ER: Mr. Milton McDonald (right) and S. Yates (next), met by Mr. and Mrs. Howell, formerly of Rarotonga. Mr. Ash holds Terry Yates.

DLE: Government auditors C. A. Brosnand and M. L. Lascelles, back after checking Cook Islands Administration's books.

ER: Mrs. T. Poona was meeting Mr. Mrs. R. Naylor, all of Aitutaki.

Photos: J. P. Shortall.

Mr. Roy MacGregor, of Madang, had been in business in New Guinea for the last 30 years, was recently by Mr. John Stubbs pick-off on the occasion of a football match between Lae and Madang. (MacGregor is the patron of the Madang Club). During the evening previous to the match he had a dream that he was kicking a wall and dislocated his knee. (There is no report as to whether Mr. MacGregor was able to pick off at the real match, or

HOW TO GET ON WITH THE BOY

A GUIDE TO NEW GUINEA LIVING

"HOW to get on with your New Guinea native servant—for his benefit and yours", is the theme of a booklet to be published this month in Port Moresby.

Called, *A Guide To Newcomers To Papua-New Guinea*, the booklet has been written by "A Port Moresby Housewife", and profit from the sale of the first issue will go to the Country Women's Association, Port Moresby branch.

And there should be no doubt that the valuable little book will sell. It is just the thing needed in the Territory, and especially in Port Moresby, where every ship and aircraft these days brings in newcomers, anxious to set up house for a year or two, before returning south to live in luxury—it is generally assumed—on the tax-free profits.

It is a little surprising such a book hasn't been produced before, but "Port Moresby Housewife"—in reality Mrs. W. Wyatt—is certainly competent to do the job.

The *Guide* explains about the problems of Territory shopping, food and health requirements, climate, insect pests and reptiles ("there are taipans in Port Moresby"), recreation, transport—and the houseboy.

Many of the local references are to Port Moresby, but the general theme is applicable to the whole of the Territory.

Some of the points in the *Guide*

on how to get along with the boy include:

GIVING ORDERS. They should be given in simple English, able to be understood by an eight or nine-year-old. Mother alone should give household instructions, to prevent confusion.

DRESS. Housewives shouldn't walk about half-dressed, and shouldn't wear shorts and revealing sun tops in the house or garden. Shorts for tennis are different because the native passes the custom off as "fashion of the white man". Natives are modest themselves, and have learned to recognise a standard of European behaviour. Any departure by individual housewives can be misunderstood.

RESPONSIBILITY. Mothers of young families shouldn't pass on the responsibility of their children to nurse girls. The Papuans haven't the same social background or training as Europeans.

BE FAIR. Servants should be treated fairly, with promises kept. The relationship should be a partnership, with the native, too, learning that he is paid to do certain work and must give fair value. The author of the *Guide* points

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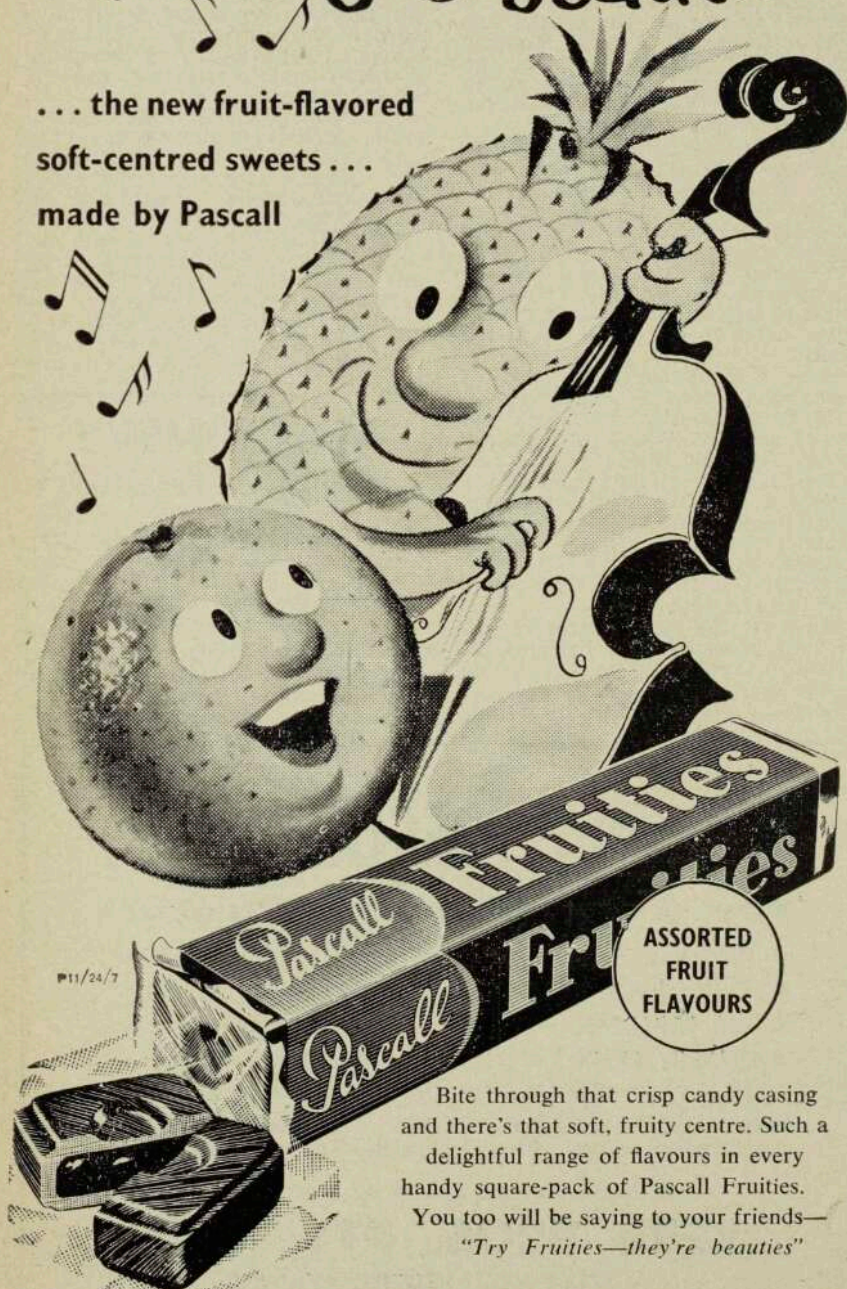
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PASCALL SWEETS MAKE LIFE SWEETER

out, in one of many intelligent references to native-European relationships, that there seems to be growing up among the native people the habit of classifying Europeans. While some are referred to as Taubada or Masta, and Sinabada others are referred to simply "white man"—and the same classification applies to women.

"It is really up to us to earn the title of Sinabada or Taubada, and see that we keep it", says the *Gulf*.

The author, Mrs. Wyatt, lives in the Port Moresby suburb of Boroko and has been in the Territory since 1911 when, as a small child, she arrived with her parents. As Mrs. Jessie Hart, she married Mr. E. Wyatt in Port Moresby in 1931.

There are four generations of Harts in Port Moresby—Mrs. Wyatt's father, Mr. W. J. Hart, is still resident at the age of 85. Mrs. Wyatt herself has three children.

She takes a close interest in community affairs.

STRETCHER CASES OR FISHERMEN

Capt. Ladd's NZ Air Service Does Well

PIM's NZ Representative was the October guest of Auckland enterprising Tourist Air Travel the aviation organisation headed by Captain Fred Ladd, formerly well known as chief pilot for Fiji Airways.

TAT was inaugurating a regular passenger service to Waiheke Island out in Hauraki Gulf, with its small little Grumman Widgeon amphibian which is a prominent feature of Auckland's skies these days.

The Grumman is likely to be sighted splashing ashore and clambering up any sandy beach within a long cooee of Auckland as it goes about its charter business.

When not delivering American tourists from a Matson ship to game fishing grounds in the north or Lake Rotorua, out on fishery patrol flight for the Marine Department, or hurrying someone isolated casualty or maternity case to an Auckland hospital, the Grumman is now the only inhabitant of the once busy TEAL flying-boat base at Mechanics Bay, Auckland.

The aircraft has just been fitted with an expensive stretcher for the carriage of casualties—over 70 such have been brought in from outlying places since TAT began operations two years ago.

To cope with expanding business TAT will have the use of a Cessna 180 amphibian this summer to handle local pleasure flights, while the Widgeon does the more serious business and makes the more distant flights.

vellers to Polynesia . . .



passenger list of October "Maui Pomare" Auckland-Cook Islands run, included: Miss Louisa Hosking, who will train nurse in New Zealand, Miss Agnes Hosking and Mr. and Mrs. W. Hosking. Mr.

Hosking is Assistant-Director of Agriculture in the Cooks.

CENTRE: The Rev. Father J. A. Rovers from The Hague, northbound to join the Catholic Mission staff.

RIGHT: Miss Luncum Kao, Miss Leonie Kao, and Mrs. H. Cuthers, down to meet Mr. Oki Joseph when he arrived at Auckland.

Photos: J. P. Shortall.

pt for Mr.

si's Land Sale

a Election Dull Featureless

SUVA, Oct. 31.

Indian Suva City Councillor Mr. S. M. Bidesi, had a precarious hold in his ward, Muanikau; that, with an election drawing certain land transactions of probably quite innocent—as a significance that, apparently, brought him into disfavour. At any he suffered a resounding defeat at he polls on October 26.

Bidesi was interested in the lease of a block of land in his ward, comprising one rood 26 acres. The documents at the Titles Office showed that 114 persons were named as the new owners of the land.

land-owners, they would have entitled to vote in the elections, added the Returning Officer was tied in time to place their names on the roll. They might have voted for Mr. Bidesi.

Two days before the rolls closed, sale of the land to the 114 persons was announced in the local press.

The announcement said that two of the new owners were policemen. Police Commissioner (Mr. R. H. T. Mont), made an inquiry and announced that the police concerned nothing about it. He said the names of the police had been recorded on the documents without their consent.

The stir that this caused resulted in the non-transfer of the 114 names to that roll.

However, if all the 114 had voted for Mr. Bidesi, they would not have helped him from defeat. In a three-day poll he secured only 44 out of 394 cast.

His brother, Mr. C. P. Bidesi, was

also a candidate for the council, in the Samabula Ward. The publicity about Mr. S. M. Bidesi did not affect him—he was re-elected.

Apart from the Bidesi incident, there was little interest in the Council elections.

Dr. C. M. Gopalan, a Councillor since 1941, was returned in the Suva

ward with a majority of 232 over Mr. Shankar Pratap.

The two retiring European Councillors, Crs. C. A. Stinson and S. G. Gould, were returned unopposed.

The Europeans in Suva appear always ready to criticise the Council and its activities, but few of them are prepared to serve as Councillors.

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Fiji Drinking Permits

(Continued from page 20)

committee recommended revision of liquor laws so that all be allowed to consume beer without the need to obtain a permit, that only those in possession of special permits be allowed to drink liquor other than beer.

Hotel proprietors, of course, present the obvious objection that at periods it would be difficult to prevent permit-holders from illicitly passing spirits back and forth.

The committee has recommended that if experience proves the hotel owners' contention, the Liquor Ordinance be amended to require hotels to set aside a separate room, or parlour, in which beer only may be served; and to make it an offence for any person who does not have a spirit permit, to enter a hotel bar.

Such a system, of course, will only establish "discrimination", which is the very system the new Ordinance is planned to avoid.

The suggestion that Fijians be required to buy beer by the bottle, and take it away, could mean that they will get into the villages, and inevitably would lead to women drinking alcoholic liquor.

At present, the morals and general character of some Fijian women are undermined by the use of rum and methylated spirit. In Suva, Fijian women have been picked up by police patrols in a state of hopeless drunkenness.

DRUNKEN FOOTBALLERS IN NZ

THE startling stories about the behaviour of the Fijian rugby football team, during its recent tour of New Zealand, are creeping into the Colony—and all stem from improper consumption of alcohol by the Fijians.

Apparently, the Fiji Rugby Union refused to make a decision regarding the consumption of alcohol before the team left. The manager (Mr. J. W. Ackroyd) was completely against allowing the team to have any beer. The tour manager (Ratu Penaia Ganilau), however, held a somewhat different attitude.

Mr. Ackroyd (who is headmaster of Suva Boys' Grammar School), regretted that the results of drinking by the team were "catastrophic". He said the tour was a "ghastly failure", and anything but the sporting and social success it was claimed to be.

The story current in Suva is that the resident of the NZ Rugby Union (Mr. W. Birdsall) had threatened to commend that the tour be cancelled because of the misbehaviour of the team.

The president of the Fiji Rugby Union (Mr. Maurice Scott) was asked if this was mentioned in the reports presented by the two managers. Mr. Scott said it was not. He did say, however, that it had been mentioned at a meeting of the management committee.

The managers recommended according to Mr. Scott, that some players should not be sent on tour again. This recommendation no doubt stemmed from the trouble over drunkenness.

Another report is that Mr. Ackroyd "apprehended" two players who had left their hotel without permission, and that they assaulted him.

TEMPERAMENTAL PECULIARITY

THIS all points to the claim that the Fijian just cannot "hold his liquor"—it is unnecessary to draw any comparisons with people of other races. The trouble lies in a temperamental peculiarity of the lovable Fijian people.

The Government, undoubtedly, is trying to (a) find a solution to a problem created by the impact of other races upon a people who, in less than 100 years, have come from a comparative Stone Age to Western civilisation, and (b) remove the resentment that the Indian people feel at the kind of racial discrimination which appears to exist in the liquor-permit system.

Experienced commentators say that, in setting up a Committee (which did not include experts—except for two Fijian chiefs, who should know their own people), the Government was only toying with the problem.

It seems certain that, if the Government's present proposals are approved by the Legislative Council,

the Commissioner of Police (Mr. R. H. T. Beaumont), will have to ask for an increase in the number of police. Also, heavier penalties will have to be provided for drunkenness and disorderly conduct.

The bedlam that reigns now in areas near the Suva hotels, on pay nights, has to be heard to be believed.

No one envies the Government its task of trying to find a liquor-control system that may be applied successfully in Fiji.



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FAVOURITE**

SPC Meets for 17th Session

(Continued from Page 21)

Ceylon, Malta and other parts of the Empire.

Obviously, it was not an easy choice for the Commission—all are highly qualified men, with special knowledge of the South Pacific.

It is expected that Mr. T. I. Smith will take over his new duties in Noumea early in 1958.

Commission's 17th Session

THE Senior New Zealand Commissioner, Mr. C. G. R. McKay, was the Chairman of this (the 17th) Session of the South Pacific Commission; and there was a formidable agenda. It included the selection and appointment of a Secretary-General, and plans for the implementation of the 45 recommendations of the Review Conference of April-May, 1957.

The general purpose of the Commission, and a review of its achievements and its possibilities, were set out in a valuable statement by the Chairman, at the opening of the Session.

Mr. McKay welcomed members of delegations who were there for the first time—Sir John Collins, Dr. Bergsma, Governor Coleman, Mr. Shackleton, Mr. Peachey, Mr. Dar and Mr. Rennie.

"We remember with affection and good wishes those who have left us in the past year, especially Dr. Keesing, who was Senior Commissioner for the United States from the inception of the Commission," said Mr. McKay. "He has enriched us all, and the lives of many others by a rare knowledge of the people of the Pacific. We remember also our former Finance Officer, Harry Vincent, who was a warm friend."

"This year we meet in hopeful circumstances."

"It has been said truly that the operation of the Commission is a matter for interpretation by the Governments that provide it. Moreover, it is good sense for them to say what they expect of the Commission. They have done so."

"Their representatives met at Canberra last May and agreed to 4 recommendations, of which 45 have been adopted by all of the six Governments."

"There is to be some re-direction of effort, and revision of methods. Precise ways for achieving this have been stated with realism and clarity. The Commission meets now with fresh definitions on which to base its work."

WHAT SPC STANDS FOR

"BEYOND the immediate circles of those who are associated with the South Pacific Commission, believe there is still a certain vagueness as to what it is supposed to

So I should like to speak of usefulness, as I see it. The South Pacific Commission is a regional body, maintained by the metropolitan Governments that directly concerned, and it is sorry to them. Yet our six Governments are already among the most of the world's nations in knowledge, experience, generosity, humanity. The principal task of the Commission is to assist, by recommendation and technical advice, are measures for the people of the Pacific Islands. Yet, in, almost every Administration the Pacific has long been receiving much greater assistance, each in its own metropolitan Government, or in other ways. Thus, the activities of a regional in this part of the world are large—for the fortunate reason much is done in other ways. Even so, there are fields where effort is useful, while international co-operation promotes understanding and goodwill. In eight years of working experience, the Commission has found that it can be helpful, mainly in three ways: "By bringing people together. The three-yearly South Pacific Conference is established in public approval. It widens horizons of thought and friendly relations, both the Islands representatives who

attend it, and for all whose pleasant duty it is to serve the peoples of the aptly-named Pacific Islands.

"The Research Council also is a unique institution for the interchange of Islands experience between its members. We shall consider a proposal that it be modified, but other meetings of similar kind are suggested: in fact, thirteen in the next three years—probably more than either the Territories or the Commission can manage.

• "There is research into certain common problems. Our Governments have laid down practical conditions about research. I believe these conditions are being met in the research problems on which the Commission is at present engaged, if we think of the work being done on filariasis and the rhinoceros beetle.

• "There is technical assistance and advice. It is particularly this function that I wish to suggest for your attention, because constant thought is needed to determine that the Commission's advice is useful, and able to be applied.

"When the Commission provides advice, its commodity is words. We know that many of the everyday needs of the Islands require no deep solutions, and that every administrator often has more than enough words of advice on what to do. The

need is to get it done.

REVIEW CONFERENCE'S DIRECTIVES

"So the Commission's advice must be constantly and well selected in order to be of value. The Government representatives at the Review Conference at Canberra, in April, gave us some helpful directives:

- To work in close co-operation with the Territories;
- To concentrate on a limited number of problems and to see them through to results;
- To seek the knowledge and help of other organisations, where appropriate;

(Over)

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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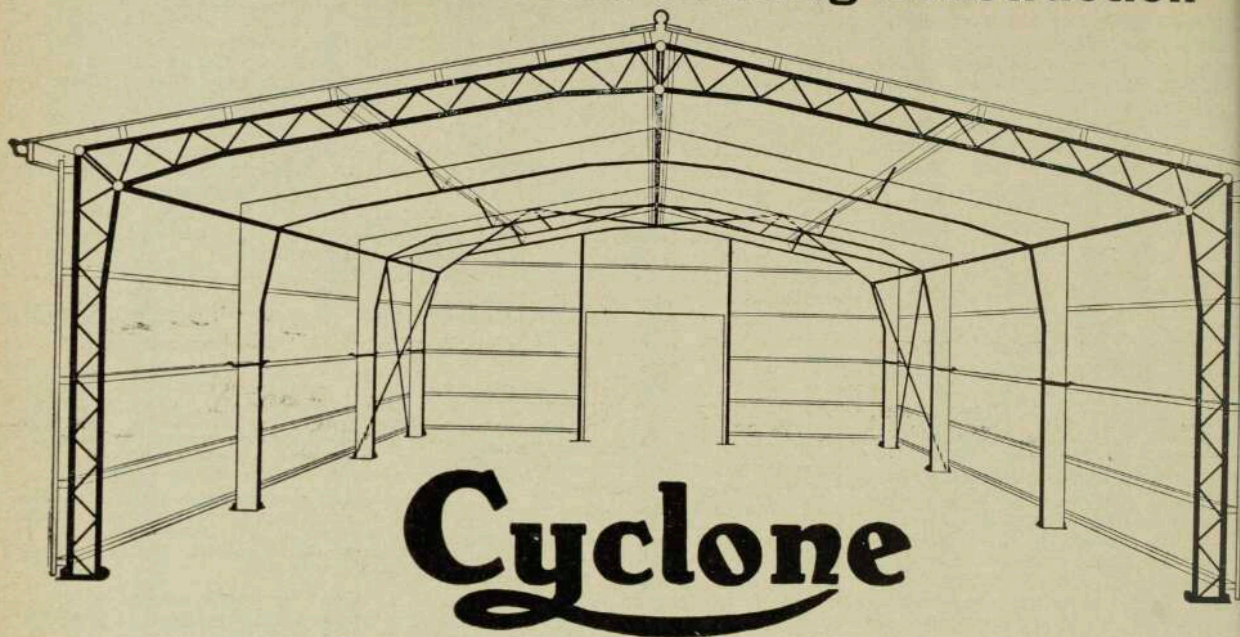
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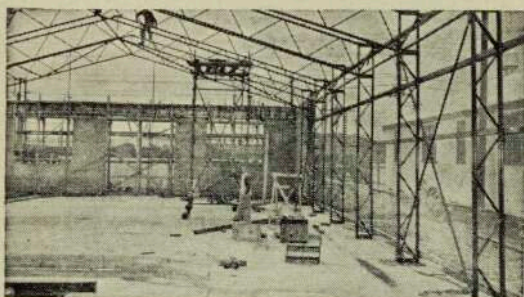
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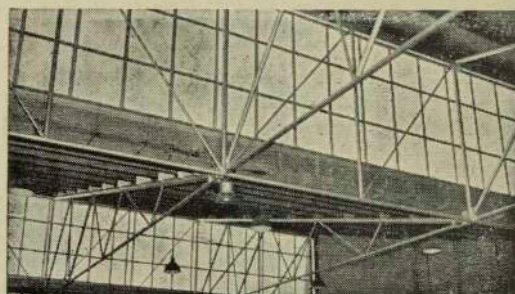


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and (undoubtedly because the Territorial Administrations are assisted so substantially in other ways), that expenditure by the Governments through the Commission is not to increase during the next three years.

These are sound principles. Other thought suggests itself to from eight years of the Commission's experience. . . Its clearest lessons so far discernible have been where it has broken new ground.

The work of the South Pacific Commission is peaceful co-operation. Concerned as it is with health, economic, and social welfare, it promotes no excitements; no circus, just a steady—no at any rate, fish, and perhaps some longer-bearing varieties of breadfruit.

Yet there is news indeed in the of what it has done, too, for those who have known the story."

THE DELEGATIONS

Six nations were represented as follows:

AUSTRALIA

J. R. Halligan (Adviser to Minister for Territories); and Sir John Collins, KBE, CB (High Commissioner of Australia in NZ). Alternates: Messrs. C. H. Cox (Department of Territories, Canberra); R. A. Peachey (Department of External Affairs, Canberra); and Dr. J. R. Cumpston (Australian Consul, Noumea).

ment of External Affairs, Canberra); and Dr. J. R. Cumpston (Australian Consul, Noumea).

FRANCE

M. R. Lassalle-Sere (Inspector-General of Overseas France, Dakar); and M. R. Pons (Chief of the Bureau of the New Hebrides, Wallis and Futuna Islands, and External Affairs, Noumea).

NETHERLANDS

Mr. J. A. van Beuge (New Guinea Division, Ministry of Overseas Affairs, The Hague); and Dr. Th. P. Bergsma (Netherlands Consul-General, Sydney).

Alternates: Dr. A. Loosjes (Government Secretary, Hollandia).

NEW ZEALAND

Mr. C. G. R. McKay (formerly Secretary of Island Territories, Wellington). Alternate: Mr. A. O. Dare (Resident Commissioner, Niue).

Adviser: Mr. P. K. Edmonds (Department of External Affairs, Wellington).

UNITED KINGDOM

Sir John Gutch, KCMG, OBE (High Commissioner for the Western Pacific); and Mr. H. H. Vaskess, CMB, OBE (formerly Chief Secretary, Western Pacific High Commission).

Alternate: Mr. J. S. Rennie, OBE (British Resident Commissioner, New Hebrides).

UNITED STATES

Dean Knowles A. Ryerson (College of Agriculture, University of California); and Hon. Peter T. Coleman (Governor of American Samoa).

Advisers: Dr. Arthur S. Osborne (International Health Representative, Department of Health, Education and Welfare, Washington); Miss Edna H. Barr (Office of Dependent Area

Affairs, Department of State, Washington); Mr. Robert G. Shackleton (Vice-Consul, American Consulate, Noumea).

PRINCIPAL OFFICERS OF COMMISSION

Secretary-General Dr. Ralph Clairon Bedell. Executive Officer for Health: Dr. E. Massal. Executive Officer for Economic Development: Dr. A. H. J. Kroon. Executive Officer for Social Development: Dr. Richard Seddon.

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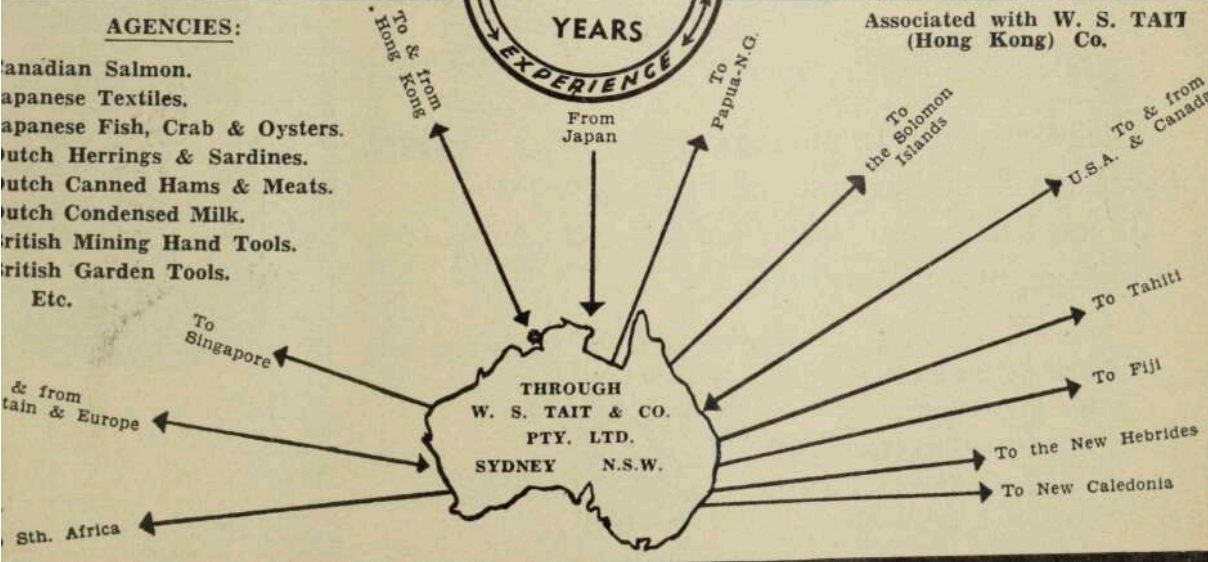


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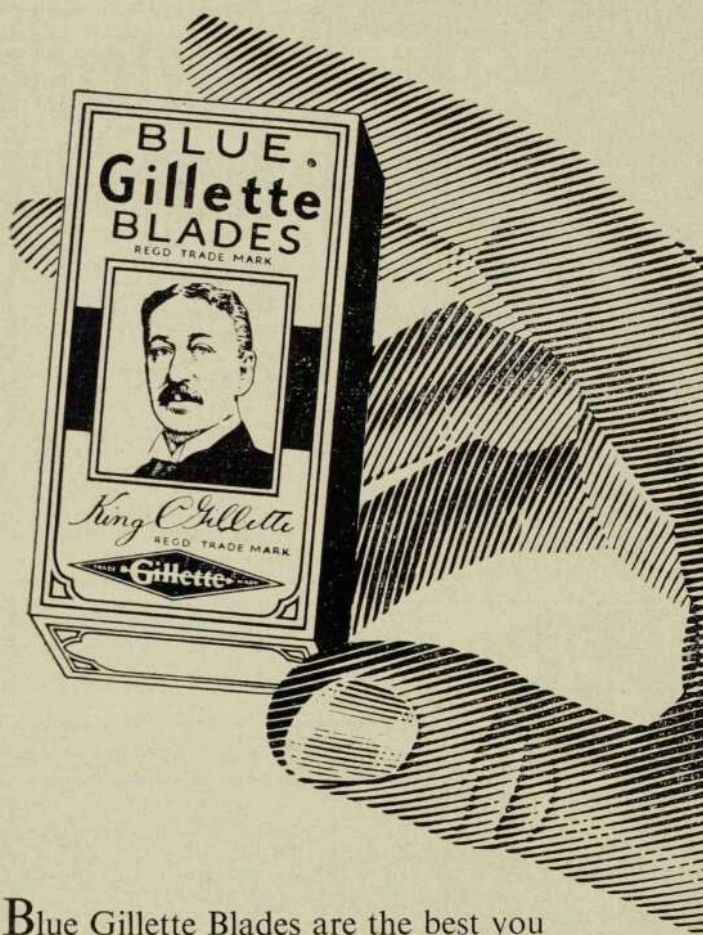


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Among passengers who sailed from Suva on October "Malaita" for Papua-New Guinea were: Mr. and Mrs. M. B. Shadlow who were to settle in Rabaul. Mr. Shadlow left the Army recently.

Mr. A. E. Wey (right) and Mr. G. R. Richardson. Mr. Wey had just completed a 12-month holiday in Australia and Mr. Richardson, who has spent 37 years in New Guinea, had been in the UK and on the Continent for these seven months.

Miss Beryl Stait (right) being farewelled by Miss Dawn Windred prior to her departure for Port Moresby.

Mr. and Mrs. G. G. Ord, Territorians since 1935, who were returning to Rabaul. Mr. Ord is with the Copra Marketing Board.

DEATHS OF ISLANDS PEOPLE

HERBERT EWEN ("BERT")
HAYNES

Herbert E. Haynes, who died months ago at his Sydney home, was well known in the New Islands and Papua in the 1920's.

Between 1920 and 1924 he was with the Survey Department at Tulagi, and between 1924 and 1926 he was with the Vailala River, Gulf of Papua, and fields accountant with the New Guinea Oil Co. Ltd.

His company was the first private oil prospecting company to operate in Papua, and two relatives of Bert Haynes, the late R. S. Haynes and Mr. L. T. Haynes, made the first applications to drill for oil here in 1923. The first well was drilled at Hohoro—since one scene of the C operations.

Bert Haynes was on the staff of the NSW Housing Commission at the time of his death.

R. MORETON WILLMOTT

His death occurred on October 1st in South Australia, of Mr. Moreton Willmott, aged 67.

He was a well-known resident of New Guinea before the war, arriving here as a police officer in the 1930's. He later resigned and he and his wife ran the Pacific Islands for a number of years. Since

the war they have lived in Sydney.

Mr. Willmott, who had been in ill-health for several years, is survived by his wife, Ramola.

MR. IAN LOUDON

Papua lost one of its most progressive and popular planters on November 2, when Ian Loudon, of Sogeri, died in a car crash near the Kokoda Monument. The car, which he was driving, plunged over a low-level concrete bridge into the Laloki River, landing upside down.

Mr. Loudon, 36, had a brilliant war record. He was a Spitfire pilot in England in 1940, was promoted Wing-Commander in Australia at the age of 23, and later joined the Fleet Air Arm of the Royal Navy. He won the DFC and was mentioned in despatches.

Mr. Loudon in the last few years created special interest with the successful introduction of cattle into his rubber plantation, running the risks experienced by those attempting new industries.

The P-NG Assistant Administrator, Dr. John Gunther, said in a tribute to the late Mr. Loudon, "He was a fine man, and a visionary. His death is a tragic loss to this country."

He left a widow and two sons.

C. SULLIVAN OPENS NEW GUINEA BRANCH

MR. JIM FULFORD has been appointed manager of the new office opened at Rabaul, New Guinea, by C. Sullivan Pty. Ltd. Formerly of Fiji, and NG, he will travel around the Territory with Rabaul as his base of operations. Future expansion will depend on the success of the ventures.

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...e of those who attended a recent social ...ing of the Polynesian Association in ... (top to bottom):

...s Felicia Emberson, of Suva, with Mrs. ...s Leisner, wife of the Association's ...rer.

...Joe Haynes, formerly of Noumea, New ...nia, and Mademoiselle Josee Vernier, of ...ta.

...Lois Erikson and Mr. M. Griffen, ...rly of Suva.

...s Elizabeth Chang, of Suva, Fiji (now ...g at St. Vincent's Hospital, Sydney), ...New Zealander, Don Shaw.

—Tele-Photos.

...r. J. B. Leslie, Pacific Islands ...ager for Vacuum Oil Co., visited ...ia and New Guinea centres be ...n October 24 and November 13.

...leen Salote of Tonga reached ...land per *Tofua* late in October ...pend four months at her Auck ...home, Atalanga.

LETTER TO THE EDITOR

Credit to R. W. Paine

My attention has been drawn to an article in your September issue about the introduction of a parasite of the banana scab moth. (PIM, p. 24).

Mr. B. A. O'Connor, Fiji's Senior Entomologist, feels that he has been given too much credit in this for the "discovery" of the parasite because although he suggested that investigations should be carried out by Mr. R. W. Paine, it is really the excellent work being done by the latter which has resulted in the discovery of these very promising parasites.

I would like to take the opportunity, too, of emphasising that this work is by no means proven as yet and it may be many months before we are certain that the parasite will be successful. We found it necessary to give publicity to this matter because of the large number of inquiries and the rumours current in Fiji about it.

As you have pointed out, there is no doubt that if it proves successful it will confer enormous benefits on the banana industry.

I am, etc.,

N. LAMONT.

Acting Director of Agriculture.
Suva, Fiji.

Oct. 17, 1957.

Pacific Is. Society

Lady Taylor, wife of well-known airman, Sir Gordon Taylor, was guest speaker at the October gathering of the Pacific Islands Society.

The final gathering of the year will be held on Thursday, November 28. This will be the usual Christmas Cocktail Party.

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Northbound from Auckland in October "Tofua" were (top to bottom):

First group: Mr. Frank Mann, Mrs. Mann, and Mrs. D. Brewster and child bound for Apia. Second group: Mrs. N. P. of Suva (right), who was farewelled by (fr Garry and Irene Marsh, Mrs. V. Davis child, Mr. A. Pirie, Mrs. H. Marsh, and H. Marsh. Third group: Mr. F. Limatua, Mr. Kilisiteni John, of Niue. Lower group: Miss M. Hamill of Rotorua, Mrs. U. Rogers holiday with her sister, Mrs. Lankow, at Apia and Miss C. Hand, of Kaikohe, Apia-bound visit her sister, Mrs. B. Good.

Photos: J. P. Short

Retirement from of G. K. Roth, OBE

GENERAL functions, public and private, took place in Suva in early November, when expressions of goodwill were tendered to G. K. Roth, OBE, who has retired from the post of Secretary of Fijian Affairs and, with Mrs. Roth, has proceeded to England. Mr. Roth—who is 54—will be transferred to the Department of Zoology at the University of Cambridge.

Mr. Roth went to Fiji when he joined the British Colonial Service as a Cadet in 1928; and, except for a period in Zanzibar and service with Fiji forces in World War II, he has spent the last 20 years in recent times as Consul, Tonga, he spent all his working life in the Colony.

Mr. Roth occupied many positions on committees and councils; represented various institutions overseas on a number of occasions; and was held in high esteem in Fiji, both as a diplomat and administrative officer.

Among the farewell events, there was a particularly notable ceremony on Suva Island on November 2, when high chiefs and representatives of most Fijian Districts gathered to accord Fijian honours and gifts to Mr. Roth.

Mr. and Mrs. Roth were also farewelled formally at a large gathering of the Fiji Teachers' Association.

Direct Ship Service to Port Moresby

Port Moresby, Papua, will have a new direct shipping service with the United Kingdom in the New Year.

This will be an extension of the Royal Mail Steam Navigation Co.'s service, which at present terminates at Cairns, Q'ld.

The new service will commence with the *MS Donegal*, which is scheduled to leave Liverpool on January 7. The vessel will come out via Suez, after reaching Sydney will call at Brisbane, Townsville, Cairns and Port Moresby, thence returning to Liverpool over the same route.

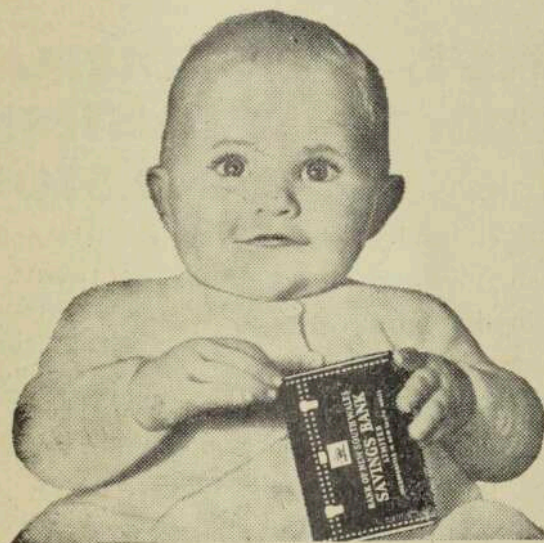
There will be four services a year to Port Moresby.

The *Donegal* is of about 8,000 tons and does not carry passengers. Sydney agents are Birt and Co. Pty. Ltd.; Port Moresby Agents are Burns (New Guinea) Ltd.



Shansi Travellers

Left, Mr. and Mrs. S. E. Tatham, of Melbourne, who travelled to New Guinea on the October "Shansi" and returned to Australia on the "Delos" in November. Mr. Tatham is managing director of S. E. Tatham & Co. Pty., Ltd., Pacific Islands exporting firm of Melbourne. At right, Miss Florence Counsell, of the Department of Public Health, Lae, who went south for leave in Melbourne on the October "Shansi".



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BSIP Deal Plantations

E plantations and installations of Fairymead Sugar Company in the Russell Islands, BSIP, have been purchased for an un-estimated sum by Lever's Pacific Plantations Pty. Ltd. Lever's have taken over the Yandina Copra and agency from Fairymead.

rumours of negotiations between the two large copra-producing companies were current 12 months ago and a sum of £250,000 was mentioned.

Fairymead, which has extensive estates around Bundaberg, North Queensland, has not disposed of its assets other than those in the Russell Group. It will still retain plantations on Malaita and in other islands.

Fairymead has been established in the Solomons since early in this century, and probably its first interest there was through the islanders who were repatriated from the island sugar-cane areas to the Solomons when Australia adopted the White Australia Policy.

The Young family was connected with both the South Seas Evangelical Mission and with A. H. and E. Young and Co., the latter being the parent company of Fairymead and the old Malayta Co. Fairymead and Malayta (probably a clerical error in original documents) were formed in the Youngs in 1910, and in 1936 Malayta Co. was incorporated as Fairymead.

Some members of the Young family, notably Miss Florence Young, did social and missionary work amongst the Solomon Islanders employed in the family's Queensland establishment; and when these went back to the Solomons, the Youngs were instrumental in setting up the SSE Mission, there to continue the religious work amongst them.

Tarte-Dellar Wedding

The marriage of Mr. Daryl Valentine Tarte, a member of one of Fiji's best-known engineering families, to Miss Aveline Dellar took place at the Trinity Cathedral, Suva, on October 19.

The ceremony was performed by the Bishop in Polynesia, the Rt. Rev. L. S. Kempthorne.

The bridegroom is the only son of Mr. J. V. Tarte of Waimegere, Suva, and Mrs. Nell Tarte, of Melbourne, Victoria. The bride is the only daughter of Mr. and Mrs. Dellar of Savu, Fiji, and formerly of Brisbane.

WHAT BOOM, HE ASKS!

A Letter from an Occasional Correspondent

WHAT the four chief traders on the Sepik River are now wondering is—who spilt the beans about the crocodile-skin business to "R" (August, PIM)?

Johnny Young has been seen looking suspiciously at Cedric Durban (sic), Freddie Eichhorn is consulting with the local witch-doctor, and Peter England refuses to issue further statements except through his private PRO.

After "R's" publicity, the authorities are now frowning on the use of small children as croc bait. This has had an adverse effect on the future prospects of the business. Large crocodiles are refusing to go to Singapore, and even the small ones are getting all mixed up.

FACTS: Only a small proportion of skins go to Singapore. Largest numbers go to Europe either direct or through Australian agents. America also absorbs a few. As for numbers shipped, this season is an all-time low due to continued floods in the river; hunters do not usually disclose their figures to one another; and if anyone can guess the number of crocs still swimming around in the thousands of miles of the Sepik River system, well—!

And the chief trader in crocodile skins at the moment, by the way, is Al Sauve.

TRANSPAC Doing A Good Job

NEW Caledonia's internal air service, TRANSPAC, celebrated its second birthday recently. Since 1955 it has safely transported 12,193 passengers, about 30,000 lbs of cargo and 5,000 lbs of mail.

The service was begun with one Dragon Rapide aircraft. It now has three of these machines in service and a staff of two pilots, three qualified mechanics and four assistant mechanics.

The company is negotiating the purchase of a de Havilland Heron 114, Mk 1 plane, and hopes to eventually replace all its existing aircraft with planes of this type. A Heron has four engines and can carry 15 passengers with their baggage and some freight.

The company is in process of increasing capital by 4 million Pacific francs to purchase the first Heron.—R.L.

ONE WEEK'S STRIKE AT FIJI SUGAR-MILL

Big Industry Dislocated By Agitators

A STRIKE of millworkers occurred at the Lautoka mill of the Colonial Sugar Co. in Fiji at the end of October and, lasting a week, it disrupted both milling and cane-cutting operations and caused heavy losses to the Company, the millworkers and the growers.

The men returned to work on November 3.

The strike—not approved by the Sugar Industry Employees' Union—was organised by a small gang of irresponsible people, without any industrial status. It appears to have been a demonstration against two Sirdars (or Indian foremen).

A condition of the return to work was that Mr. J. B. Aitken, a senior manager of the CSR Co., should conduct an inquiry into charges against the Sirdars, in the presence of representatives of the Union and the cane-growers.

The incident has shown, again, that there is among the sugar workers—in the Lautoka section, anyway—a group of irresponsible mischief-makers, whose chief purpose is to push the millworkers into any act likely to disrupt the industry.

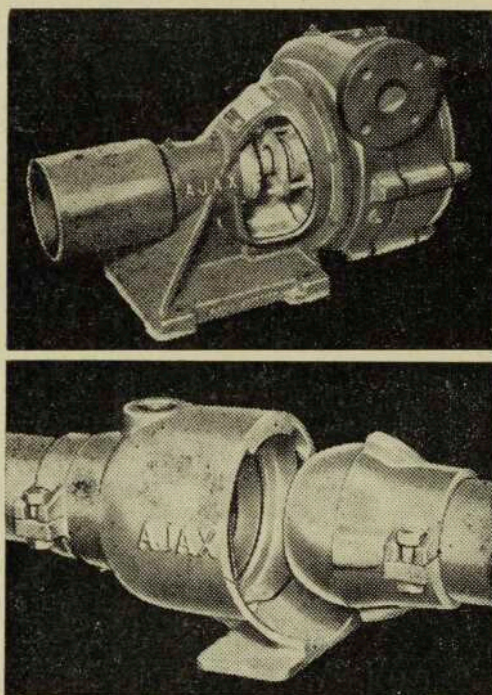
Actually, there is quite a good relationship between the CSR Co., the officials of the Sugar Industry Employees' Union and the various organisations which represent the cane-growers. It looks as if all three must combine to stamp out the gangsters.

Rid Kidneys of Poisons & Acids

If you suffer from Rheumatism, Sleepless Nights, Leg Pains, Backache, Lumbago, Nervousness, Headaches and Colds, Dizziness, Circles Under Eyes, Swollen Ankles, Loss of Appetite or Energy, you should know that your system is being poisoned because germs are impairing the vital process of your kidneys. Ordinary medicines can't help much, because you must kill the germs which cause these troubles, and blood can't be pure till kidneys function normally. Stop troubles by attacking cause with Cystex—the new scientific discovery which starts benefit in 2 hours. Cystex must prove entirely satisfactory and be exactly the medicine you need or money back is guaranteed. Get Cystex from your chemist or store today.

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FURTHER INFORMATION FROM YOUR
LOCAL SUPPLIER OR SYDNEY AGENT

Moresby Revisited

(Continued from page 24)

announced: "See, those cars are American, all American".

"No," said Oscar. "They are American. That one is German, this one is English, that one Australian."

"Aw . . .", said the indigenous walking off. "Australian no good."

ANYHOW, Oscar soon escaped from Moresby and headed for more civilised parts — the Western Highlands in search of some mud or stone ruins. That was what I thought he said, but he may have got sidetracked, because somebody told me later they passed him in Lae, headed for Bulolo to look for a big stone fish that has been too heavy for him to carry away before the war. That's what I thought they said, I swear.

PLANTATION manager Nevill Ahern, from Paili, down the coast, was in town but busting to get out of it, too. "I can't stand the place—never could", said Nevill. "Give me the civilised life in the bush." But Nevill recalled another planter, a mutual friend, who had recently given away plantation land for something a bit more civilised in the towns. He explained the decision to his mates this way: "Well, look, well . . . I dunno, but the fact is I want to be able to go to the pictures!"

MORESBY is one of the last Pacific centres where the native maidens can go about the town wearing nothing above the waist, but even there the custom seems to be on the way out.

The Commonwealth Bank corner used to be the meeting place for the girls, especially on Saturday mornings, but it doesn't seem to be any more, and consequently there are not many girls to be seen.

And you can't take your own photograph of anyone you do so without being asked to pay out 2/- or risk having a broad back turned at the camera. Only two years ago the tourists could get a free photograph, any payment for the mercenary ones was 1/-. Everything's gone up.

However, it's an ill wind. . . . American tourists pay in dollars and the drinkers around the bar in the Papua smartly trade the girl for real cash for the dollars.

ON this subject of clothing Europeans in Moresby seem to be putting more on, too. There was a time when a man's two-piece suit, no matter how light in colour, was the hallmark of the visitor. The locals all wore whites.

Now you can't always tell the local from the visitor, because there is a fair number of two-piece suits in the new washable materials around town.

HEY told me Dr. John Gunther, the Assistant Administrator, had got so much fatter since his hospital spell that I would hardly recognise him. But he had the same lean strip of grey to me when I first saw him in a pair of aged shorts, hanging down his side path. And he displayed the same old grey when presiding next day at the Administration's twice-weekly conference, which he takes instead of Administrator and. The conferences have certainly grown in size since Cleland inaugurated them and "Steph" and I, as the only two present, had to pit our wits against the Old Man in an attempt to raise questions so he couldn't floundered around them. (But being a politician, he usually won). There wasn't any wit-pitting ended with John Gunther. All answers were fired back as fast as the questions came; straight or crooked, it didn't matter. Some of the answers were so much on the mark that I asked at one stage whether one statement was meant to be on the record. It was.

TER, elsewhere, a top Admin. officer said he wondered if all the honesty at a press conference helped anything while the news that ever seemed to get wished "is about natives being on behind horses with their

wrists tied and missionaries who encourage Cargo Cults".

A good comment. Too much of that kind of thing probably does make depressing reading for those many efficient Admin. officers who believe in what they are doing.

But that stuff is not always happening, and a continuous policy of official honesty with the news will pay for itself in the end. After all, the Administration hasn't been exactly openhanded with its secrets since the war, and the novelty of the new lay-it-on-the-table approach is probably still being enjoyed.

HAVING a quiet talk one night with a man whose name, if I could use it, would make this paragraph better, I was startled to have him say suddenly, "In five years time, and I mean five years, there will be natives holding down important posts in this territory. In 10 years some of them will have a vital hand in Government. You don't believe it now—but just remember it."

It's an interesting thought to close with.

† Mrs. Joan Chatfield returned to Port Moresby in October on MV *Delos* after a four months holiday, in which she visited Japan and Hongkong. She is president of the Associate Members of Port Moresby Bowling Club.

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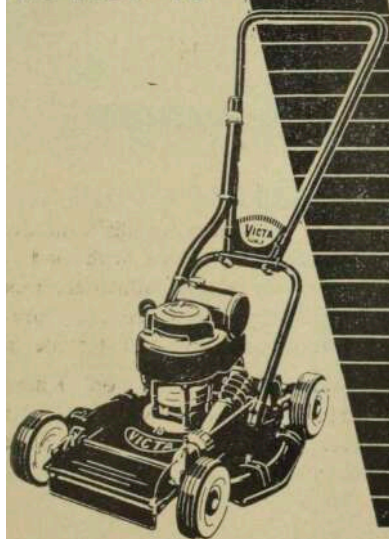
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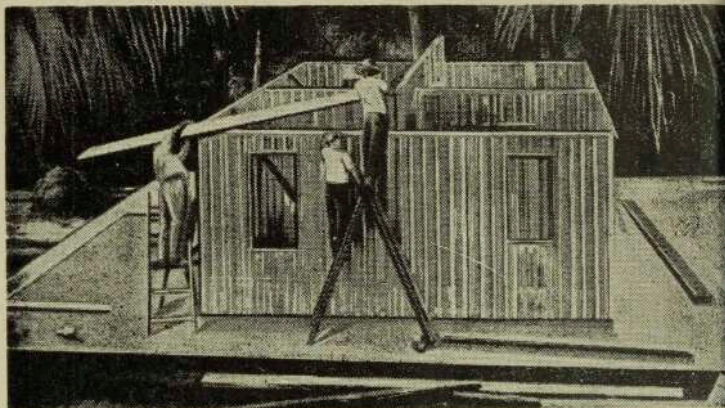
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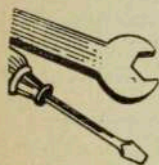
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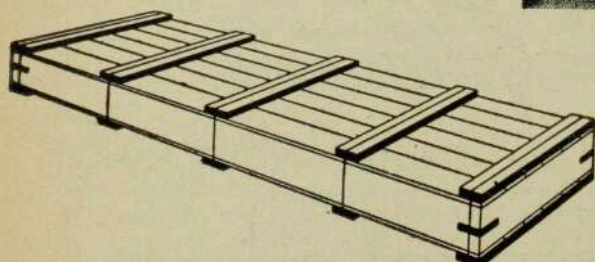
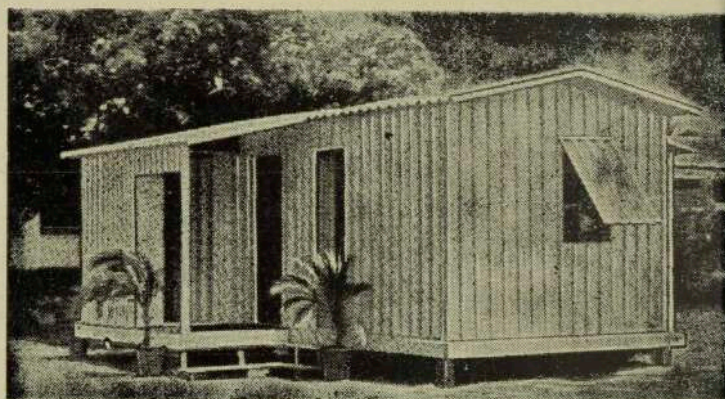


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STC Ltd. Reflects Profitable Trading in P-NG

One takes Steamships Trading Co. Ltd. as a barometer of economic conditions in Papua—one may, because "Steamies" are most enterprises, including general stores, trade stores, plantations, and so on—one can say that the Territory is still enjoying a boom.

The shareholders' funds employed in this big concern (subscribed capital, £754,860; reserves, £850,000; L. Account, £211,466), total £1,816,326. The profit for the year ended July 31 last was £170,272. The dividends recommended are 10 per cent. on the Preference Shares and 5 per cent. on Ordinaries, requiring about £90,000. This would leave approximately £80,000 undistributed, so another £50,000 was added to general reserve.

STC Ltd. has enjoyed this kind of trading for several years past, and now is in a very strong position, with a general reserve more than equal to subscribed capital.

The total assets (£2,145,513), include £872,312 of buildings and plant; £1,000 of plantations; £315,296 of trade debtors; £740,000 of merchandise stocks; and over £60,000 of investments.

Present directors are Messrs. E. V. (chairman), L. Tracey, L. A. S., R. J. Paul, G. M. Cadden, D. M. Spence, Mr. J. M. Mitchell, and Mr. Crisp resumed full executive control as managing director. Mr. Spence, a departmental manager, joined the Board, to replace Mr. Mitchell. Mr. Tracey now leaves the Board, after 25 years' service.

Madang Joins the Bowlers

Madang, New Guinea, has joined the enthusiastic ranks of the bowlers of the Territory, and recent weeks has opened a new green on the sea front. Members—25, with 12 associate members—believe that their club eventually be the "best in the Territory".

The club has been used for play during the daytime, but any time now it will be equipped for bowls.

Patrons are Tony Pym, manager of the local branch of the Philp, president; David, of Police Department, as secretary; and Jack Burston as treasurer. Eric Coyle, I. Gough and McKay constitute the committee. Bowling Clubs are already established at Lae, Bulolo, Rabaul and

Port Moresby. Recently inter-Territory associates met in competition games at Lae.

(Bowling is a favourite sport in Fiji also, and there championships are held every year that attract bowlers from Australia and New Zealand. Why not a team from Papua-New Guinea on some future occasion?)

† Election of Councillors for the Town Council, Lautoka, Fiji, on October 26 resulted in Pragji Sidha, local merchant, being returned for the Indian seat; and Mr. Hector Ormond Eyre, fitter of the CSR Co., for the European seat.

Japanese on Tuna Job in N. Hebrides

In recent months, six Japanese technicians have arrived in Santo, New Hebrides, to instal processing and refrigeration plant in the new tuna factory.

The factory is expected to be completed by the end of this year and to have a holding capacity of 2,000 tons of frozen tuna.

Seven Japanese fishing boats, each of about 100 tons, will arrive later.

If the enterprise does as well as the similar Van Camp organisation in American Samoa, the New Hebrides has acquired a valuable industry.

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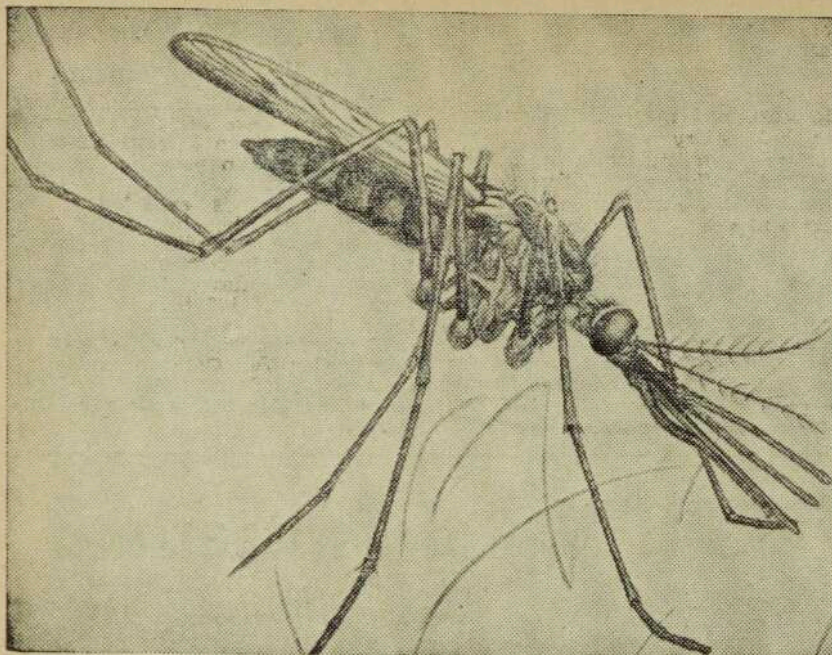
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A LA CARTE FOR NATIVES

Robson's Roadside Restaurants

FOR perhaps the first time in New Guinea, native travellers and workers in the country area between Lae and Wau can obtain meals in a restaurant specially run for them.

Mr. Eric Robson, of Mumeng, New Guinea (which is about 50 miles from Lae, 40 miles from Wau and 2 miles from Bulolo), started his native restaurant a couple of months ago.

Already news of this service is spreading amongst the native population, and he is serving up 160 customers a week.

For 2/-, the natives can obtain a meal of rice and meat, with bread and a cup of tea. It is particularly popular with native drivers of heavy vehicles on the long trip between Wau and Lae.

Mr. Robson also conducts a roadside restaurant for Europeans.

In an attractive bungalow on the roadside, travellers can obtain choice of hot and cold meals.

Mr. Robson has been in the Territory about 20 years, most of which he spent as an officer in the Department of Public Health. Before the war he was at Buka and Rabaul and became a Coastwatcher during the war in the New Britain area. He has spent 10 years around the Mumeng area.

Mumeng is in a small valley at the junction of the Snake River and Mumeng Creek. Although only about 4 miles distant from Zenag (altitude 4,000 ft), it is situated at about 2,000 ft.

Administered by Assistant District Officer R. Born, the district takes in the Watut and Buangs areas with a native population of approximately 20,000, including some of those trouble-makers, the Kukukukus.



The restaurant and some patrons.

Pacific Commerce and Industry

TRALASIAN PETROLEUM CO.: Reported that Komewu No. 1 well was abandoned. It will be spud-in, early December. Drilling began at Puri, October 29. Barikewa was deepened to 8,008 ft.

DLO GOLD DREDGING: An interim dividend of 25 Canadian cents per fully paid share has been declared and will become due November 14. Interim dividend is same as when final dividend was also 25 cents. It is now only one dredge in operation but on a value-per-yard basis the dredge is doing better in 1957 than in 1956. The quarter ended August 31, 8,123 oz of gold were recovered from 1,282,000 yards of dredge. Value per yard was 22.18 cents compared with 14.65 cents for same quarter last year.

NS PHILP AND CO., LTD., has announced an interim half-yearly dividend of 5 per cent. It is unchanged. (Last year interim 5 per cent.; final 5 per cent.). Dividend is payable November 25.

ENTERPRISE OF NEW GUINEA GOLD AND SILVER DEVELOPMENT: Mine manager reported on October 31 that a yield of 46 oz of pure gold bullion from 20 tons of concentrate ore resulted from mining operations in the Limestone district, NG, during October. Report on the oil survey work in early September stated that traverses of 15 miles of the Limestone River area had been completed; that Limestone Hill had reached a depth of 11 ft. in siltstone; and that photographic interpretation of permit area would commence shortly. The next general meeting of the company will be held in Sydney on November 11 to receive the accounts and to elect two directors. Shareholders will be asked to consider a resolution that full power be given to the directors to convert from time to time into units of 5/- each, all fully paid shares heretofore or hereafter taken up or

AKI PARA RUBBER ESTATES, LTD.: It is reported that production in year ended June 30, fell by 7,586 lb rubber due to heavy rains. During the period, 60 workers broke their agreement and left the plantation, causing disturbance to production. Profit at 30 per cent. per acre, less than previous year.

MA (FIJI) GOLD MINES: Half-yearly dividend of 1/- per share including 7d tax-free, payable December 11. Dividend is unchanged.

GUINEA GOLDFIELDS, LTD.: September production was, Golden Ridges, 774 oz fine gold, 994 oz silver. Golden Ridges alluvials, 1,000 oz fine gold. Koranga alluvials, 447 oz fine gold. Tributaries, 114 oz fine gold. Timber, 1,000 super ft.

NICKEL COMPANY (New Caledonia): Directors at end of September decided to increase capital 3½ milliard francs to 8 milliard (a milliard is 1,000 million). The new general manager of the Nickel Co. is M. Dewez, who succeeds the late M. Laffont. M. Dewez is known in New Caledonia where he has been an admirer of the East Coast, and he is making a tourist centre at Poindimie. The hotel installations had been made. The planes bought to carry tourists to the coast centre. However, the most important item, the tourist, was not forthcoming. The Nickel Co. is now folding up. The Nickel Co. had most of the installations a year or two ago and use them as a holiday centre for tourists.

MO OIL CO.: Holders of 65 per cent.

of the stock units in this company (420,000 units) have accepted the exchange offer of Oil Search, Ltd. Oil Search has accepted this as ratifying the agreement and will issue the Oil Search stock units (four 5/- Oil Search for five Oriomo). Oil Search offered to buy all Oriomo shares; the offer was conditional on 76 per cent. acceptance of Oriomo stockholders—or at Oil Search discretion. Holders of the other 35 per cent. of shares still have up to November 23 to consider the exchange.

PACIFIC ISLANDS MINES, LTD., is in course of formation. Object: to prospect for lead-zinc deposits at Misima Is., Papua. (See article p. 33, this issue).

PAPUAN APINAIFI PETROLEUM CO., LTD.: The company spent £200,000 on development for the year ending June 30 and £71,835 on plant. There is a credit balance of £420,980. Drilling will begin on the first exploratory well at Kaufana (near Lakekamu, Papua) shortly. The company has obtained a three years' extension of its permit.

PLACER DEVELOPMENT, LTD.: The annual general meeting will be held in Vancouver, BC, on November 12, 1957. As well as usual business of the meeting, shareholders will be asked to consider alterations of articles of association that are designed to accomplish the following:

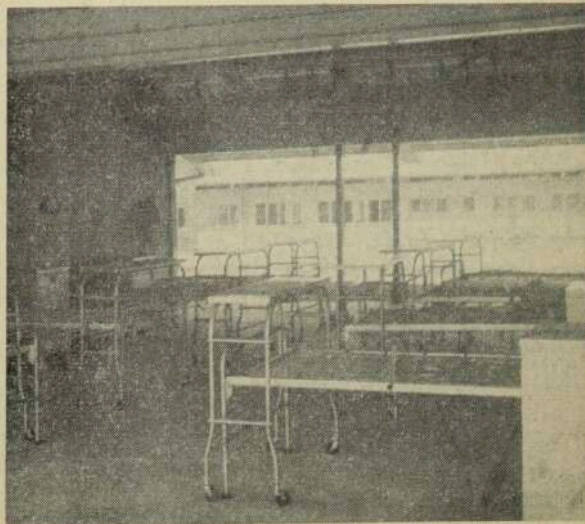
- (1) The appointment of a chairman of the Board, the abolition of the office of managing director and the transfer to the presidency of the duties thereof. The president will thus become the chief executive officer of the company.
- (2) The abolition of the right to a second or casting vote at present given to the chairman at meetings of both directors and shareholders in case of an equality of votes.
- (3) The divestment by the directors of their right under the Articles to appoint from among their members for a period of years a president, managing director, and one or more vice-presidents, who thereupon by reason of their tenures of these offices would not be subject to retirement from the Board in the ordinary course of rotation.
- (4) Increasing the maximum number of directors from eight to nine.

SANDY CREEK GOLD SLUICING, LTD.: The 22nd annual general meeting will be held at 5 Bligh St., Sydney, on December 4 to consider directors' report and statement of accounts for year ended March 31, 1957.

During October, Morobe mining operations resulted in 151 oz fine gold recovered from 19,750 cu. yds. treated.

New Moresby Hospital

There are all modern conveniences for the native patients in Port Moresby's new half-million pound hospital, opened by Australian Deputy Prime Minister, Sir Arthur Fadden, on October 27. Wards, like this open one, are excellently equipped, and include fans. The hospital will accommodate 316 native patients, and a big European wing is now being added. The new combined hospital is on the Taurama Road, and will replace the separate makeshift hospitals that served Port Moresby since the war.



News Notes from Norfolk Is.

A VISITING New Zealand dentist was busy depleting savings bank accounts in Norfolk Island in October. He did phenomenal business and half the islanders are now resplendent in shiny new teeth. What we need here is a resident, semi-retired dentist to give us the service the late Mr. Hyder provided for so many years.

Conservatism and commonsense prevailed when the Advisory Council sat down to its preliminary consideration to the long-awaited Motor Vehicles Ordinance.

They promptly vetoed the suggestion that the mainland habit of fixing new number plates to vehicles be the rule here.

Although there has been an influx of new cars lately and the total number of registrations continually grows, it is considered that the good old Norfolk Island custom of painting the number on the rear of the car is quite sufficient.

The question of warrants of fitness for the many old "bombs" was not debated at the first meeting but some control over quality of lights and brakes is necessary.

Returned to the island for a holiday was Mr. E. J. C. Stopp (once regarded as the local bogey-man) and his wife. Mr. Stopp is now official secretary to the Governor of Tasmania, but formerly was official secretary at NI. It was his duty at the time to suppress the home-brewing, then prevalent.

When he returned the other day, he and Mrs. Stopp were nonetheless welcomed with open arms and had a very enjoyable holiday.

**HONIARA MURDER
CASE**

Tuata Neither Guilty Nor Innocent

• A fuller report of the proceedings against a Rennelese, Rual Tuata, who had been charged with the murder of F. N. Gilliland, in Honiara, BSIP, in August ("PIM", October, p. 17) now is available. It did not shed much light on the present legal status of the accused:

THE formal charge against Rual Tuata, of murdering F. N. Gilliland (on August 7), for hearing before the Judicial Commissioner (Mr. D. Barwick), at Honiara, on October 9, 1957.

The Acting Attorney-General (Mr. G. J. Horsfall), prosecuted, and Mr. E. A. O'Connell, of the Crown Law Office, Port Moresby, appeared for Tuata.

Three assessors had been appointed. They were Mr. Albert Kuper, the Rev. Aisake Vula, and Togaka, a Rennelese dresser from the Central Hospital, Honiara.

It appeared, however, that Togaka had not sufficient knowledge of English to understand a short address which the Judicial Com-

missioner made to the Assessors; and the Court decided to dispense with Togaka and proceed with two Assessors.

The Acting Attorney-General said that the courtesy of the Administration of the Territory of Papua and New Guinea in making Mr. O'Connell available to defend Tuata was very much appreciated.

Mr. O'Connell said that he had seen an article in a recent Sydney publication which he wished to bring to the notice of the Court. He said that this article had, in fact, condemned his client before the case ever came to trial and he regarded the statements made in it as amounting to contempt of court.

(The "Sydney publication" referred to was the "Pacific Islands Monthly" of September. In a reference to some unusual features in the handling of two murder cases in the Solomons, the "PIM" said: "But when a native murdered a young Australian in Honiara, on August 7, it caused not as much as a ripple on the pond".

After the murder, Rual Tuata bolted into the bush; and he was not captured until after the police had hunted him for four days. It was not unreasonable that our writer, in September, should have used the phrase quoted. He was referring to certain other incidents in Honiara; and there had been no re-

port from Honiara or elsewhere that Rual Tuata would be defended.

However, in British justice, a accused is innocent until he proved guilty. We were wrong in saying that "a native murdered young Australian"; we should have said "a native allegedly murdered young Australian"; and we apologise accordingly to the judicial authorities of Honiara—Editor, "PIM".

The Acting Attorney-General said that he had conferred with Mr. O'Connell before coming in Court, and that he would raise the issue that Tuata was unfit to plead.

Dr. J. D. McGregor gave evidence that he had seen and talked to Tuata on August 11 and on almost every day since then. When he first saw and spoke to him he found evidence of injury or disease, and formed the opinion that Tuata was sane. Later, he found that Tuata was suffering from delusions, including delusions of persecution. The delusions were fixed and unshakable, and were real to Tuata.

Cross-examined by Mr. O'Connell, Dr. McGregor said that in his opinion Tuata was suffering from schizophrenia. As a result he had auditory delusions of persecution, hearing voices which told him things; and he could not distinguish between facts and his delusions.

Dr. McGregor said that Tuata was not capable of giving a lucid account

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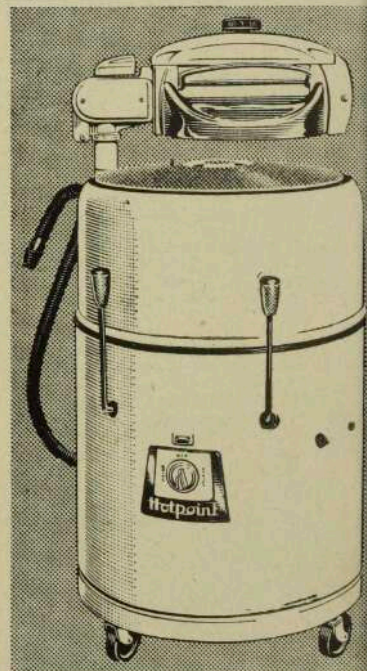
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s Counsel and, in his opinion, not follow the pleading at trial. The court found that Tuata had sufficient intellect to follow the pleadings or make a defence, and therefore unfit to plead. The Court therefore rose without any further evidence. An appeal has been made to keep Rual in strict custody at Her Majesty's pleasure—*Honiara Correspondent*.

EDITORIAL NOTE:

ALLOWING upon the comments made in September *PIM* (when we drew comparisons between the murder of a native by an Englishman, Poole, and the apparent murder of an Australian by a native) we must point out that this decision by the court in Honiara is the legal situation somewhat different.

Tuata was not found innocent, or, nor apparently was he found insane, but simply ordered "strict custody" (gaol, we prefer) for an indefinite period.

McGregor diagnosed schizophrenia, a fairly well-defined mental condition for which there is recognized psychiatric treatment. But the court found that he "had not sufficient intellect to follow proceedings to make a defence", which is something different.

Decision as to whether the person charged is to be treated as psychotic or something abnormal, is left until after the whole of the circumstances have been considered before the court, as in the present case. Or sometimes it is decided by a lower court or at a preliminary inquiry that an accused person is insane, whereupon he is committed and not tried by a higher court.

It is not correct to say that persons have committed crimes "while of unsound mind", or that they are "guilty but insane", are frequently given by the court, and then such criminals are sentenced in due and proper form. In the case of Tuata, he has not proved guilty, but he is locked up definitely.

Honiara procedure doubtless is in order, but it is confusing. To show where such confusion lies we refer to a strongly-displayed headline in the Sydney Communist paper, *Tribune*, on October 16. The heading is, "NG Native Gets Sentence Without Trial", and it contains the facts of the Honiara proceedings on October 9, and concludes: "In effect, the court has found Tuata guilty although he stood trial."

Governor Peter Coleman, of Western Samoa, and Mrs. Coleman, arrived through Auckland in mid-November en route by air to the South Pacific Commission meeting at Papeete.

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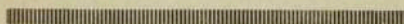
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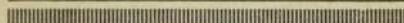
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TROCHUS:—Market still very weak. Quote No. 1, NG, £A310; BSI, £A31. New Hebrides, agent reports "No business during past month"; Quote No. 2, N £A320. Prices are less rejects and based on Sydney weights.

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Cocunut Oil:—London, Nov. 7: Straits, crude, bulk, c.i.f. Nov./Dec. £95 sell Ceylon, in bulk, fair, UK-Nth. European ports, Nov./Dec. £100 seller.

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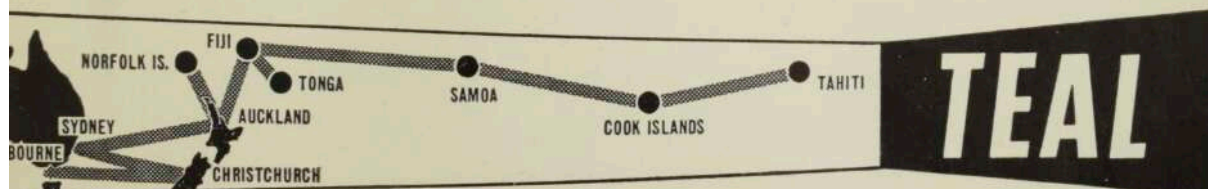
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