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NATIONAL LIBRARY OF AUSTRALIA

DECEMBER, 1957 Vol. XXVIII. No. 5.

PACIFIC ISLANDS Monthly

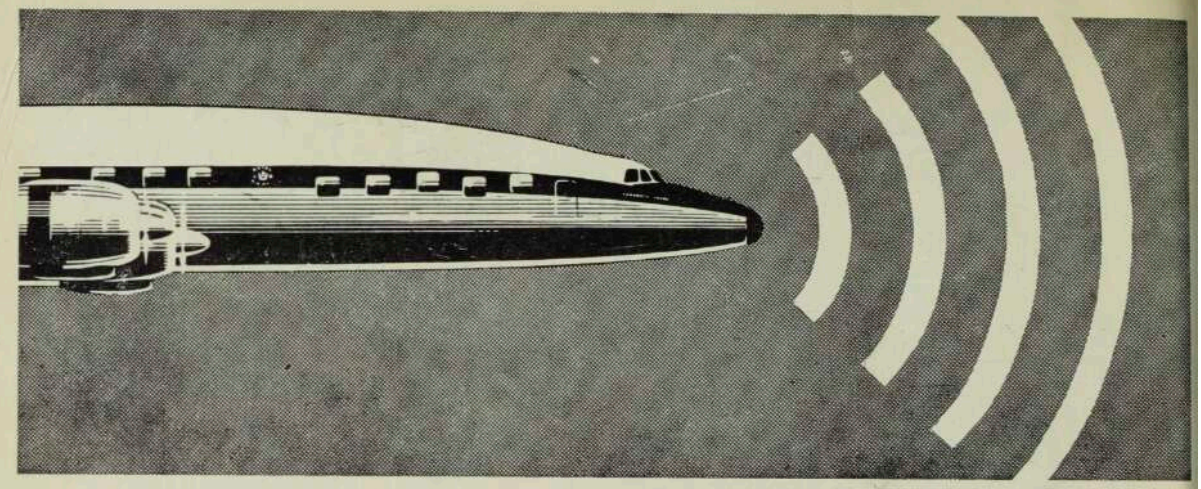


THIS pretty little girl is Giwa Rose, of Jame Plantation, Buka, New Guinea. Her father is a Maty Island man named Ugi, who has been in the service of Mr. Fred Archer (owner of Jame Plantation) for 30 years. It is not hard to believe that Giwa Rose is the pet of the plantation staff.

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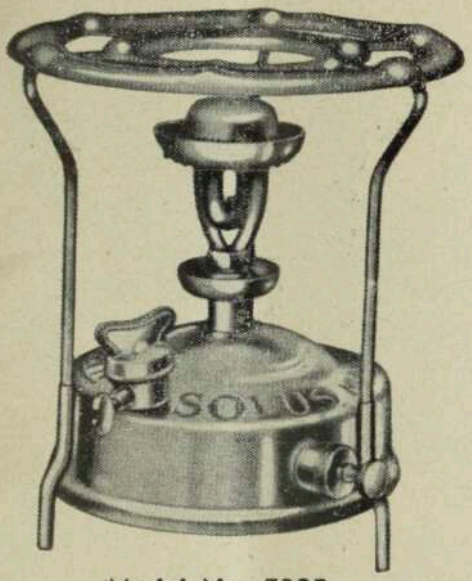
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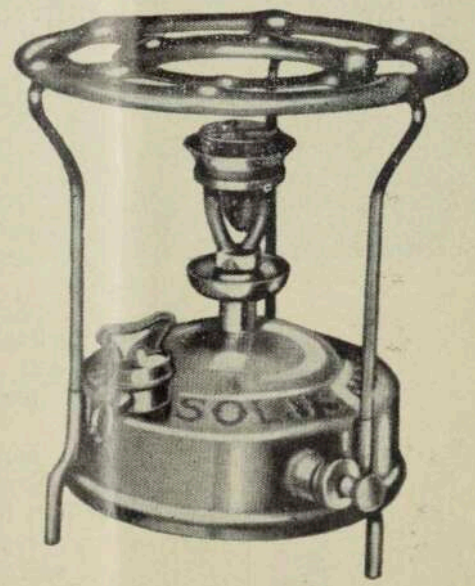
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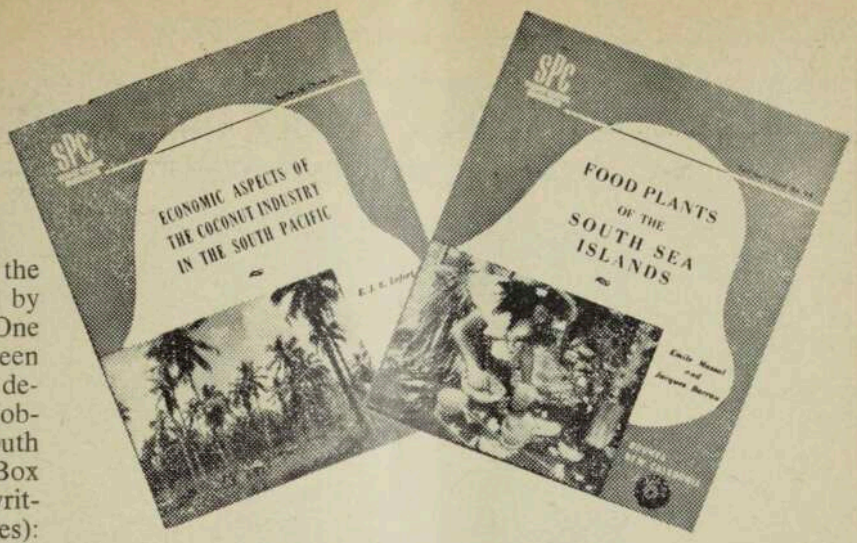
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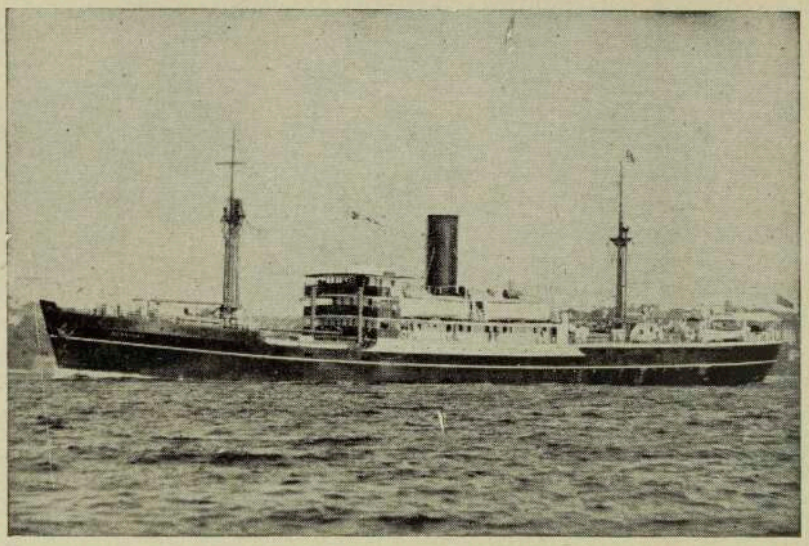
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BRISBANE: Wills, Gilchrist & Sanderson Pty. Ltd., 400 Queen Street. Cable: Wilgilsand.
MELBOURNE: John Sanderson (Shipping) Pty. Ltd., 111 William Street. Cable: Syndicate.
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GENERAL AGENTS AUSTRALASIA: Swire & Yuill Pty. Ltd., 6 Bridge St., Sydney. Cable: "Swireship". BU 1712.
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...pping Time-Tables

...ailings are approximate and may ...ry by as much as two weeks.

...dney-Papua-N. Guinea

...Montoro sails from Melbourne for ... Brisbane, Port Moresby, Samarai, ... Madang, Lae, Port Moresby. Next ... sailing approx. Dec. 13.

...Malekula sails from Sydney for Port ..., Rabaul, Wewak, Alexishafen, ..., Lae. Next Sydney sailings ... end of Dec.

...Malaita sails from Sydney for Lae, ..., Lombrum, Lorengau, Kavieng, ... Samarai. Next Sydney sailing ...Dec. 19.

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

...ls from Burns, Philp & Co. Ltd., ...e Street, Sydney.

... Soochow: Next Sydney sailing ... Jan. 7 for Brisbane, Port Moresby ...marai.

... Sinkiang: Leaves Sydney for ...e, Honiara - Yandina, Rabaul, ..., Madang, Lae. Next Sydney ... approx. Dec. 15.

... Shansi: Leaves Melbourne for ... Port Moresby, Samarai, Lae, ..., Kavieng, Rabaul, Port Moresby. ...dney sailing: Jan. 7.

...ls from Swire and Yuill Pty. Ltd., ...e St., Sydney.

Sydney-Dutch N.G.

... weeks service by MV's Sigli, Silin- ... Sibigo and Sinabang carrying pas- ... and cargo from E. Australian ... Hollandia and Sorong, DNG (with ...nd/or Manokwari if inducement), ...Borneo, Bangkok, Singapore, thence ...ia direct. Next Sydney sailings: ...g Dec. 10, Silindoeng probably ..., Sibigo Jan. 17.

...s from Royal Interocean Lines, 255 ... St., Sydney.

...ar East-S.W. Pacific-Australia

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

...wners advise that service is now ...eview, with possibility that vessels ...g and Funing will omit Australian ...d turn around at a P-NG port.

...ng: Leaves Japan Dec. 27, arrives ...G, Jan. 16; calls also Kavieng, ... Lae, Port Moresby.

...g: Leaves Japan Jan. 20, arrives ... Feb. 9, and calls Rabaul, Lae, ...i. Port Moresby.

...ls from New Guinea Australia Line ... and Yuill Pty. Ltd., agents), 6 ... St., Sydney.

Australia-West Pacific Line motor ...Aros, Citos, Delos and Milos main- ...gular services between Australian ...nd Japan. Northbound vessels call ...ila, Hongkong and Japan; south- ...vessels call at Hongkong, Manila, ...an, Rabaul, Lae, Brisbane, Sydney, ...elbourne, with quarterly calls at ...ppt.), Honiara and Vanikoro.

... Sailing Sydney approx. Dec. 16 ...ound). Southbound, arr. Rabaul ...; Honiara Jan. 23-26, Sydney Feb. ...ourne Feb. 13.

... Sydney northbound approx. Dec.

... Rabaul sailing Nov. 29, Lae Dec. 3, Brisbane Dec. 8, Sydney Dec. 12, Melbourne Dec. 23.

Delos: Sailing Lae Jan. 21 (Rabaul optional), Brisbane Jan. 27, Sydney Jan. 31, Adelaide Feb. 7.

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.

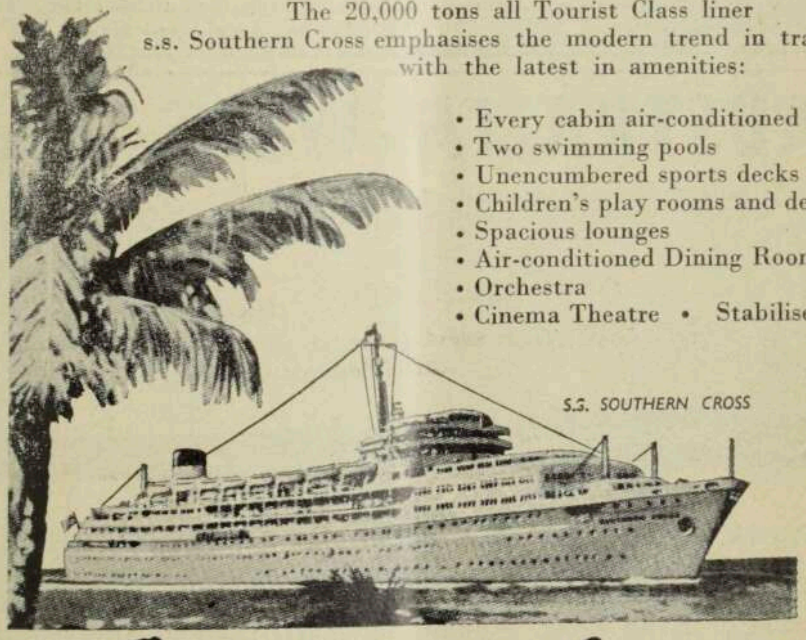
		ORCADES	HIMALAYA	ORSOVA
SYDNEY	depart	Jan. 24	Mar. 21	Apl. 29
AUCKLAND	arr/dep	Jan. 27	Mar. 24	May 2
SUVA	arr/dep	Jan. 30	Mar. 27	May 5
HONOLULU	arr/dep	Feb. 4	Apr. 1	May 10
VANCOUVER	arr/dep	Feb. 10-11	Apr. 7-8	May 16
SAN FRANCISCO	arr/dep	Feb. 13-14	Apr. 10-11	May 19
HONOLULU	arr/dep	Feb. 18	Apr. 15	May 24
SUVA	arr/dep	Feb. 25	Apr. 22	May 31
AUCKLAND	arr/dep	Feb. 28	Apr. 25	June 3
SYDNEY	arrive	Mar. 3	Apr. 28	June 6

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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: Dec. 31, Jan. 28.

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, Feb. 13.

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

N. Zealand-Cook Is.

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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 Syd for Norfolk, Vila, Santo, Honiara, Ten Yandina, Pepesala, Gizo, Kieta, Ari Teopasino, Numa, Soraken. Next Sy sailing approx. Dec. 19.

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

Sydney-N. Caledonia-Tahi

Vessels of Messageries Maritimes coming from Marseilles, via West In and Panama, call about every six w at Papeete, Vila (New Hebrides), Nou and Sydney, and return by same ro At present on this run are the mo ships, Tahitien and Caledonien. Sydney sailing: Tahitien Dec. 24.

MV Polynesie (Messageries Mariti maintains about monthly passenger ings between Sydney and Noumea the New Hebrides. Next Sydney sai Dec. 20.

Details from Sydney agents: Messag Maritimes, 36 Grosvenor Street, Sydne

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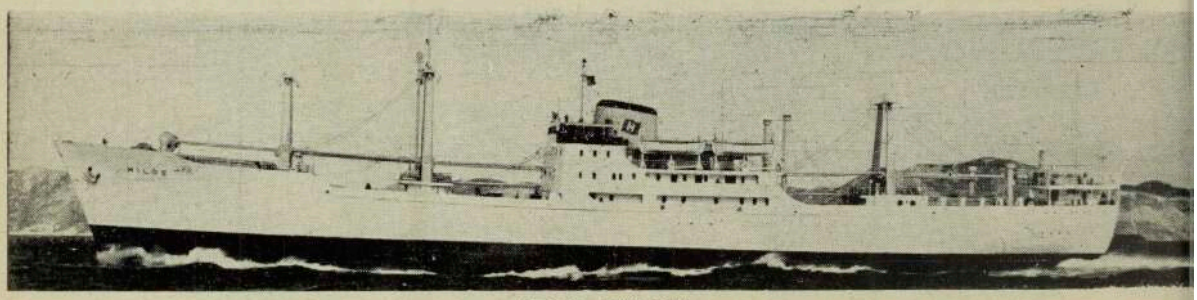
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ISLAND AGENTS: Madang, Mr. A. Strachan; Lae, Mr. R. Tebb; Rabaul, Town Transport Ltd.; Honiara, British Solomon Islands Trading Corporation.
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...shall: New Westminster Dec. 16-20, ...rancisco Dec. 23-27, Los Angeles ...-30, Papeete Jan. 10-13, Pago Pago ...-19, Apia Jan. 19-21, Suva Jan. 24-25, ...a Jan. 28-31, Pago Pago (inbound) ...-6, San Francisco Feb. 22.

...ls from General Steamships Cor-... Ltd., 432 California St., San ...co, USA. and Island Agents. ... Lae Mar. 24-28, San Francisco ...6.

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Details from American Trading & Shipping Co. Pty., Ltd., 19 Bridge St., Sydney.

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LONDON-SUVA

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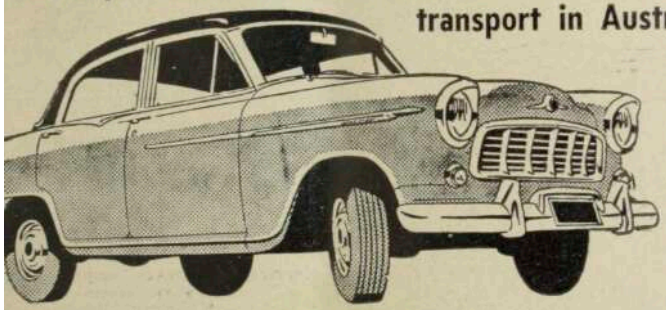
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accommodation. Next Sydney sailings: Wairuna end Feb., Waitomo early March, Waikawa Dec. 24, Waihemo end Jan. The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver, via Rarotonga and Papeete.

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Mariposa (southbound): Dep. San Francisco Jan. 1, Los Angeles Jan. 2, Papeete Jan. 12, Auckland Jan. 18, arr. Sydney Jan. 21.

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

Mariposa (northbound): Dep. Sydney Jan. 24, Auckland Jan. 27, Suva Jan. 31, Pago Pago Feb. 1, Honolulu Feb. 7, San Francisco (arr.) Feb. 12.

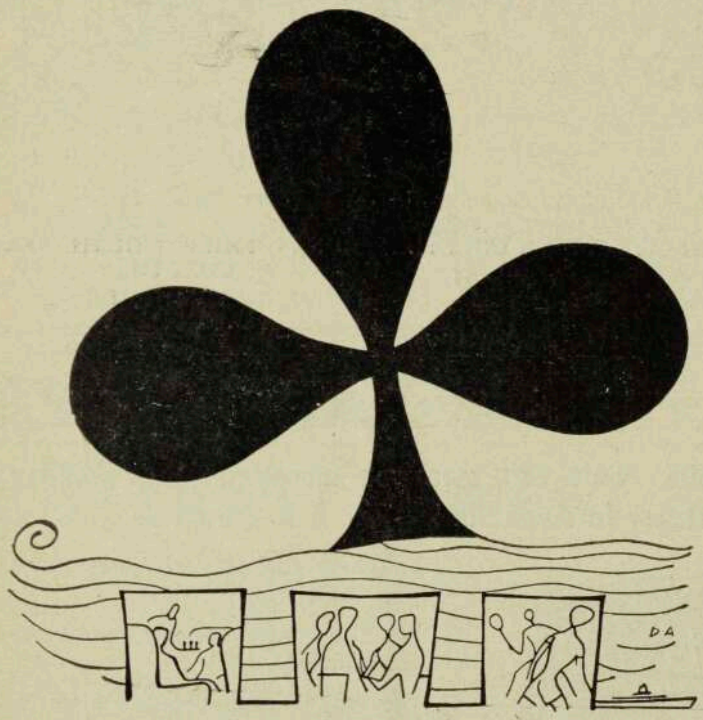
Details from Matson Lines, Berger House, 82 Elizabeth Street, Sydney.

United Kingdom-Australia-Port Moresby

The Federal Steam Navigation Co., Ltd., will extend its regular quarterly UK-Australia service to Port Moresby.

MV 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.



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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 Sleeper and Berths*)

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

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

* PAA Skymasters are used on a connecting service between Auckland Nadi (see table 16); and also on a weekly service between Nadi and Tafuna American Samoa (see table 19).

BY QANTAS EMPIRE AIRWAYS
(Super Constellation Service)
NORTHWARDS

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

SOUTHWARDS

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

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

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 Francisco with Qantas Thurs. and Sat. service 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. p.m.) for Auckland and Sydney, same route. (Departs Amsterdam 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
Brisbane, 10.10 p.m.		
Tues.		
Depart:		**Arrive:**
		Townsville, 1.50
Townsville, 2.50 a.m.		Pt. Moresby, 6.35
Pt. Moresby 7.35 a.m.		Lae, 9
Tues., Wed., Fri., Sat.		
Depart:		**Arrive:**
Sydney, 8 p.m.		Brisbane, 10.40
Brisbane, 11.45 p.m.		Pt. Moresby, 6.35
Wed., Thurs., Sat., Sun.		
Pt. Moresby, 7.35 a.m.		Lae, 9
Thurs.		
Depart:		**Arrive:**
Sydney, 8 p.m.		Brisbane, 10.40
Brisbane, 11.45 p.m.		
Fri.		
		Cairns, 4.20
Cairns, 5.30 a.m.		Pt. Moresby, 8.20
Pt. Moresby, 9.20 a.m.		Lae, 10.45

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SOUTHWARDS

Tues.

part:	Arrive:
.30 a.m.	Pt. Moresby, 11.45 a.m.
resby, 12.30 p.m.	Townsville, 4.15 p.m.
ville, 5.45 p.m.	Brisbane, 9.25 p.m.
ne, 10.10 p.m.	

Wed.

Sydney, 12.50 a.m

Wed., Thurs., Sun.

part:	Arrive:
.30 a.m.	Pt. Moresby, 11.45 a.m.
resby, 12.30 p.m.	Brisbane, 7.5 p.m.
ne, 8.30 p.m.	Sydney, 11.10 p.m.

Fri.

part:	Arrive:
2.45 p.m.	Pt. Moresby, 2 p.m.
resby, 2.45 p.m.	Brisbane, 9.20 p.m.
ne, 10.20 p.m.	Sydney, 1 a.m. (Sat.)

Sat.

part:	Arrive:
.30 a.m.	Pt. Moresby, 11.45 a.m.
resby, 12.30 p.m.	Cairns, 3.20 p.m.
4.50 p.m.	Brisbane, 9.25 p.m.

Sun.

Sydney, 12.50 a.m.

ne, 10.10 p.m.

P-NG Internal Services

Operated by Qantas

HOLLANDIA (Dutch New Guinea) (DC3)

Wed. (Dec. 25, Jan. 8, 22, etc.). s Lae 11.00 a.m., calls at Madang Wewak, and arrives at Hollandia) p.m. Every alternative Thurs. c. 26, Jan. 9, 23, etc.) departs landia at 9.30 a.m., and, with calls Wewak and Madang, arrives Lae at) p.m.

LAE-MANUS (DC3)

Wed. (Dec. 25, Jan. 8, 22, etc.). Lae, 8.00 a.m.: Finschhafen, Rabaul, Kieng, arr. Manus 3.30 p.m. alt. Sat. (Dec. 28, Jan. 11, 25,) departs Manus 8 a.m. and with s at Kavieng, Rabaul and Finsch-en, arrives Lae at 3.30 p.m.

T MORESBY-KIKORI (Catalina)

ule Is., Kerema, Vaimuru: Alt. Fri. rning same day (Dec. 20, Jan. 3. 31, etc.).

RT MORESBY-DARU (Catalina)

erema, Kikori: Alt. Fri. returning u-Port Moresby direct same day c. 13, 27, Jan. 10, 24, etc.).

T MORESBY-SAMARAI (Catalina)

oresby, Samarai, Pt. Moresby: Alt. s. (Dec. 17, 31, Jan. 14, 28, etc.).

T MORESBY-RABAUL (Catalina)

Tues. (Dec. 24, Jan. 7, 21, etc.) t Moresby-Moewe Harbour-Talasea-quinot Bay-Rabaul, returning via ie ports (Dec. 26, Jan. 9, 23,).

NEW BRITAIN-BOUGAINVILLE (Catalina)

Wed. (Dec. 25, Jan. 8, 22,), Rabaul, Buka, Teopasino, Kieta, n. Returning same day.

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

Dep. Lae 6.30 a.m., Madang arr. a.m. Wewak, Manus, Kavieng, baul, arr. 3.45 p.m.

Dep. Rabaul 6.30 a.m., direct to dang, arr. 9.25 a.m.

: Dep. Lae 6.30 a.m., Madang, ar, Wewak, Manus, Kavieng, Rabaul, 4.05 p.m.

Dep. Rabaul 6.30 a.m. Kavieng, nus, Wewak, Madang, Lae, arr. 5 p.m.

CENTRAL HIGHLANDS (DC3)

s: Lae (7.45 a.m.) to Wapenamunda, ling at any of: Goroka, Nondugl, nz, Minj, Mt. Hagen, Baiyer R., nantu, Wapenamunda. Arrival back Lae dependent on stops.

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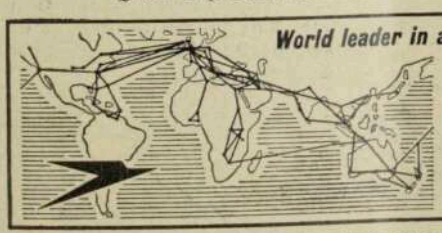


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LOWER HIGHLANDS
(Beaver)

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

LAE-BULOLO-WAU (D.H. Beaver)

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

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

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

MADANG-GOROKA (DC3)

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., Finschhafen 2.20 p.m., arrive Rabaul 4.30 p.m.
Saturdays: Depart Rabaul 5.45 a.m., direct to Lae, arr. 8.25 a.m.
Sundays: Depart Lae 12 noon, Finschhafen 1 p.m., Rabaul 3.10 p.m.
Tuesdays: Depart Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.
Alt. Thurs. (Dec. 19, Jan. 2, 16, 30, etc.). Dep. Lae 8 a.m., Finschhafen, Rabaul, Buka, Rabaul, arr. 2.55 p.m.
Alt. Thurs. (Dec. 12, 26, Jan. 9, 23, etc.). Dep. Lae 8 a.m., Finschhafen, Rabaul, arr. 11.5 a.m.
Alt. Fri. (Dec. 13, 27, Jan. 10, 24, etc.). Dep. Rabaul 8 a.m., Madang, Goroka, Lae, arr. 1.20 p.m.
Alt. Fri. (Dec. 20, Jan. 3, 17, 31, 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. Optional call at Goroka on this flight.
Thurs.: Depart Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.
Fri.: Depart Lae at 7 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul — remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.
Sat.: Depart Rabaul at 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines
(Super Constellation Service)

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

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

5. N. Guinea-Solomons

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

Mon. (Dec. 16, 30, Jan. 6, 13, 27, etc.) Lae dep. 6 a.m.: Finschhafen, Rabaul, Buka, Vella Lavella, Yandina, Honiara (BSI), arriving 5.25 p.m.
Tues. (Dec. 17, 31, Jan. 7, 14, 28, e
Honiara dep. 7 a.m.: Yandina, V
Lavella, Buka, Rabaul, Lae, arri
3.35 p.m.

6. Paris-Saigon-Noumea-Auckland

By Transports Aeriens Intercontinent
DC6B aircraft depart Paris every Mon for Athens, Karachi, Saigon, Dar
Brisbane, Noumea, Auckland. Le
Auckland every Friday on return.

7. Sydney-Lord Howe Is.

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

8. Sydney-Norfolk Is.

Alt. Fri. Dep. Sydney midnight, NI 6.45 a.m. Saturday; dep. NI p.m. same day for Sydney, arr. p.m. Alt. weeks makes NI-Auckla NI flight. (See table 12 below).

9. Sydney-Noumea

By Qantas, with Skymasters
(Weekly)

Thurs.: Sydney dep. 11.45 p.m., arri
Tontouta, 7 a.m. Fridays.
Fri.: Tontouta dep. 8.30 a.m., arri
Sydney, 2 p.m.

10. New Caledonia-New Hebrides

TAI with DC3 Aircraft.

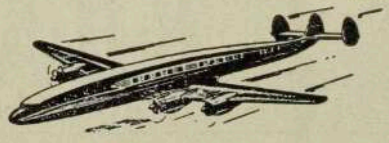
Wednesdays: Depart Tontouta 8 a
arrive Santo 11.10 a.m., arrive

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45 p.m., depart Vila 2.15 p.m., arrive ontouta 4.30 p.m.
rdays: Depart Tontouta 8 a.m., arrive la 10.20 a.m., arrive Santo 12.5 p.m., part Santo 1.30 p.m., arrive Tontouta 40 p.m.

11. New Caledonia-Fiji-Wallis Is.

TAI with DC3 Aircraft

rvice from Noumea to Nadi (Fiji) Wallis Is. first Sunday in each h. Next flights: Dec. 1, Jan. 5. Wallis Dec. 3, Jan. 7.

12. Norfolk Is.-Auckland

TEAL, by Qantas (charter)

Sat.: Return flight Norfolk (dep. 8 m.) Auckland (arr. 11.45 a.m., dep. 15 p.m.) Norfolk (arr. 4.15 p.m.). **See Table 8 above).**

13. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft.

y: Departs Auckland 9.30 a.m., arr. ydney 1.00 p.m.
, Wed.: Dep. Auckland 6.15 p.m., arr. ydney, 9.45 p.m.
y: Dep. Sydney 3.00 p.m., arr. Auck-nd 10.00 p.m.
Thur.: Dep. Sydney 11.30 p.m.; arr. uckland Wed., Fri. 6.30 a.m.
te: Additional flights will operate ng November.

14. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft.

., Thurs., Fri.: Dep. Christchurch 5.00 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.

15B. Auckland-Melbourne

Tasman Empire Airways, with DC6 Aircraft.

Thurs.: Dep. Auckland 11.30 a.m., arr. Melbourne 4.15 p.m.
Mon.: Dep. Melbourne 7.30 a.m., arr. Auckland 3.45 p.m.

16. New Zealand-Fiji

Tasman Empire Airways, with DC6 aircraft.

Tues., Fri.: Dep. Auckland 4 p.m., arr. Nadi 9.20 p.m.
Wed., Sat.: Dep. Nadi 10.30 a.m., arr Auckland 3.30 p.m.

Pan-American Airways, with Skymasters

Sun., Tues., Thurs.: Dep. Auckland 3.30 p.m., arr. Nadi 10.35 p.m.
Sun., 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. 7.30 a.m., arrives Aitutaki 11 a.m., departs 12.30 p.m., arrives Satapuala 5 p.m., departs Mon. 8 a.m., crosses date-line, arrives Suva Tues., 10.55 a.m.
Leaves Suva Nov. 15, 22, 29, Dec. 6, 19, Jan. 2, 16, 30 etc. Leaves Papeete Nov. 17, 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-American Samoa

Pan American Airways With DC4 Aircraft

Alt. Fri. (Dec. 13, 27, etc.) dep. Nadi 7 a.m., arr. Tafuna 12.30 p.m. (Thurs.).
Alt. Thurs. (Dec. 12, 26, etc.) dep. Tafuna 2.30 p.m., arr. Nadi 8.5 p.m. (Friday).
(Note: This service crosses International Date Line—the two-way flight is actually made on the one day.)

20. 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.

(Continued on page 155)

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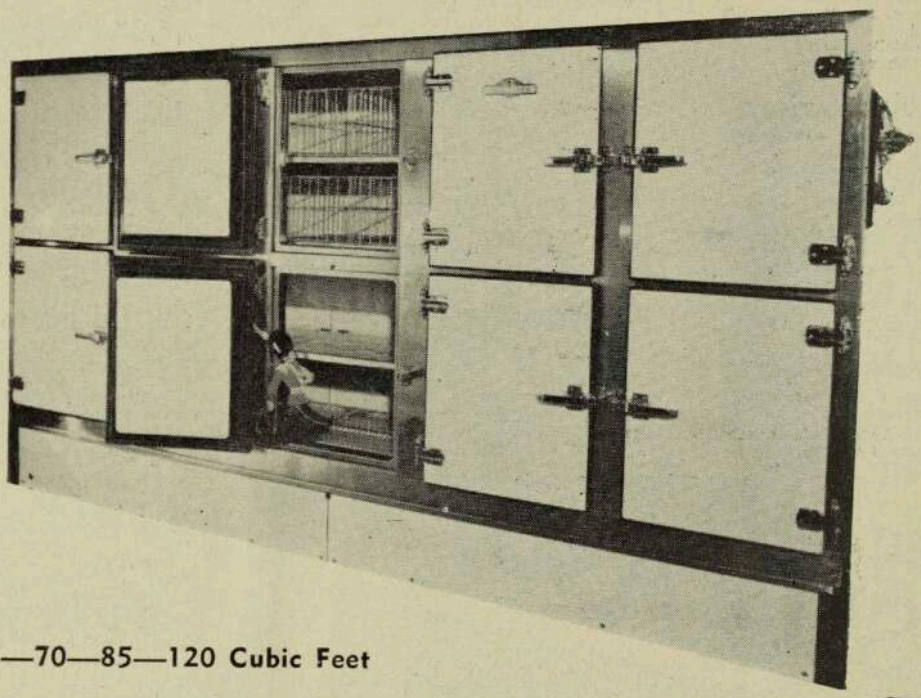
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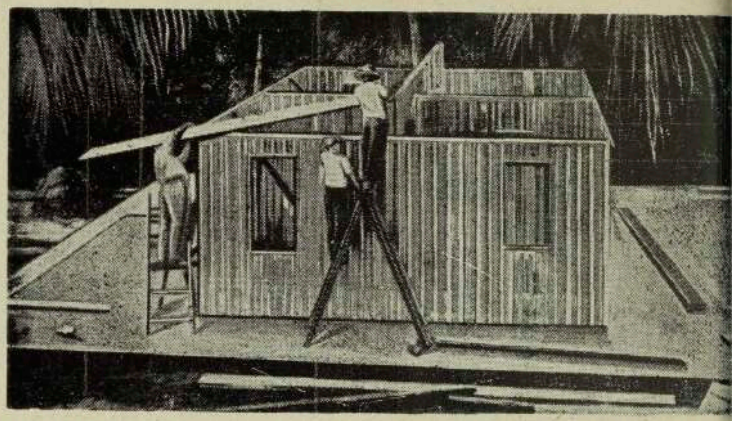
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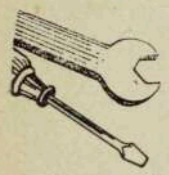
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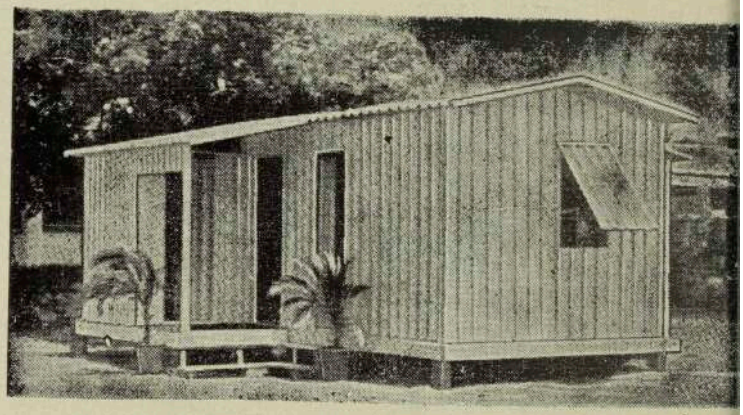


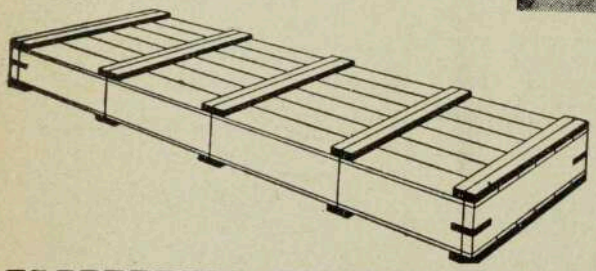
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at Happens Next ndonesia?

EKARNO, peeved by UNO's re- jection of Indonesia's silly West New Guinea claim, is out- ering Nasser.

sser, angered by American re- to finance his Nile dam, d the Canal. Britain and France ed armed forces to Suez to re- the theft. America drove them again, and left the thief mphant.

ekarno now (Dec. 9) has ordered 0 Dutchmen out of Indonesia, is seizing their property, worth hundred millions of pounds, mulated in 350 years of in- rial development.

turally, the Dutch are going to t. What happens now? More interference? Another Eisen- r "Doctrine"?

t alone, the Dutch could put the nesians back in their place with ump. But will they be left ?

stralia is a more-than-interested ator. And, through New Guinea, has a front-grandstand seat.

Consistently, since the 1946-48 d, when the Anglo-Americans doned their Dutch allies and ted the Jap-nominated arno, "PIM" has directed at- on to the dangers inherent in sprawling, irresponsible and rical "Republic", right on our frontier. May we now say to readers, We told you so?

We Don't Want nesians in N. Guinea

E retention of Western New Guinea by the Dutch is of more mportance to Australia than it the Dutch.

e Dutch, probably, would gladly nder their portion of the rough nhospitable island to Indonesia, turn for a guarantee that their very considerable investments donesia are left intact.

bably, the only nations which lly covet New Guinea, for ment and colonisation, are in The occupation of New Guinea, dumping-ground for 20 or 30 ns of surplus population, was of Japan's master-plan, which sprang at the Westerners' ts on December 6, 1941.

s not colonisation, but security, n makes New Guinea of vital rn to Australia and the South c countries. While New Guinea ld by Europeans (Australians in the east, Dutch in the west) the great island can be regarded as a sort of barrier against Asia—as it was in 1942-44.

But once let Indonesians in there, and the whole situation changes. Indonesians, as fighters, would be about as dangerous as a row of magpies. But Asian Communists armed and aggressive, could climb southwards over the shoulders of Indonesians in New Guinea, just as they are already travelling southwards across the Indonesian masses in Java.

Headache May Develop In Philippines

WITH pro-Indonesians turning propagandist handsprings and attracting sensational newspaper headlines, the Western world has been taking little notice of recent events in the Philippines.

The presence of Asian Communists in the Philippines (20,000,000) could be even more dangerous to the South Pacific than domination of Indonesia (83,000,000) by the Reds. Philippines is a most important bastion in the frontal defence line (extending from New Guinea to Formosa, Korea and Japan) which United States maintains against Red Asia.

There was turmoil in the Philippines after 1945, until the strong and capable Magsaysay took charge. When he died in a plane accident last year, leadership descended upon the politically feeble and inconspicuous Carlos Garcia. Immediately, all sorts of pro-Asian, anti-Western movements of varying degrees of nastiness developed; and these showed up clearly in last month's general elections. Garcia got a majority from the 7,000,000 voters; but the strength of his opposition suggests a coming period of turmoil.

Normally, Philippines Republic would be left—like Indonesia, Ceylon, Burma, etc.—to stew in its own politico-economic confusions.

But its situation is not normal—it means too much to North American and South Pacific security. If the political situation worsens, and the wild men get loose, some firm interference by the Americans is likely.

Political developments in "Independent" Philippines (except the Magsaysay period) are very similar to those of "independent" Indonesia. In other words, these Indo-Malay peoples seem incapable of governing themselves—at this stage of their evolutionary growth, anyway.

Another Eye for the IGY

Netherlands New Guinea's contribution to the IGY is a 25-ft diameter radio telescope which should now be in operation. It will be employed in a radio communications research project.

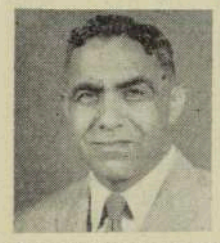
There is no glass in the make-up of the "lenses" of this type of telescope which consists simply of curved metal radio aerials.

INDIA'S COMMISSIONER IN FIJI

Mutual Regrets as Mr. Bhatia Departs

ALL communities in Fiji learned with regret, in November, that Mr. D. D. Bhatia, Commissioner for the Government of India in Fiji, would relinquish his post in December, and return to India, on leave and transfer. He joins the *Strathnaver* in Sydney on December 24.

Mr. Bhatia has spent nearly three years in Fiji—he took over his post there in February, 1955—and has worked in close and cordial co-operation with the Government of Fiji. Although an ever-increasing proportion of the Indian community (175,000) in Fiji is Fiji-born, there still are many close connections, social and commercial, between Fiji and India; and in both trade and travel the Commissioner has a lot to do.



For some years, there was a "procession" of Indian Commissioners in Fiji—they had come and gone almost before Fiji had made their acquaintance. Mr. Bhatia not only has remained longer than any of them and become well known, but he also has taken a keen interest in local affairs, and has been personally popular, and noted for his goodfellowship and hospitality. "I shall always cherish happy memories of this pleasant country and its charming people", he said, before departure. "I am happy to think that I have received from all races in the Colony, from officials and non-officials, not only understanding and goodwill, but positive co-operation and friendship".

There will be little racial trouble in Fiji while Delhi sends along officials of Mr. Bhatia's stature.

Pacific

Air Services

FRENCH, BRITISH PLAN EXTENDED ROUTES

• *In Sydney, in early December, "PIM" could get no confirmation from either French or British airline companies that extension to Pacific services announced authoritatively in New Zealand and Fiji newspapers, were imminent.*

A FIJI announcement of November 11 that Transport Aeriens Intercontinentaux would commence a regular four-times-a-month service from Noumea to Bora Bora (Tahiti) was not confirmed by the Sydney office of the company early in December.

A spokesman for the company in Sydney said that there was "nothing definite".

The Fiji announcement was made by Mr. M. H. Helsen, who is manager in Suva for Burns Philp (SS) Ltd., Fiji agents for TAI. Mr. Helsen is also French consul in Fiji.

Mr. Helsen said that the service would use DC4 aircraft initially and DC6 aircraft later. Calls would be made at Nadi, and possibly Wallis Island—which already has a TAI service from Noumea. As Papeete has no airport at present a shuttle service would be run from Bora Bora to Papeete by Catalina flying-boat.

With TAI already operating to New Zealand from Noumea (as part of its service from Paris) a service from Noumea to French Polynesia would be a challenge to the operations of TEAL on its present Coral Route.

TEAL's flying-boats have no more than two years' effective life left and no plans for replacements have been announced.

New Zealand, which has been in the throes of pending elections for all this year, has now got itself a Labour Government for the first time since 1949.

The NZ Labour Party, which had strong ideas on nationalisation of airlines when last in power, may have something to say about the Coral Route; it may even have some plans, which the National Government had not.

BOAC and a Pacific Service

BRITISH Overseas Airways Corporation whose trans-Atlantic service now extends across the United States to Los Angeles was, according to New Zealand sources, planning to continue the service across the Pacific to Sydney.

The date for the commencement of this round-the-world link depended on the delivery of long-range Britannias, but "next year" was mentioned.

• *This was denied by BOAC's Sydney office. It was stated that negotiations are still proceeding between BOAC and the American authorities over landing rights—presumably at Honolulu; that the delivery of Britannias, long-range or otherwise, had nothing to do with any extension of the service at the moment. It was expected that the first extension of BOACs route from US West Coast would be over the Pole back to Europe and not across the Pacific.*

Mr. H. J. Bingham, the Corporation's manager on the American West Coast, was in New Zealand and Australia in November-December discussing future plans with TEAL and Qantas.

In January, Qantas will commence its round-the-world flights. Passengers will then be able to fly with the company from Australia across the Pacific to America, across the US and the Atlantic to London, and return via the Middle East and Singapore to Sydney.

All these new air routes—which all indirectly give greater service to the people of the Pacific—are an indication of the expanding tourist potential of Pacific Islands-Australasia, as well as an indication of an awareness of the risks involved in concentrating on the more established Asian routes.

TAI Take over RAI

In November, arrangements for TAI to take over the French Polynesia operations of Regie Aerienne Interinsular, which operates Catalinas in the Tahiti area were completed.

TAI will begin operating the service in January. RAI was operated by the French Government.



SPECTACULAR MORESBY FI

In November, the Senior Men's Quarters Australian Petroleum Co., at Tuaguba, in Lawes Road area of Port Moresby, w destroyed by fire. This photograph (suppl by Mr. H. S. Wynne) shows the blaze at height.

RABAUL FATALITIES

Jet-Propelled Death In Old Torpedo

TWO natives and a European, salvage workers, in Rabaul, N Guinea, died in November fr injuries received from blast fr an old Japanese war-time torped

They were Gerald Austen Farr 50, married, of Rabaul; Anano, Papuan native of Abau; and S also a Papuan, of Abau. Five oth people were injured.

The torpedo was one of seve in the salvage depot of Brown a Gouldie, in Malaguna Road, Raba Farrell was using an electric dr on the torpedo and penetrated t compressed air tank which, in se vice, operates the motor of t torpedo. The pressure was such th its escape acted like a bomb. Ana died almost immediately from he injuries; the two others later hospital.

A DAUGHTER, PRUDENCE, T THE FREDERIC ANDERSON'S

A seven-pound daughter was bo to Mrs. Frederic Anderson, at t Royal Newcastle Hospital, on N vember 17. Mr. Anderson is a form ADO from Tapini, in the Goil area of Papua. The child was th first.

They have named her Prudenc

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onesia Makes Fighting Noises

er West New Guinea

UT COMMUNISM, NOT WAR, IS REAL ANGER IN INDONESIAN-DUTCH DISPUTE

When the perennial problem of who should control Netherlands-New Guinea burst into the news again during November, the vital point as usual got buried beneath the chaff.

RTAINLY, the chaff was piled thicker than at any time during the eight-years history of the nesian-Netherlands dispute.

ekarno's ministers, during the th, argued black was white in a am pitched high enough for the d to hear, and talked of "force"; e his organised youth gangs wled dirty words over Dutch and ralian property in Djakarta.

e Soviet mouthed bigger and r catchcries. The Dutch con- ed to be stuffily firm. Aus- a suspended its good neighbour y just long enough to use words "inflammatory", "falsification", "resented", over a hairbrained nesian news report that Aus- an troops had been sent to uke.

e chaff production was helped g with morbid enthusiasm by sections of the Australian s, which slanted their headlines ggest that a full-scale war was t to break out. War talk sells rs.

e point that no one on centre brought out was that control ndonesia of Netherlands New ea would mean that *all* of New ea might one day go Red.

was this fear, not openly ex- pressed, which finally decided he Australian Government to ly side with the Dutch, with a non declaration of co-operation rotecting and developing New ea as a whole, announced from The Hague and Canberra.

r Australia, the best protection nst the Red menace obviously to preserve the *status quo* in world's second biggest island.

early December, when every- had shouted themselves out, ralia was able to take stock.

Indonesia had not gained what anted—UN assistance for its dreams of becoming what it ses the Dutch of—a "colonial" r. The *status quo* had been re- d in New Guinea.

But the *status quo* had been when it came to Indonesian- ralian political relations. These d never be the same again. The —always a good deal wider than the leaders of either country have admitted—now was wider than ever.

• Some Asian countries were wondering what Australia was up to with its support of the colonial Dutch—and "colonial" is a dirty word in Asia.

• The Dutch—their relations with Indonesia no lower because it was impossible for them to get any lower—were suffering economic sanctions in Indonesia as a sour-grapes reaction against the anti-Indonesian UN decision.

BUT on December 5, there came a new development. The Indonesians, having whipped themselves up to fever pitch with their frenzy of swashbuckling during the previous weeks, now found they had to have an outlet. So they began to hound the Dutch out of Indonesia, closing their consulates, pirating their business enterprises.

Thus began moves which are going to be of vital interest to Australia.

But meanwhile some of the pundits had already been suggesting that Australia may have become more involved than it need have. Commentator Denis Warner was offering to lay bets that the Netherlands would, in any case, be forced out of New Guinea through internal or Asian pressures within 10 years.

Whether 10 years, or 50 years, does not matter.

While the real problem of West New Guinea remains the problem of resisting the growth of Communism, Australia has done right in announcing its opposition now. It does not want Indonesia in New Guinea because it does not want an expanding Communism there; and the sooner Indonesia, and Australia's Asian friends get that message, the better.

Indonesia is in no position to withstand the Reds. The country is in politico-economic confusion, deplorable and increasing. Indonesian cost-of-living has shot up 36 per cent. in the last six months, and almost 100 per cent. since 1953.

The furious campaign against the Dutch has been promoted by the Soekarno factions to divert public attention from the country's collapsing economy.

THERE clearly now is danger of conflict between Dutch and Indonesians, even armed conflict. But—despite newspaper sensationalism—there is only a remote possibility, and probably no possibility at all, of Australia being involved to the point of armed intervention.

Indonesians are by no means unanimously behind Soekarno. There are perhaps half a million people of mixed Dutch-Indonesian race who are mostly Dutch sympathisers.

Dissatisfied leaders are threatening rebellion. "Soekarno must go" is a catchcry that was savagely underlined in early December, when the President narrowly missed assassination in a bomb-throwing incident that took seven lives.

What happens in Indonesia in the next three months may be the key to the future of Dutch New Guinea, not anything that has happened in the last month.

EVENTS OF THE MONTH

Nov. 3: Youth gangs in Djakarta paint slogans on Dutch, Australian buildings in demonstrations.

Nov. 5: As demonstrations continue, Indonesian Communist Party advocates war with Holland to restore West New Guinea; suggests pressures on Dutch businesses in Indonesia.

Nov. 6: Australia and Netherlands announce 5-point co-operation plan for New Guinea, resolving that native peoples eventually be asked to decide their own future.

Nov. 11: With "West Irian Week" bringing more demonstrations in Indonesia, Foreign Minister Dr. Subandrio says Indonesia may forcibly find ways "to face the threat of Australia's support for the Dutch".

Nov. 18: Soekarno says Indonesia will use force to drive out Dutch if UN fails to settle dispute.
Dr. Subandrio, in New York, is concerned at "possible military implications" of Dutch-Australian announcement. Minister for Information in Indonesia claims position "explosive and could lead to war".

Nov. 19: UN begins discussions on New Guinea question, at request of Indonesia. Mr. Casey describes Indonesian allegation that Australian troops sent to Merauke as "fantastic", says deplores inflammatory statements from Indonesian Ministers as "deliberate campaign of falsification".

Nov. 20: In UN, Soviet makes bitter attack on Australia over New Guinea. Indonesia calls for recruits for special division of 15,000 men for duty in Indonesian islands.

Nov. 29: UN decides to take no action on New Guinea dispute.

Dec. 1: Assassination attempt against Soekarno fails, seven others killed.

Dec. 2: Indonesians begin campaign of reprisals against Dutch nationals and business firms in Indonesia.

Dec. 5: Indonesians order Dutch nationals to leave the country.

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Shipping Hold-up

SYDNEY WHARF TROUBLE PUTS BLIGHT ON ISLANDS CHRISTMAS

Christmas may be late this year—in Papua-New Guinea, Solomons, New Hebrides and other islands serviced by shipping from Australia. Six vessels which were scheduled to make voyages to S-W Pacific ports in the first half of December were still immobilised in Sydney early in the month. The dipute ended on December 6 but delay was expected in getting some ships away. Ships in Fiji were also affected.

THE watersiders' dispute began in early November as a sporadic affair but by the end of the month had paralysed the port. The dispute was over the alleged assault of a waterside worker called Krespi. He was sacked from a ship by a stevedore foreman called Twomey.

Krespi alleged that two other foremen had then followed him up a lane and bashed him. The waterside workers declared the three foremen "black" and refused to work with them.

As wharfies were rostered to work on ships with the three foremen, they refused to do so and were suspended. This had a snowball effect that in three weeks tied up the entire waterside force.

Spokesmen for Islands shipping lines operating out of Sydney felt that many people in the SW Pacific territories were going to miss out on their late Christmas orders and run short of ordinary basic supplies.

The position early December was as follows:

MALEKULA: After some delay through disputes, cleared Sydney for P-NG ports on November 9.

SHANSI: After about one week's delay due to current disputes cleared Sydney for P-NG on November 16.

SOOCHOW: Was due to sail November 22. Still in Sydney December 2. Should be ready to sail within 48 hours of end of dispute. Will lift only Sydney cargo already on wharf and will take on rest in Brisbane. This vessel will call Port Moresby and Samarai only.

SINKIANG: Sailing put back from December 6 to 10, but actual sailing on that date depends on settlement of dispute. This vessel goes to Honiara, Yandina (BSIP) before calling at Rabaul. If she leaves on 10th it is possible that she will reach Rabaul just before Christmas.

MONTORO: Due to sail November 29, still in Sydney December 2. Will take six days after end of dispute before sailing direct Port Moresby, Samarai, Rabaul, Madang, Lae.

MALAITA: Due sail November 27. Still in Sydney December 2. Will take 10 days after end of dispute. Will sail direct Lae via Brisbane.

BULOLO: Will probably get away from Sydney shortly after Malaita, sailing via Brisbane, Samarai, Lae and round the group.

TULAGI: Due into Sydney about December 6. Sailing date indefinite. It will take 12 days to turn the vessel around when dispute ends and when a berth is found for her. Then via Norfolk Island, New Hebrides, BSIP, etc.

This is the second time this year that the South-West Pacific territories have been disrupted by industrial trouble that originated in Australia. The first time was when Qantas airline pilots went on strike.

A hold-up of shipping is of considerably more significance as virtually all basic foodstuffs required by the European and Asian communities and the native labour force are imported from Australia.

Coming at this time of the year, when Christmas stocks are going north, any hold-up has an extra nuisance value.

Dispute over Slings

AS well as the Krespi dispute, there was a subsidiary hold-up over the number of bags to be worked per sling and the number of men to be used per hold. This dispute affected Burns Philp ships —which carry copra—but not tho of the New Guinea Australia lin

After the Krespi dispute w settled, the dispute over bags p sling and men per hold continu —further delaying *Monto Malaita, Bulolo* and *Tulagi.*

Dr. Gunther would be appalled too!

The month's oddest angle on Papua-New Guinea's new head tax, which takes effect in January, came from Senator Justin O'Byrne, speaking in the Australian Senate. Said the Senator:

"I join issue with Dr. Gunther, a man whom I admire and respect very much indeed, who has been one of the pioneers for Papua and New Guinea. He tried to justify the imposition of the poll tax of £2 a head by saying it was an excellent way for census officers to make close contact with the natives when going through the villages.

"He said that at present these officers just counted heads, but if they had the task of collecting £2 a head, the natives would argue and object, and in that way the patrol officers who were making the census would make closer contact with them.

"I think that was an appalling thing for Dr. Gunther to say."

DO YOU REMEMBER? From PIM of 20 Years ago

THE year 1937 was a fairly busy one in the Pacific, but by year's end things seemed to be running down, and December trailed off quietly as far as news was concerned.

Yet there were pressures building up, and *PIM* in an editorial that month was warning that the Japs "will turn to the Pacific after China, and there must be a cruel and bitter Pacific war, in due season."

But Pearl Harbour was still four years away.

Here are some items from our issue of December, 1937:

The big news for New Guinea was the report of the Commonwealth committee of experts set up to inquire into the site of New Guinea administrative headquarters. The gist of the 30 foolscap pages was that Rabaul should be abandoned "early", for there was serious danger of future eruptions. Australian newspapers, which splashed the story, began picking new sites—both Madang and Salamaua were suggested, and somebody even mentioned Wau.

* * *

In Port Moresby, people were being issued with "water ration cards", entitling them to four gallons a person a day (Sunday ra for the houseboy was half a gallon).

* * *

A conference of weather experts from over the Pacific was being held in Auck to co-ordinate requirements on weather infor tion for Pacific airline services, when started. Only one service was already operation, PAA across the North Pacific Hongkong. There was still uncertainty a the starting date for the long-awaited S Pacific PAA service between Hawaii and A land.

* * *

The Fiji Legislative Council voted to s £50,000 for a motor vessel to replace Government yacht "Pioneer". But this would be different. It would have two and a stern designed for minesweeping.

* * *

William Morris Hughes, Australia's war Prime Minister, was appointed Minister External Affairs, in control of Austra territories—and there was enthusiasm for appointment in the islands.

* * *

There were also cheers because the To budget had at last shown a surplus, and T was in the healthiest financial state for years. The depression had finally passed

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Undistributed Profits in Spotlight

TAXATION SCARE IN FIJI

A proposal by the Government of Fiji to introduce to the November Legislative Council a number of amendments to the Income Tax Ordinance brought such a storm of protest from the Colony's commercial interests that the Government hurriedly altered its plan, and postponed the Bill.

THE object of the Bill, according to the Government, was "to close some of the loopholes in existing Ordinance, and improve methods of administration in several respects".

But if the Bill had been passed, proposed, new and drastic powers would have been given to the tax-collector (Commissioner of Inland Revenue).

ALREADY, the taxpayers had been fearful of change. There have been repeated rumours that the Government wished to introduce some parts of the Australian income-tax system, which are regarded as oppressive.

In Australia, a company's profits are taxed, before a dividend is declared. After the profits are divided and distributed, the dividend is included as part of the shareholder's income, and taxed again.

If the Company wants to retain part of its taxed profits, for use as capital, and thus does not distribute all its profits to shareholders, the taxing authority arbitrarily takes a large proportion of the profits thus withheld from distribution, under what is called "the undistributed profits tax".

Most private companies in Australia are embarrassed and crippled by this system. They cannot provide capital from their own resources for expansion, although they may be making good profits. In other words, they cannot "plough back".

In Fiji, hitherto, a company pays substantial tax on the whole of its profits—and those profits are not taxed again in the hands of shareholders. Consequently, there has been no need there for an undistributed profits tax.

THE Fiji business community was given no warning. The provisions of the new Bill were published only a few hours before the meeting of the Legislative Council, which was to be asked to pass it.

When it was learned that (a) undistributed profits were to be taxed, in certain circumstances, and (b) certain of the new powers would be retrospective to July, 1956, there was justifiably—a good deal of panic.

There were hurried meetings of business people—mostly through the Chambers of Commerce—in Suva, Lautoka and other centres; and strong representations were made to the Governor. It was pointed out that this Bill could have far-reaching effects, and those concerned had had no chance of studying it.

The Governor (Sir Ronald Garvey) was reminded that in the Legislative Council, in 1954, he had said:

"I shall do all in my power to ensure that the policy of Government—and this involves its taxation policy—will be designed to encourage investment, whether it take the form of investment of new capital or the ploughing back of profits already earned".

It was pointed out that the taxation amendments might operate, in direct contradiction of the above.

After some conferences—presumably rather hurried—high officialdom announced that the Bill would go before the Legislative Council only for a first reading. Its second reading would be postponed until the next session—March or April. In the meantime, it would be examined and reported upon by a Select Committee.

SINCE then, it has become known that the situation was complicated by factors not generally appreciated.

One was the departure of the top taxation man, Mr. W. J Drysdale, an exceedingly able man who, as Commissioner for Inland Revenue, has been trying to tighten up the taxation system and remove some glaring anomalies. Mr. Drysdale (in Fiji, since 1948) has been seeking certain reforms for a long time; but the present Governor, anxious to encourage new investment in Fiji, and unwilling to create any uneasiness, has moved slowly and cautiously.

Then there came to Mr. Drysdale a chance to move to Hongkong on promotion; and he accepted it. He was due to leave Fiji on December 14. Evidently, it was decided to rush through his taxation reforms while he still was available to give advice. That explains the remarkable haste in the introduction of the Bill.

It is stated—not officially, yet—that the proposed undistributed profits tax would not, like the hated Australian system, apply generally. The Commissioner would have discretion to apply it only to any company of not more than five persons; if less than 60 per cent. of profits were distributed he could, if he deemed the non-distribution unreasonable, order that it be treated as if it had been distributed; and such distribution (while not itself taxable) would have the effect of lifting the shareholder's taxable income into a higher bracket.

It is claimed, on behalf of the Commissioner, that the privileges of Company registration have been flagrantly abused in Fiji—families, or very small groups, have registered as companies, in order to escape certain taxation for which, as individuals, they would have been liable. That was why the proposed undistributed profits provision was being limited to five persons or less.

The plan to make it retrospective to July, 1956, was similarly designed to catch certain tax-dodgers, while not interfering with the fair and proper operation of the Company system, and the safety of investments.

Trophies for Lae Sportsmen



These trophies were presented to members of the Comworks Football team at a cocktail party in Lae that marked the end of the 1957 football season. For the first time since 1948, Comworks lost the premiership this year—Qantas United team being the victors. Qantas also entertained its followers and friends at a big presentation party in the RSL Club.

All Territorians are true descendants of the mad dogs and Englishmen who went out in the mid-day sun, and in spite of the tropical heat and, in Lae, an average of about 160 inches of rain per annum—football, cricket, badminton, hockey, basketball, tennis, golf and bowls all have their staunch adherents. Supporters work hard for their favourite sports. Recently, Lae Bowling Club raffled a Volkswagen car and added nicely to funds.

Copra in 1958

FIJI STILL IS UNDECIDED

UP until November 30—within a month of the expiry of the MOF copra contract, and the reversion of the South Pacific copra industry to free marketing—the copra interests of Fiji had not been able to agree upon any plan for controlled marketing after December 31.

It was apparent that there was a sharp division of opinion within Fiji.

An influential section of coconut planters—especially the owners of estates in the Vanua Levu-Taveuni area—had formed the Fiji Copra Planters' Association (in which Mr. L. R. Martin is active), and sought some control over marketing, based on Governmental authority.

But there was no unanimity in the Colony. Another section of planters was prepared to leave copra-marketing free and uncontrolled after December.

Papua, New Guinea, Solomons, Gilbert and Ellice, Samoa—all have made arrangements, as Territories, to market their copra output through one or more controlled channels. The Unilever combine has met each of these organisations by guaranteeing to take a certain proportion of their copra at a price based on the free Philippines copra market, and periodically adjusted.

THE reason why Fiji has done nothing is, of course, the presence in Suva of the Carpenter copra-mill. The mill is capable of treating the whole of Fiji's copra production. It has indicated that it can pay the growers a price which may average up to £2 or £3 per ton more than can be obtained from overseas sales.

The arguments proceeding in Fiji disclose different facets of the marketing problem.

If all copra goes to the mill, the average return to the growers will probably be better than if all copra goes overseas. But that means that the Fiji copra industry becomes dependent upon the goodwill of the mill-owners.

If all copra is sold to the mill, none will go overseas, and the Unilever contact could be lost. Then, if the mill-owner should prove "difficult", the Fiji producer would have to accept the mill-owner's terms, or go naked onto an unfriendly overseas market.

On the other hand, commonsense and national economics suggest that it is foolish to ship raw copra in bulk overseas, when the net return to the Colony would be greater if it formed the basis of a secondary industry (milling) within the Colony.

Mr. Martin's Association wishes to secure enough power by Government action to play off mill-owners and Unilever against each other, for the benefit of the industry. A section of producers, however, express strong opposition to the suggestion that they should submit their copra and their freedom to the Association.

No section seems prepared to trust any other section—and time is running out. Government has been appealed to—to Government's obvious embarrassment.

It would be interesting to see what harm could be done if the market is left free and uncontrolled, as it was before the MOF contract. Then it would be each producer for himself—a sale to the mill if the mill's price could consistently beat the overseas offers; a sale to overseas if the mill's price did not please.

Meanwhile, the Fiji Copra Board is preparing to go out of existence on December 31. All funds in the hands of the Board then will be disposed of in a manner calculated to best benefit the industry. New machinery will be used to collect the tax on copra (between 17/- and 19/- per ton) imposed to obtain funds wherewith to fight the rhinoceros beetle pest.

1,000 MILS TO £

Tonga's New Money

WHILE other British countries talk of some day adopting decimal coinage, the Kingdom of Tonga is getting on with the job of implementing the proposals.

With the aid of the Royal Mint, Mr. D. M. Blakely, FRSA, is now designing and preparing the plaster casts of the new coins.

The system adopted is based on the pound unit. New coins will be in the following values: 1 mil (one thousandth of a £); 5 mil; 10 mil; 25 mil, 50 mil; and 100 mil. These are roughly equal to ½d; 1d; 2½d; 6d; 1/-; and 2/-. The 1 mil and 5 mil coins will be of nickel-brass and perforated. The remaining coins will be of cupro-nickel. The 10 mil piece will have a scalloped edge, and all except the perforated coins will bear the profile of Queen Salote on the obverse side, and on one or other side will also carry a border of ifi (horse chestnut) leaves and three stars representing the three sub-groups of the Tonga Islands.

Introduction of the new coinage will not in any way affect overseas exchange rates.

Ansetts' NG Service

STILL PRESSING FOR DECISION

A visit by a senior Departme of Civil Aviation officer Papua-New Guinea early 1958 should finally decide fate of the Ansett-ANA ap cation for a licence to fly betwe Australia and New Guinea.

THE officer, probably the Assista ant Director-General, Air Tra port Policy, Dr. H. W. Poult will report following his visit whether Ansett should be allowe compete with Qantas, which has monopoly of the service.

The Ansett application has b before the Commonwealth months. An earlier application rejected in May on the grounds t present services were adequate, that DCA in any case intended review the whole New Gui policy and would complete that fore making any new arrangeme Dr. Poulton's visit will be p of this review.

Ansett managing-director; Mr. Ansett, has had his hands full la with integration problems invol in his takeover of the ANA orga sation, and has not been push his New Guinea application.

Nevertheless, he has been a more active than a lot of pe expected, and he has been c plaining behind the scenes that Government has been using de ing tactics on his New Gui application.

DCA was to have made its su several months ago, not next ye Mr. Ansett says he is in a p tion to give a New Guinea ser right away.

HE offers a daily service, wh would be arranged by linl Lae and Port Moresby Cairns. Existing Ansett trunk vices already connect Cairns the southern cities, including M bourne.

The Ansett view is that arrangement would be m economic than the Qantas ser which has to duplicate exis trunk services between Sydney Cairns.

Says Mr. Ansett, "Our case f licence is unanswerable".

Whether or not it is, the Pap New Guinea Administration is k ing fairly neutral. It is aware t is public demand in New Gu for more opposition to Qantas, it is not sure of the economics.

Qantas does a lot of work in New Guinea for which it gets thanks and even less cash, and Administration benefits.

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peans Vote
ket"

w Blood In Samoan Assembly

LANDSLIDE decision of the Western Samoan electorate on November 15 swept three of the sitting European members from and gave four of the five seats rogressive Citizens' League candes. The one sitting Independent ber who survived the debacle Mr. G. H. Betham.

ctions fought on a party ticket iew to Western Samoa, and the ss of the PCL candidates can tributed to vigorous and organ- campaigning as well as to a of the electorate for new blood ie legislature.

e PCL victory must have been prise to some Territorians, ing the *PIM* correspondent who *PIM*, p. 18), stated that only of the new candidates (Mr. was assured of strong sup-

e following is the result of the count of the voting:
ECTED: Eugene F. Paul (PCL), otes; F. C Nelson (PCL), 614 ; G. F. D. Betham (Ind. sitnember) 592 votes, Peter Plow- (PCL, sitting member), 563 ; Hans J. Keil (PCL), 562.
FEATED: H. W. Moors (Ind. g member), 561 votes; Kurt r (PCL), 518 votes; A. M. u (Ind. sitting member), 278 ; P. L. M. Morgan (Ind. sitting ber), 235 votes; July Ah Mu), 171 votes; Z. F. Betham), 170 votes.

e voting between Plowman, and Moors is so close that there o doubt be a recount and this alter PCL numbers but not fluence.

a total of 1,432 European rs, 1,100 (or 78%) voted.

only 10 Samoan electoral dis- did elections by secret ballot place on November 15. In 31 districts, the Samoan *matai* s agreed in Samoan traditional on on a common choice with- he secret ballot.

the sitting Samoan members e Assembly, six were re-elected ut ballot, the remaining six defeated, or did not seek re- on—amongst them J. B. i, member of the Executive cil and member for Health.

e new Legislative Assembly ummoned for its first meeting ovember 27.

view of the precarious financial on of the Government, the new ably is facing important ems and will probably have to e on further stringent measures sterity and severe restriction overnment expenditure.

MOTHERS OF APIA ERECT MEMORIAL TO SONS



This monument for the Sons of Samoa who served with the British and American forces during the Second World War was unveiled on November 21 on Apia Beach opposite Apia post office. The monument, which cost £850 all of which was collected by the Mothers' Club of Apia, was handed over to the care of Samoan Government represented by the High Commissioner, Mr. G. R. Powles, and the Hon. Fautua Tamasese and Malietoa.

The members of the Returned Servicemen's Association and of the Mothers' Club took part in the impressive ceremony and Mr. Eugene F. Paul spoke on behalf of the Mothers' Club. The Reverend Whonsbon-Aston, of the Anglican Chaplaincy, conducted a brief service at the monument.

HEAVEN HELP THEM!

They've Won an Island

THE correspondent in August PIM (p. 82) who just couldn't wait to see who was going to win the limerick competition and Ava Ava Island (alias Yawalo) off the Lautoka coast, Fiji, can relax.

The island and its fixings—kindly arranged by the Fiji Visitors' Bureau—have gone to a Mr. and Mrs. Kent Shelby of Long Beach, California—and they can scarcely wait, either. As soon as they get their affairs tied-off, they'll be there, they say, by air, with their daughter Teddy, 15 months.

To win Ava Ava—it was renamed (shades of old Cakobau) after the film star—they had to supply the last line of a limerick. Theirs was one of 50,000 entries. Here it is:

"On an island with nothing else but
A coconut tree and a hut,
Two men and a dame
Played a triangle game,
TIL ALAS THE SWAINS MET WITH REBUT."

Shelby, who is 23, is a promotion writer for Douglas Aircraft and he wants to write a book. His wife, 21, likes to walk barefoot in the sand. They say they will live on the island, in a Fijian "bure", until Teddy is school-age.

FOOTNOTE: If these kids want to take their trip and dabble their feet in the tropical seas around Fiji for a couple of weeks, that's OK. But if they seriously intend throwing up security for it, it is about time someone told them the facts of life in a native hut on a tropical island. Let's hope that the promoters of this fabulous piece of nonsense know what they are doing.

DROUGHT, BUSHFIRES MAKE IT UNCOMFORTABLE IN NEW CALEDONIA

New Caledonia was still in the grip of a severe drought in late November, with bushfires adding to the problems.

SOME widely scattered rain had done little to ease the situation, and parts of the Dumbea River, which supplies Noumea with water, were dry for the first time in the memory of the old hands.

Because of stock losses, butchers were asking their customers to cut down in their meat orders, and the Assembly Territorial was discussing a proposition that would recompense graziers to the extent of 8,000 francs (£A50) a head for losses caused by the drought. An inventory is now being taken.

The bushfires were ravaging the whole of the island and some burned for weeks. A company of troops was used to control a big one which swept the Isle of Pines, 20 miles off the southern tip of New Caledonia.

A native who was convicted of having deliberately lit a fire which burnt acres of land and endangered houses near Noumea, was sentenced to eight days' gaol and ordered to pay a £50 fine. Asked why he had lit the fire, he explained he had never lit a bushfire before, and he found pleasure in it.

One fire on the outskirts of Noumea endangered a block of houses. Firemen and troops brought it under control, but not before they were subjected to an unexpected fusilade of exploding ammunition that apparently had been left over from the war.

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Six Perish

NEW GUINEA'S WORST SHIPPING DISASTER IN 22 YEARS

Six people lost their lives on November 15 when the coastal ship *Bellbird* caught fire off the New Guinea coast. It was the Territory's worst shipping disaster since the Administration vessel *Hermes* was lost in November, 1935.

FIVE of the people who perished were drowned when trying to reach shore in rough seas. The sixth, a native crew member, was burnt to death on the ship.

The ship was on a routine voyage down the South Coast of New Britain. It was about 10 hours out of Rabaul when fire suddenly broke out at the stern of the vessel. The lifeboat was burnt almost immediately.

The Master, Captain C. Bolton, manoeuvred the vessel for about an hour to get it into the wind and to bring it close enough to shore for those on board to make an attempt to get ashore.

He also tried to send a distress message but the radio signals were not received in Rabaul. At this time he was standing on top of the burning superstructure and finally had to leap off into the sea and swim to the bows of the ship.

An inquiry into the disaster began in Rabaul on November 28, before Coroner G. Hall, SM, the Receiver of Wrecks E. Brennan, and Rabaul Harbour Master G. W. P. O'Donoghue.

Witnesses said that as soon as the fire was discovered the entire native crew, with the exception of one man, had jumped overboard and swum for the shore.

The exception was a native called Towanna, who had stayed with the others and at one stage was instrumental in saving the life of Mr. Maurice Farrant, the ship's engineer.

The passengers had gone to the bows of the ship when flames cut them off from the burning stern. Because they could not get at the life-jackets, the Captain had thrown into the sea everything he could get his hands on that would float. The survivors had got ashore on these. Mr. Cyril Parer, who could not swim, got ashore on two oars.

Herbert and Gladys Walsh had attempted to reach shore together, but had become separated and Mrs. Walsh drowned.

When the fire alarm had first been given, everyone believed that it was a small one that could be dealt with quickly. But the stern was found to be a mass of flames which quickly spread to the superstructure.

After the survivors had got ashore, Captain Bolton and Mr. Tony Whitton, a plantation officer, walked 25 miles to Sum Sum plantation for help. The news was flashed to Rabaul and the vessels *Mangana* and *Arawe* picked up survivors.

DIED:

Mrs. Gladys Walsh, wife of Administration Medical Assistant Herbert Walsh. Drowned getting ashore.
James Thayne, engineer, drowned while getting ashore.
Eric Aquiningo, sawmill employee, drowned.
One native, crew member, name unknown, burnt to death on ship.
Two native passengers, drowned when swept away at sea.

SURVIVED:

Captain C. Bolton, master of the "Bellbird".
Mr. Maurice Farrant, "Bellbird's" engineer.
Thirteen native crew members.
Mr. Cyril Parer, planter of Karlai.
Mr. Herbert Walsh, medical assistant of Pomio.
Mr. Tony Whitton, plantation officer.
Three native passengers.

FOOTNOTE: The *Hermes*, referred to above, left Madang for Rabaul on November 10, 1935, and was not seen again. (Fragmentary wreckage was found later). On board were 17 natives; J. A. Andrews, engineer; N. E. Weldon, a surveyor, and F. Barclay, an AWA official.



New gravestone for this lonely grave stands in the office of Mr. R. Tebb of Lae, NG, awaiting transfer to the now deserted town of Salamaua.

Mr. Kevin Parer, a respected member of the well-known New Guinea family, was running his own air service in the Territory in the late '30's, early '40's. When the Japs first raided Salamaua in January, 1942, one of his planes was on the airstrip. He ran out to attempt to get it into the air and was mowed down by machine-gun fire.

Lautoka Mill Out For Third Time

WORKERS at the Colonial Suga Refining Company's mills Lautoka, Fiji, went on strik on December 2 for the third tim this year. They were followed late in the day by workers at the E and Rakiraki mills.

They returned to work after in tervention by Government.

The walk-out followed a repo on an investigation made by Mr. Aitken, the new CSR manager Lautoka, into allegations again two sirdars (overseers) as a resu of the October-November strike

Mr. Aitken reported that the was some substance in allegatio against one sirdar, who would probably be transferred. He cou find nothing in the allegatio against the other.

The Fiji Sugar Industry Em ployees' Union thereupon struck.

Their strike began at Lautoka o December 2. General resentmer by the more moderate sections w shown—especially when the Lautok "leaders" pulled out the men at E and Penang.

Police were sent from Suva. Rio ing and brutal attacks on th sirdars and their friends occurre

Mr. Maurice Scott, on Dec. 4, the Legislative Council, demande immediate strong action by Goverr ment to halt these senseless, irr sponsible strikes, which were d signed to disrupt the Colony's maj industry.

Another Inquiry—Strikers Resume Work

SUVA, Dec. 9.

ALTHOUGH this latest sug strike is generally recognised nothing more or less than struggle for power between politic agitators — union "leaders" a would-be "leaders" — who shou have been dealt with very firml the Governor at the week-end d cided to make terms.

He has appointed a Commissio (the Chief Justice, Sir Ragn Hyne) to inquire into the meri of the charges against the Sirda and into the soundness or othe wise of the inquiry into the sa matter which was made by the CS Co., under an arrangement wi the mill-workers.

The new inquiry commences the 16th, the two Sirdars are be suspended in the meantime; bo sides are to accept the Comm sioner's findings.

Having thus gained a victory namely, the setting aside of the r sult of the CSR Co.'s inquiry, whi they previously had undertaken accept—all the mill-workers r turned to work this morning.

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Highlanders Meet
ritories Minister

FER MARKETS SOUGHT FOR NG PRODUCTS

SURPRISE delegation arrived in Canberra from the Eastern Highlands of New Guinea at end of November, and entered cordial—and, it is believed, tful—discussions with Territories ister Hasluck, mainly on the ject of marketing.
roducers in the Australian ritories have been unhappy for e time.
'ith a confident eye upon the ving Australian markets, they e been growing rubber, cocoa, ee, peanuts and passionfruit n a considerable and growing e. But these products have n meeting some strong com- tion in the Australian markets. ipetitors have been throwing ything they could lay hands n against the New Guinea ducts.
nd—and this is what so gravely t the P-NG planters—the tralian Government seemed fferent about it all.
anberra's apparent indifference colour to the belief—widely in P-NG—that Territories ister Hasluck would not be y to see European settlement production discouraged, so that e might be greater opportunities New Guinea natives.
nat capable young Australian Mr. John Howse, who holds seldom-publicised post of er-Secretary for the Territories, mpanied Australian Treasurer, Arthur Fadden, to New Guinea November. Mr. Howse was dis- ed by the sentiments he heard essed there by the planters.
a result, the marketing of all products of Papua and New nea, including rubber and a, now is under Departmental ew.

PASSIONFRUIT INDUSTRY

the invitation of the Terri- tories Department, a delegation from the Highlands Farmers' Settlers' Association, consisting Messrs. R. F. Bunting, MLC, Ian ns, MLC, James Leahy and D. Elphinstone, met Minister luck and some of his senior ials in Canberra on November 9; and many matters connected marketing were discussed.
ne delegation will report back he Association in Goroka on t December 9.
essrs. Cottee placed a large ern factory in Goroka for the tment and canning of passion- pulp; and induced the natives row the fruit on a large scale.

Important Moresby Wedding



The radiant bride, here cutting her wedding cake in Port Moresby, was formerly Miss Marilyn Nicholas, daughter of prominent Port Moresby residents Mr. and Mrs. W. Nicholas. She married Mr. Robert McInnes, of Lae, at St. John's, Port Moresby, the same church in which her parents were married and in which she was christened. The couple will live in Lae, where Mr. McInnes is with the Bank of NSW.

Over 70 people attended the reception given by the bride's parents at the Hotel Boroko.

Photo: Papuan Prints.

An outcry from passionfruit growers in Australia, to the effect that their market was being ruined by "the cheap product of black labour in New Guinea" threatened a severe dislocation of this promising Goroka industry some months ago.

The Department now has been informed that Messrs. Cottee will guarantee growers generally in Goroka 3d per lb, and will be responsible for collecting the produce, processing it, and transporting it to market.

It is contended that this would be a sufficient reply to the Australian growers' cry of unfair competition; while the price offered (3d per lb) would assist in the establishment of a suitable industry among Highlands natives.

PRODUCTS OF EAST AFRICA

THERE was discussion about the conditions under which East African tropical products compete in the Australian markets with New Guinea products.

It was pointed out that the freights between Sydney and Madang are as high as freights between Sydney and East Africa; and that New Guinea labour costs are as high as African labour costs.

It was contended that, provided no Australian mainland products are affected, New Guinea products should be protected in Australia against African competition.

Mr. Hasluck was informed that the Highlands Farmers' and Settlers' Association probably will admit native planters to the help and privileges of membership. This would mean that the Department, in assisting the Planters' Association to market its products in Australia, also would be helping the natives to produce for export—which is part of the Department's stated policy.

It was pointed out that, in addition to native cocoa-growers in the Coastal areas, there now are hundreds of native coffee planters in the Highlands.

The delegation appreciated the courtesy and interest displayed by the Minister; and now is hopeful that the Department will henceforth accept some responsibility regarding the marketing of P-NG products.

End of the
"Pandemonium"?

New Hebrides May Go to France

A NEWS message from London, that "Britain is considering handing over the New Hebrides to France", was published in a small section of the Australian newspapers on December 3; but has not been officially confirmed or denied.

It is known that the future administration of the British Territories embraced in the High Commission of the Western Pacific (British Solomons, Gilbert and Lllice Islands, and the British side of the New Hebrides Condominium) has been under consideration in the past five years.

The Western Pacific High Commission has long been an embarrassment to Britain—the Solomons and the G & E Colony because they have only a poor "coconut economy"; and the New Hebrides because of the unwieldly, partnership with France.

It is believed that Australia could be induced to take over the Solomons administration, and add it to that of New Guinea. Britain has offered it on condition that Australia also took over Britain's responsibilities in New Hebrides. But Australia flatly refused that proposition.

In *PIM*, of January, February and March, 1954, we reported that plans had been under discussion between high British and French officials, affecting the future of New Hebrides. This was "officially denied".

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TERRITORIES TALK-TALK

By Tolala

REETINGS for the Festive on to one and all, and may we y the qualities of Peace— tally, spiritually and materially our personal and in our national tacts one with the other. essing Peace, then all that is must follow: Courage, Toler- and the Better Things of Life ist proportion.
OYFUL CHRISTMAS AND A PEACEFUL 1958.

ocratic rgies

n Downs' allegations of threat- victimisation to anyone having audacity to question official on brought a speedy challenge NG Administrator Cleland in best Ash Street manner. It was ndeavour (it would appear) to nent the complaining Ian as if vere a Party Member showing llious tendencies in the NSW slative Halls at Canberra.

it the Member from the High- s was not talking through his and I will be very surprised if Cleland challenge is not taken

ne man in the box seat gets annoyed if the crack of his is not answered by those pull- the load, and this attitude is cially apparent in NG, and has for years; more particularly NG at one particular period.

y mind goes back to 1925 when, Editor of the *Rabaul Times*, I carpeted before Administrator dom following the publication a certain editorial criticising inistration ineptitude.

ch an act was tantamount to *majeste* in those days! The e was reminiscent of an Orderly n with a choleric CO and a de- ing Digger. I listened to a re on the palpable dangers and arrassments arising from in- cious press comments when seen ugh the eyes of the League of ons—which left me cold—while references to the recognised iom of the press were ruthlessly hed aside by the Brigadier.

it the owner of the paper, ggling along with the aid of rnment printing, was justly ehensive, with the result that orials did not appear for some ns. That was not victimisation, rather intimidation; pressure or d-over tactics.

Thorns In Official Sides

The elected Legco Member, who has had previous experience as an Administration official, as Ian Downs has had, naturally possesses an advantage over other Members with his two-way knowledge and a familiarity of the workings of the official mind, and is an ostensible pain-in-the-neck to the ever-dominant Official Party.

The old TNG Legco at one time had three ex-officials on the floor of the Chamber and they proved invaluable in their contributions to debates and in uncovering attempted pressure tactics, originated in Canberra and launched by the official members.

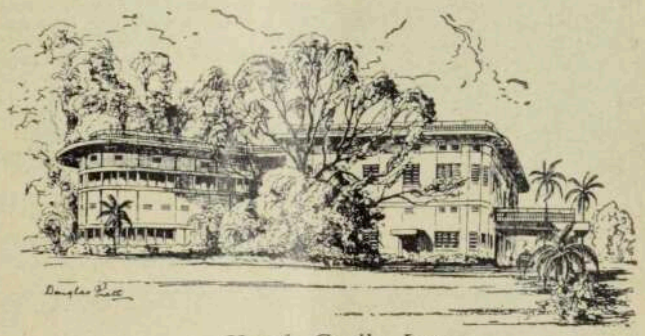
The late Bill Grose was one; a former Government Secretary and later Police Superintendent in Rabaul. A polished and fluent speaker; his facts well marshalled, with a fund of knowledge and every "i" dotted and "t" crossed. He was a planter Member from New Ireland.

Jack Mullaly was another ex-government man; ex-auditor and Native Affairs Inspector who became a planter and, without doubt, the most fiery Member of the Chamber, and one who had all the figures at his finger-tips and an inside knowledge of the *modus operandi* of the government Field staff.

He was a man who pulled no punches and his fighting qualities and expert knowledge received the greatest respect from the Government benches.

The third Member, who had lived in both camps, was Harold Taylour, a mining engineer from the Morobe gold-fields area and one who had previously been an Inspector of the TNG police and Mining Warden.

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His expert technical knowledge drove home many a point during debates.

Towards A Two Track Mind

Much of the inter-sectional trouble in P-NG arises from a studied disregard of how the other fellow lives. The official, the missionary, the planter and the man of commerce each lives in his own air-tight compartment and is ignorant and/or intolerant of the other.

I expect the curriculum of the cadet field officer is already pretty well filled; but serving a six months' period on a plantation as a common or garden overseer, without any government glamour, would be of inestimable value to him and allow him to appreciate to the full some of the problems of everyday life and the atmosphere which prevails outside the charmed circle of officialdom.

Some of TNG's old officers were men who had lived the Two-Way Island life and were armed with knowledge gained in both unofficial and official jobs. I call to mind off-hand: Chinnery, who was native labour officer for a Papuan mining company at one time; Bob Melrose, a Wireless Officer; "Cassa" Townsend, who was with a Rabaul commercial firm; Ernie Britten, with the Exproboard and prospecting; Jerry McDonald, another ex-Board man; and many another, all of whom in their dealings with the masses showed the advantages of their knowledge of Two-Way Thinking. An attribute not acquired by being shut away in an isolated ivory tower of officialdom.

And John Gunther, the AA, should know that only too well, for he had a couple of years down in the Solomons with a big plantation concern.



On the arm of her husband, Mr. G. Blake, the former Miss E. Brittain leaves the LMS Church, Port Moresby, on November 8. Mr. Blake is with the Commonwealth Bank and the couple will live in Port Moresby.
Photo: Papuan Prints.

If just a little attention could be spared from the over-all drive for native welfare and development to bring together the non-native people in a spirit of harmony, then life would be so much more pleasant and more gracious instead of this incessant demonstration of petty jealousies and intolerance.

It was bad enough in pre-war days but now another sectional conflict has arisen between the Befores and the Behinds.

A "Before" is too often used as a term of opprobrium by the "Behinds" with their grey flannel minds; while the old-timers are too patronising and intolerant of the late-comers.

Wanted: A Tabloid History

Invariably when I read a feature story dealing with NG in an Australian newspaper I realise the necessity for the existence (and its use) of a concise tabloid history book on both Papua and New Guinea; one that would contain cold bare facts, not carrying a torch for any particular political party, department of science or strata of society, and preferably one with a gazeteer with standardised spelling of native place names.

Only recently I read quite a good factual story on the Rabaul eruption back in 1937—only twenty years ago and an event which had a full cover in most Australian newspapers—nevertheless there was a glaring error in giving the credit for the Rabaul evacuation on the day following the eruption to Judge Wanliss when, as everyone should know, it was Judge Phillips who did such an excellent job.

Judge Wanliss was down in Australia at that time taking his long leave before retirement. Another statement, which Time has proved to be incorrect, was to the effect that the Japs and Allied bombers had "turned Rabaul into a wreck beyond hope of repair."

Well, not that you would notice anyway! What with talk of no more building sites being available in the township and suggestions that future building programmes should be located at Kokopo!

Another story in a Sydney Sunday paper dealt with "A New Era for the Copra Kings?" After a recital of Lord Leverhulme's activities with the wily coconut, the writer refers to "Count" Wahlenburg who "set up headquarters as 'Emperor of Equatoria' on Maron Island. . . Although the writer puts the title in quotation marks there is the inference that HRW posed as such which was never the case, although (if my memory serves me right) his wife was a *Grafin* (Countess) in her own right.

"Wahlenburg" is probably culled from "Wahlenberg", the name of the palatial home on Maron. Incidentally, in this same story the Anchorites became the Anchovities.

I may seem to be a stuffy purist but the time has arrived when P-NG

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o longer back o' beyond or an
id fantasy. It is world news and
we became realistic about our
ory.

's in P-NG

sure sign of the Territory's
ring importance—politically, if
ing else—is the great number
op-ranking visitors making the
d tour; saying the right things,
ot necessarily meeting the right
le at all times if it is a re-
ic approach they seek. How-
protocol must be regarded.
st month the Aussie-Dutch re-
ns were given a shot in the
when the Dutch Minister for
seas Affairs went touring about



and Mrs. Geoff Moxam, seen here after wedding at St. John's Church, Port by, on November 16, will make their at Boroko. Mrs. Moxam was formerly Elma Vrepont. Mr. Moxam is with DCA. Photo: Papuan Prints.

our Minister Hasluck and the
Governor hob-nobbed with
inistrator Cleland.
lland has visited New Guinea
e for itself before. In 1936 a
al New Guinea Committee of
h scientists and government
als made a wide tour of Pacific
s studying the various admin-
tive set-ups and they spent a
derable time in TNG noting a
of the things which applied in
own western portion of the
d. Little did those Dutch
als think that in a couple of
des the world's spot-light would
cussed on their particular neck
he woods.

TS AND PIECES: Engaged:
ara Ann, only daughter of Mr.
Mrs. Lee Smith, of Rose Bay,
yril John Bull, of Lae. . . .
de: Pamela May, youngest
hter of Mr. and Mrs. Orm
y, of NG, to William Finch,
previously with Qantas in NG.
will live at Turramurra. . . .
Post: Rear Admiral A. W. R.
icoll to become Deputy-Secre-
(Military) to the Defence De-
ment from next February.

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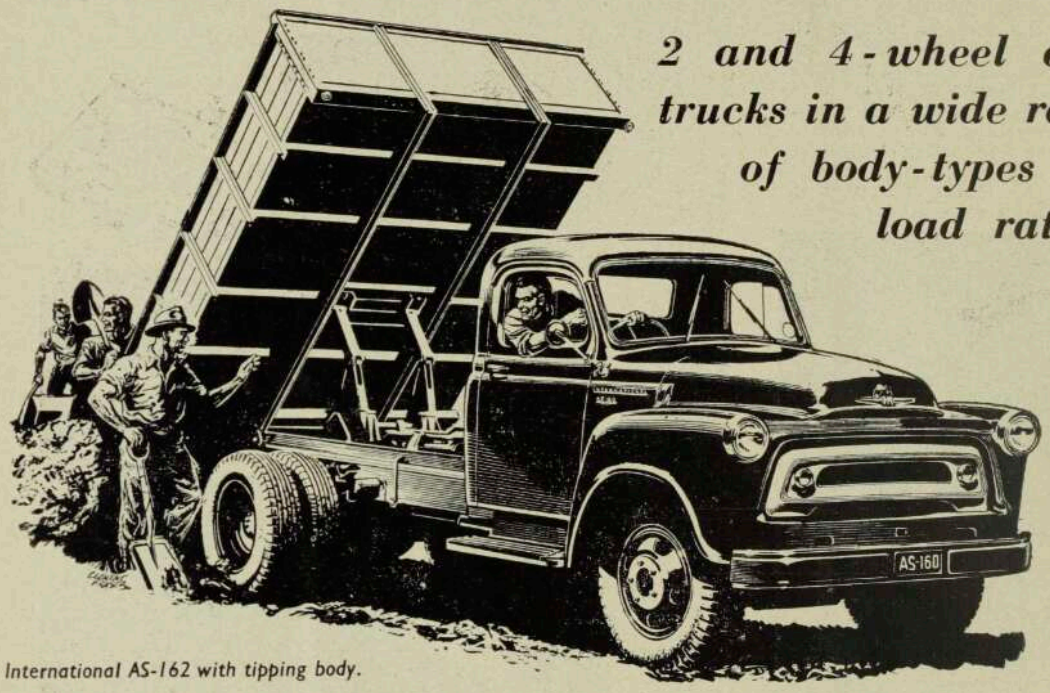
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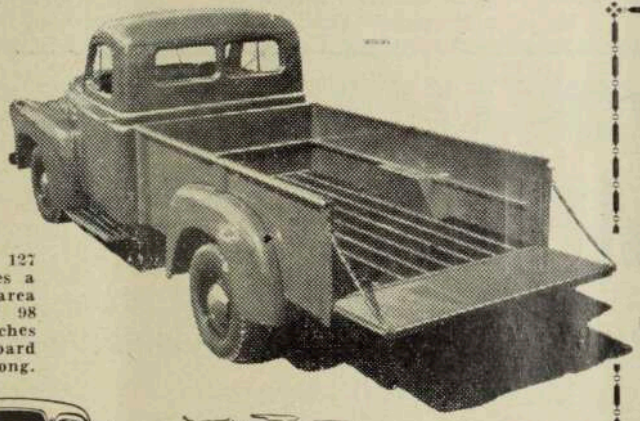
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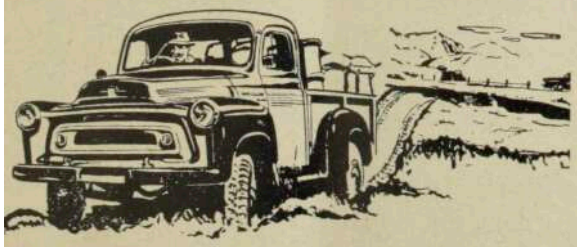
...n highway — off highway!

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JAPS ARE STILL BOGEY-MEN, BUT—

Santo Fishery is Doing Well

A SYDNEY business man, just back from a routine trip to the New Hebrides, hooted with derision when shown a clipping from a Melbourne newspaper which had 300 Japanese women going to Santo next year to work in a local fish cannery.

This is the piece, from the columnist in the Melbourne *Age:*

Travellers back from the New Hebrides tell disquieting stories about the return of the Japanese.

The island of Espiritu Santo, some 1,000 miles north-east of Australia, is being transformed into a Japanese fishing base.

A large canning factory, where 300 Japanese women are expected to be working next year, a modern wharf, and other buildings are rising there.

This news should interest Australians generally, and particularly Australian fish canners, because Japanese competition was blamed for the recent closing of a big Tasmanian cannery.

This peacetime Japanese invasion of the New Hebrides is ironic.

Espiritu Santo was America's chief base for the Pacific war drive which recaptured the Solomon Islands.

It is an Anglo-French condominium, but because of its nearness to Australia, white inhabitants sought Canberra's support in opposing the return of the Japanese.

If Canberra has protested, its protest has apparently gone unheeded.

The cannery is the fishing enterprise established at Palekula by D. J. Gubbay and Co. with American and Japanese backing and Japanese fishing know-how.

First fish was delivered to the company's freezer at the end of October and about eight to a dozen Japanese fishing boats are working there under contract—after the style of the Van Camp set-up that has been flourishing in Pago Pago, American Samoa for several years.

So far as is known there is no immediate prospect of canning fish at the Santo plant. Canning needs labour—and labour is something the Hebrides has not got. Probably a few hundred Japanese women would solve that difficulty or a few hundred Javanese or Chinese or Tonkinese.

NH has a Tonkinese population of over 2,000 already—about twice that of the French and British combined. These have been very suspect within the Condominium, just as the same racial group is *non persona grata* with the white residents of New Caledonia.

Santo fish will be frozen there and will be shipped in that form to the United States. There is no suggestion that it should be sold in Australia although as Australia sells a lot of food and manufactured goods in the Hebrides and buys nothing, it could help to balance trade.

It is understood that if fish-canning develops from the present enterprise, it will be in the hands of a French firm, Compagnie Parisienne Sunbel.

The Gubbay enterprise has the blessing of the British and French Governments in the Hebrides. NH is at present a one-industry economy—copra, and poor copra at that.

Even if the fishing company has to import all its labour—on short-term contracts under quite rigid safeguards—and a lot of its profits go to overseas shareholders, presumably the Government expects to get a rake-off somehow, as Governments always do.

Local Hebrideans and Tonkinese are supposed to be trained to work in the freezer.

No native Hebridean, no Tonkinese or British planter (some of whom did object to the use of Japanese fishermen) has ever had the slightest desire to exploit the fish resources of the area. Wandering Japanese tuna ships will get the fish anyway; so if the profits therefrom are diverted for the enrichment of the Condominium, it might be a very good thing.

† More than 1,000 natives throughout the South Pacific have now passed St. John first-aid examinations, following a training scheme inaugurated in 1953.

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November Budget Blues

FIJI MUST PRODUCE MORE REAL WEALTH

Repeated warnings, during the year, that Fiji's overseas rade balance was unfavourable—that is, that the Colony's bill or goods and services purchased abroad was consistently in xcess of earned income from all sources—was followed in November by a grim and forthright Budget.

DDRESSING the November session of the Legislative Council, both the Governor (Sir ald Garvey) and the Treasurer . H. W. Davidson) informed the le that estimated expenditure ll Governmental services in the -8 period was £6,340,809, while nated revenues were £6,359,058—h meant a surplus of only 49. As any student of Budgets vs, this easily could become a it, on the year, running deeply six figures.

owever, there is nothing like ster in sight, at the moment. is a rich Colony, with ample rves, and excellent prospects. Fiji would be very foolish in to ignore certain facts. It must te more wealth, by either prong more, or reducing costs.

The economy of this four-community country is based on large importations of both foodstuffs and manufactured goods. These imports are paid for by the sale overseas of sugar, copra, gold, bananas, some small commodities like metals, and tourism.

Fiji, like most Western countries, is in the grip of the inflationary spiral. The costs of goods and services tend to rise more quickly than does income.

There is no immediate connection between the Colony's overseas trading balance, and the Governmental Budget. But, undoubtedly, the Budget figures are affected by overseas trade. Good trading profits are almost always reflected in buoyant payments from private enterprise to Government.

The inflationary spiral thus affects the Governmental Budget directly, in its expenditure, and indirectly, because it cuts down overseas trading profits and makes less money available to the Government's tax-collecting agencies.

To beat inflation, and keep its Government finances healthy, Fiji must earn more, especially in overseas trading. But in what section of its overseas trade can it look for immediate profitable increases? Not in sugar, nor in gold, nor in copra.

It may gain financial advantage by producing more of its own food requirements, and buying from overseas less foodstuffs, like rice and beer.

But its chief purpose should be to sell more of its products overseas. The field is limited. But the Governor has indicated three industries which, with encouragement, could effect greater sales abroad—metals, and bananas, and tourism.

There still is no indication of a limit on New Zealand's appetite for bananas. All around the Colony, the Fijians are being actively encouraged to produce more and more of the country's most excellent bananas for overseas. Fiji should never be allowed to forget the recent spectacle of a ship arriving in New Zealand with a cargo of bananas from

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Ecuador—brought in because Fiji could not supply enough of the fruit.

The world is increasingly hungry for a wide range of metals—and Fiji has more kinds of precious metals than Fiji herself is aware of. Gold already has enriched Fiji, and men of good judgment hold that there still are valuable gold lodes merely awaiting discovery in those northern Viti Levu hills.

Considerable manganese already has been taken out of Viti Levu—and there is much more awaiting exploitation.

The Government has indicated, hopefully, that prospectors now are following up interesting indications of bauxite in Viti Levu, of copper in Vanua Levu, and of radioactive material somewhere else. Copper is under a bit of cloud at present; but generally the importance of these metals cannot be over-estimated.

But Fiji's best bet, in the way of increased industry, surely lies in tourism. In beauty, in novelty and in pleasing living, Fiji has as much to offer the tourist and traveller as any country in the South Pacific. The £ and the $ left in Fiji by the visitor is just as valuable as the £ and $ paid in London or San Francisco for a product of Fiji. If provided with suitable transport and hotels, the tourists will come to Fiji in an endless stream.

At present, this profitable traffic is limited by the hotel accommodation. Hotel building, in turn, has been limited by the high capital cost. The latter, unchecked, requires hotel tariffs which the average traveller will not pay.

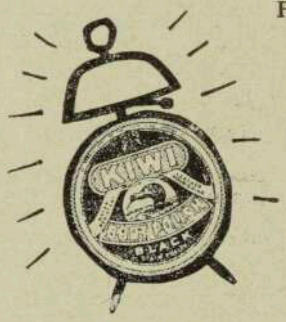
So the Fiji Government, very wisely, now has announced a series of concessions to hotel builders which, it hopes, will take this bottle-neck off the tourist industry. They are—

• Crown lands will be made available for hotel-building, at rentals specially reduced for the first five years of occupancy;

(Continued foot column 1, page 35)

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West Samoa Benefits om Cocoa Price Rise

is fortunate that a substantial rise in the price of cocoabeans in the world markets was announced at a time when Samoa's ba crop had just been harvested at least part of the crop can be sold at the higher prices.
eginning of November, the cocoa e in New York rose from 22 cents lb to 33 cents per lb and the). price at Apia for 1st grade quoted middle of November at veen £Stg.300 and £Stg.320 per and with £10 less for second le.
he present crop has nearly all e in. Most of it has been ped to English buyers.
iven fair weather conditions, a e cocoa crop is expected for be- ning of next year.
ext year's copra will be sold to lever, the price to be based on market rate for Philippine copra.
he banana industry shows a wel- e improvement in exports to Zealand during recent months. s confidently expected that it be possible to ship 20,000 cases amoan bananas every fortnight he end of the year.
ecent shipments have been as fol- : *Tofua,* August, 15,811 cases; *ua,* September, 16,317 cases; *ua,* September, 17,149 cases; *ua,* October, 15,534 cases; *Tofua,* ber, 17,372.
the various banana districts, ta (Upolu South Coast) and sa (Upolu) show the greatest eases in exports.

Budget Blues

(Continued from opposite page)

Materials and equipment re- ed for new hotels either will be itted to the Colony free of duty, there will be a system of valent grants in cash;
Concessions will be made in in- taxation, under which capital nditure may be written off nst income in the first few years he hotel's operation.
strong plea had been made to Government that loans be made able, at very low interest rates, hotel-building. In view of the ny's huge demands for capital ll kinds of public works, that apparently was not favoured. the foregoing proposals do show eagerness of the Government to omething, in a practical way, timulate tourism.

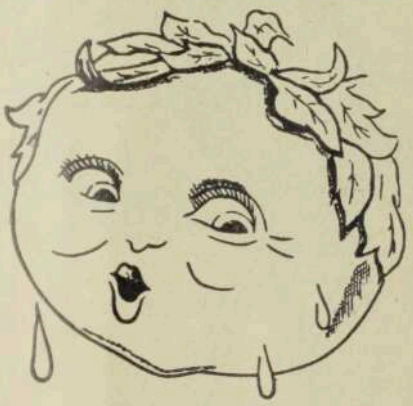
was unfortunate that the Gov- rnment chose this time of ritical examination of the ny's finances to announce plans for increased and drastic taxation. The taxpayers were in no mood for it.

There has been an increase of about 60 per cent. in telephone tolls and rentals. Until 1956, Suva had the world's worst manual telephone exchange. This was replaced by an automatic installation, in which calls cost 1½d each. A year's trial has shown that this new exchange, and the telephone system generally, are operating at a loss. So automatic calls have gone up to 2½d each, and all non-automatic exchange charges proportionately—a heavy slug for all telephone users.

Taxpayers generally were therefore in a sour mood when the Government proposed to rush through a new Income Tax Bill, which planned some startling new imposts. The resulting clamour induced the Government to suspend the plan for a few months. The matter is dealt with in another article in this issue.

† TEAL's lone Coral Route flying-boat was unable to cope with the traffic offering on the Papeete-Suva sector in October-November, and because of this a number of intending air passengers came south to Auckland per *Monterey* to obtain an air connection home. This was quicker, if more expensive, than waiting for an air seat.





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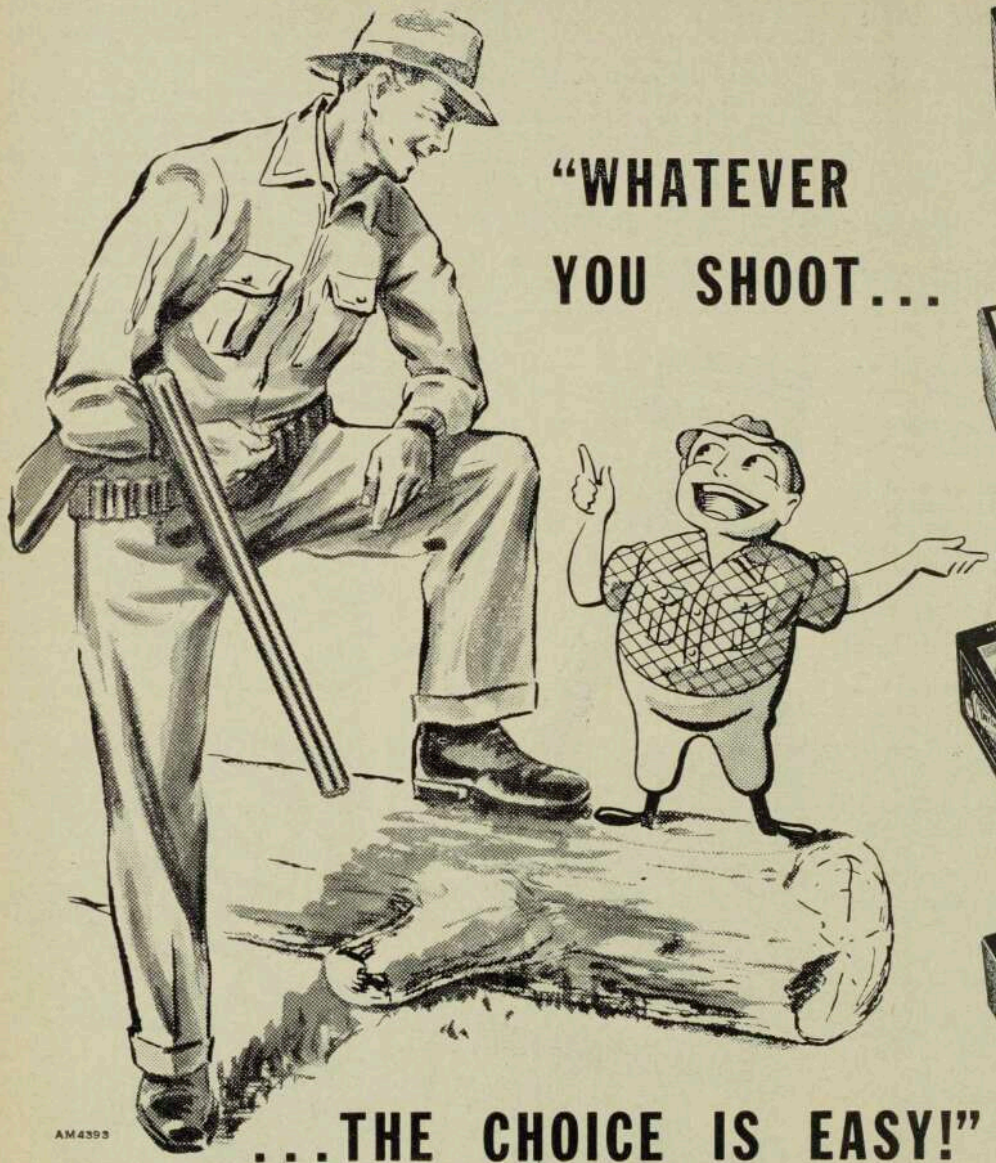
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t Conference

Rabaul

PC STREAMLINES TS PROGRAMME

E next South Pacific Conference —the fourth—will be held in the Technical Training School tre, Rabaul, New Guinea, prob- April or May of 1959.

ie first and third Conferences South Pacific Native peoples ng together under the auspices he South Pacific Commission) held in Fiji. The second was in Noumea.

ie Fourth Conference will dis- half-a-dozen assorted subjects, ding tourism and training local ers. But they will be of "broad ic interest" rather than subjects hich delegates are likely to be- involved with technical ers. (During the last Confer- one section found itself listen- to a group of enthusiasts de- g the diet of lactating mothers).

eliminaries of the 1959 Confer- were discussed at the 17th on of the South Pacific Com- on, which concluded in Noumea arly November.

ie SPC's 1958 budget will be 790, to which the six member rnments, Australia, Holland, France, New Zealand, United Kingdom and United States—contribute, but some more than others (Australia pays 60 per cent.).

This total amount is a drop in the bucket compared with the large sums that each of these countries lavishes upon its Pacific territories (Australia's grant to Papua-New Guinea this year is over £11 million). What the Commission contributes is therefore limited, but it is still necessary (say those people who believe in it): It provides some research, training and technical advice, promotes understanding and goodwill and widens horizons of Islands people.

Immediate Jobs for the SPC

Some pretty savage criticism has been levelled at the Commission in recent years and the call to "cut out the deadwood" led to the Review Conference of member Governments in May this year. Some people thought that Conference would be by way of a requiem. It was not. The Conference decided to carry on the SPC on the same principles, on the same budget, but trimming its activities to suit what the individual territories really wanted.

The commission is now implementing those decisions. For itself it has decided:

(1) Its planning officers are to maintain contact with the Territories by travel;

(2) Territorial officers will be brought together in at least seven technical meetings on specific problems within the coming 2 to 3 years;

(3) Publications and circulars are to be reduced in scale closer to the demand for them;

(4) The *Quarterly Bulletin* will

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maintain about half its articles as contributions on technical subjects from the Territories, telling what they are doing.

No. 3 will be welcomed by those who have been at the receiving end of the avalanche of material turned out by the SPC. Excellent material most of it, but its volume has been extraordinary; even bewildering.

On the advice of its Research Council, the SPC will concentrate on the following projects in the immediate future:

FISHERIES: This got a boost from the 13-weeks training course for 25 Islanders held at Noumea about 12 months ago. Popular fisheries officer Van Pel is expected to return from leave in January and go straight back to visiting territories in turn.

RHINOCEROS BEETLE: Dr. "Chuck" Hoyt, the Commission's entomologist, was collecting predators in Madagascar from March to September, 1957. Large numbers of a carabid beetle were sent to and liberated in Fiji, and in Wallis Island. Another investigator, Dr. Surany, has found several virus diseases to make life difficult for the beetle.

The entmologists of the territorial services are being brought together as early as possible in the New Year, to put their heads together as to future work. Approved by the Commission are: Employment of an expanded team of investigators, and collectors, for shipment of predators and parasites from Madagascar and West Africa; a contribution to the Scientific Research Institute of Madagascar, to enable it to employ two entomologists in searching for likely enemies of the rhinoceros beetle in the Pacific.

All this could cost around £15,000 in 1958. The SPC will carry part. Rockefeller Foundation is still meeting Dr. Surany's costs. Fiji expects to be able to contribute £1,000.

HEALTH-EDUCATION: An eight-weeks training course for 39 Islanders was held at Noumea in July-August of this year, with much help from WHO. To follow it up, WHO have loaned Dr. Scherzer to go round individual territories as they require.

NUTRITION AND DIET: The Commission will engage a person qualified to advise territories on nutritional problems, but subject to some of them making requests for his services.

FILARIASIS: The Commission's Dr. Iyengar has provided mosquito control programmes for Western Samoa, the Cook Islands, and Niue. First call on his time is that of any territory that wants him.

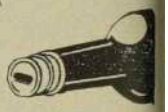
PLANT INTRODUCTION: Dr. Jacques Barrau is back with the Commission, now as Plant Introduction Officer. He will spend about 10 months of 1958 in visiting individual terri



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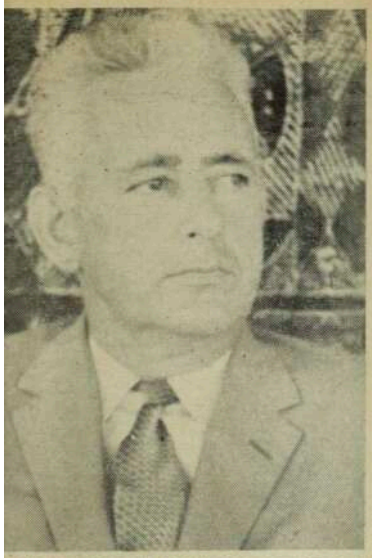
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. Thomas Richard Smith, Secretary-General of the South Pacific Commission (PIM p. 21). The announcement was made on ber 25, during the Commission's 17th on, which was held at its headquarters in ea, New Caledonia.
. Smith, a New Zealander, is at present tary to the Government of Western Samoa. ill take up his new post early next year, the retiring Secretary-General, Dr. Ralph n Bedell, returns to the United States to e Government service in Washington.

, as a travelling link between the several Introduction Stations now in the Pacific ories.
ERATURE PROMOTION: Bruce Roberts, ture Organiser based in Sydney, has re- visited BSIP, Guam, the US Trust Terri- Port Moresby, and Tarawa. A library bookshop were started in Apia last year. territories that have now asked for and will will get it, are BSIP and New onia.
JCATION: Top educationists of the terri- and others will meet probably in 1959 scuss how SPC can help in general field. while, practical value has been found at orial level by helping education officers one territory to visit and study conditions other. The Commission has assisted such from New Caledonia to Western Samoa, American Samoa to Fiji.
ED SELF-HELP: As used by the Com- n's Research Council this term means sed forms of activity such as co- tives, women's and youth organisations, ny other sort of community work that help.
re is to be a special meeting of part e Research Council in May next to con- this, with Professor H. Belshaw, of Vic- University College, Wellington, and Miss Gwilliam of the UK Colonial Office invited end.
nwhile, Mr. Joe Joannides, the Com- n's Co-operatives officer, has spent most e past year in Gilbert and Ellice, BSIP, -New Guinea, Netherlands New Guinea, and the US Trust Territory, with two s in the Cook Islands. In July or August, there will be a Technical Meeting at Moresby, not of co-operative officers only, mingling of Administrative Officers with

landslide last month killed three e prisoners working on a road Wewak, NG.

NAUSORI PLANNING

Sugar Funds for Re-settlement

PROBLEMS arising from the economic re-planning of the Nausori-Rewa Valley area of Fiji, rendered necessary by the decision of the Colonial Sugar Refining Co. to close down the Nausori sugar-mill after 1959, now are receiving the attention of representatives of the Government and the CSR Co.

They centre mostly upon the uses to be made of the land thus removed from sugar-growing; and the best ways of transferring the cane-growers—mostly Indians—to other forms of agriculture.

Fiji's Financial Secretary, Mr. H. W. Davidson, has expressed general approval of a suggestion that contributions made to the Sugar Stabilisation Fund by the Nausori section of the sugar industry should, in the new circumstances, be detached from the main fund, and made available generally to the cane-growers, to assist them in transferring to other places or other occupations. Considerable financial assistance thus might be made available; and it is considered likely that the other interests concerned with the Sugar Stabilisation Fund will favour the proposal.

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PACIFIC SHIPPING AND CRUISING YACHTS

UCKLAND BUILDING ANDS SHIPS: There has been velopment of interest to Islands owners at Auckland, NZ, which supplied much of the Pacific r-Island wooden tonnage but suffered a ship-building decline ecent years.

dications are that Islands craft, time in steel and alloys, will again be going down the ways. rcumstances are changing in ur of construction in New Zea- and one firm, Mason Brothers now entering the field and for Islands custom, is satisfied it can quote at competitive es. Steel vessels of over 50 ft, gned to individual requirements, be turned out cheaper than den craft of equal size.

he firm plans to standardise on ral designs likely to be of in- st in the Islands; delivery is ded by the use of prefabrication welding.

hand at present is a 56 ft x 16½ 9 ft mld. depth x 8 ft draught trawler with a loaded displace- t of about 70 tons, with inium alloy wheel-house and structures and sprayed zinc rustless finish to ironwork. She will be in the water and completed in 4½ months.

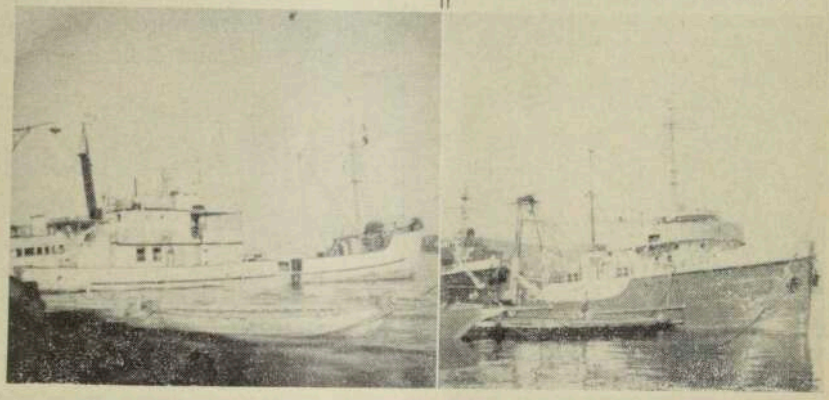
The sections are now taking shape in the workshop, where there is no loss of time through weather, access to tools, etc.

She is ruggedly designed, with 5/16-in. plating; fuel is carried in double-bottom tanks; and the hull is double-chine, conically developed type. She will be sheathed inside

AT LEFT: "Charles H. Gilbert" of the US Fish and Wild Life Service arrived in Papeete from Honolulu via Marquesas on November 13. This vessel is engaged in experimental tuna fishing. She departed for Honolulu, Nov. 17.

RIGHT: Two vessels of the Scripps' Oceanographic Institute of La Jolla, California, "Horizon" and "Spencer F. Baird", arrived Papeete November 15. Port of registry for both vessels is San Diego, California. "Spencer F. Baird" shown here. While in Tahiti, four extra crew members were taken aboard the "Horizon". Three of them — Americans — were signed on as "workaways" and the fourth was an Englishman named Colin Gallon (ex "Solquist") as AB.

Photos: J. O'Donnell.



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with aluminium alloy separated from the outer steel plating by Jabelite foam insulation and sheet-asbestos.

The fish-hold, which has a capacity of 20 tons, will have a pearlite cement floor. She will be powered with a 152-hp, 8L3 Gardner diesel with three-to-one reduction to the shaft.

Tihs firm is one of the largest engineering organisations in New Zealand. It turned out seven steel trawlers, but not by prefabrication, for UNNRA (they went to China), and local buyers in 1947-48, after which this type of construction in New Zealand met difficulties in steel supplies and economic factors.

DISASTER IN NEW HEBRIDES: *Ve Tega*, brand new Honolulu-built 50-ft workboat, brought to the New Hebrides as a business speculation in September, was destroyed by explosion and fire on the night of November 7, and with one of the owner-partners killed, and the other seriously burned.

When they were unable to sell the vessel at Luganville, Messrs. Bob Grant and Neal (some reports called latter Neil Rinker), went on a trading voyage to the Banks Islands, calling en route at Hog Harbour, Espiritu Santo, where Grant had once been employed on the plantation of Mr. Gaziani. During the night, while anchored there, there was a heavy explosion which brought the Rev. H. F. Prenter, local Presbyterian missionary, out to see what had happened.

He found *Ve Tega* ablaze—the remains sank in 15 ft of water—and Grant on the beach terribly burned. Neal's body was found under the wreckage subsequently.

The men were asleep aboard the time of the explosion, which thought to have been caused the flame-type refrigerator ignitin highly explosive rock-gas which ma have been leaking from the cylinde which supplied the cooking facilitie

Grant was taken south to Lugar

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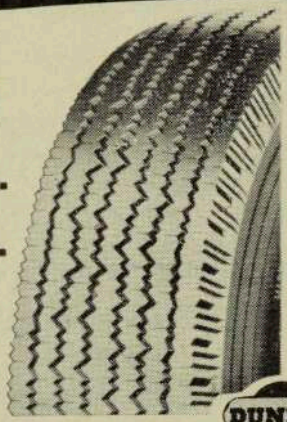
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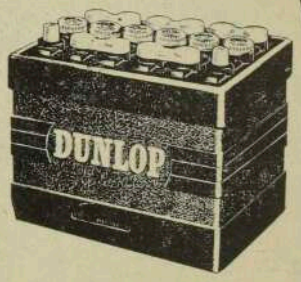
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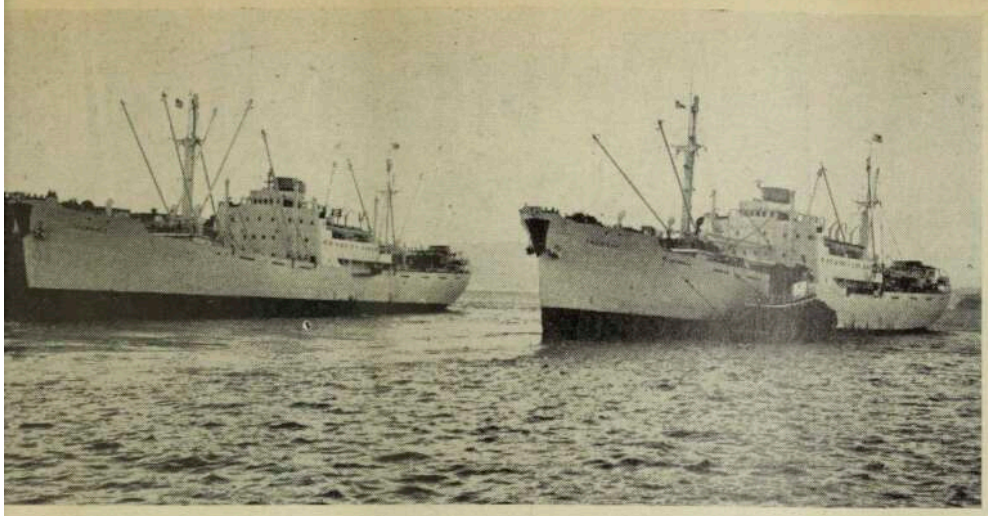
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A FIRST MEETING

On October 18, at San Francisco, sister ships "Thorshall" and "Thorsisle" met for the first time on the Pacific coast. "Thorshall" was built in 1948 and "Thorsisle" in 1949 (both in Scotland). They are virtually identical in size (6,200 dwt.) and in design.

They have the longest and most varied beat of any Pacific ships, running regularly from San Francisco to all of Polynesia, Fiji, and SW Pacific ports—even on occasions as far as North Queensland. They are owned by the General Steamship Corporation, Ltd., of San Francisco.

e hospital by Mr. Prenter and admitted unconscious. A Govment officer and divers left imliately for the scene and efforts e being made to trace the missman's next-of-kin or relatives. *e Tega* was reported to be ind for £10,000.

ARUS—ASHORE AND OAT: The Maru-boats were ywhere in October-November, more than one was flouting the e-mile limit.

to Suva came the *Eiko Maru*, tons, to load fuel oil and r for a tuna fleet working in Tonga area. Captain Suzuki then to uplift fish from the and proceed home.

efore clearing Suva, Captain ki stated that a Japanese busiman, long resident in Tonga, regularly visiting the Japanese ng boats off-shore. Interesting, ot illegal.

t more curious still was how o *Maru No. 16* came to be so in to Pukapuka to land herfirmly and finally on that hern Cook island on October 5. Distress signals brought two r vessels of the same fleet to scene, but their efforts, aided by e of the Pukapuka people, were ailing up to last news on Oct 17.

the same day another vessel d at nearby Nassau Island and of the crew landed, no doubt ng that the island was unbited. It was not. Salutations exchanged with the residents, the vessel departed.

obably it was the same fleet was busily engaged in the tuna on the Rarotonga-Auckland early November. The Can- salmon-fisher *White Hart*, ing at Auckland with eight Island passage-workers aboard, rted sighting one vessel.

hite Hart's men had also had handsome and highly acceptnauls of tuna themselves to bolster their rations on the slow 25-day passage south.

At about the same time and on the same route, Captain Hugh Williams found his 243-ton *Melva* in amongst a whole network of longlines, buoys, flags and Japanese tuna-craft one evening a couple of days prior to reaching Auckland. He stopped his motors and coasted through the mess, fortunately not fouling his twin screws. (Over)

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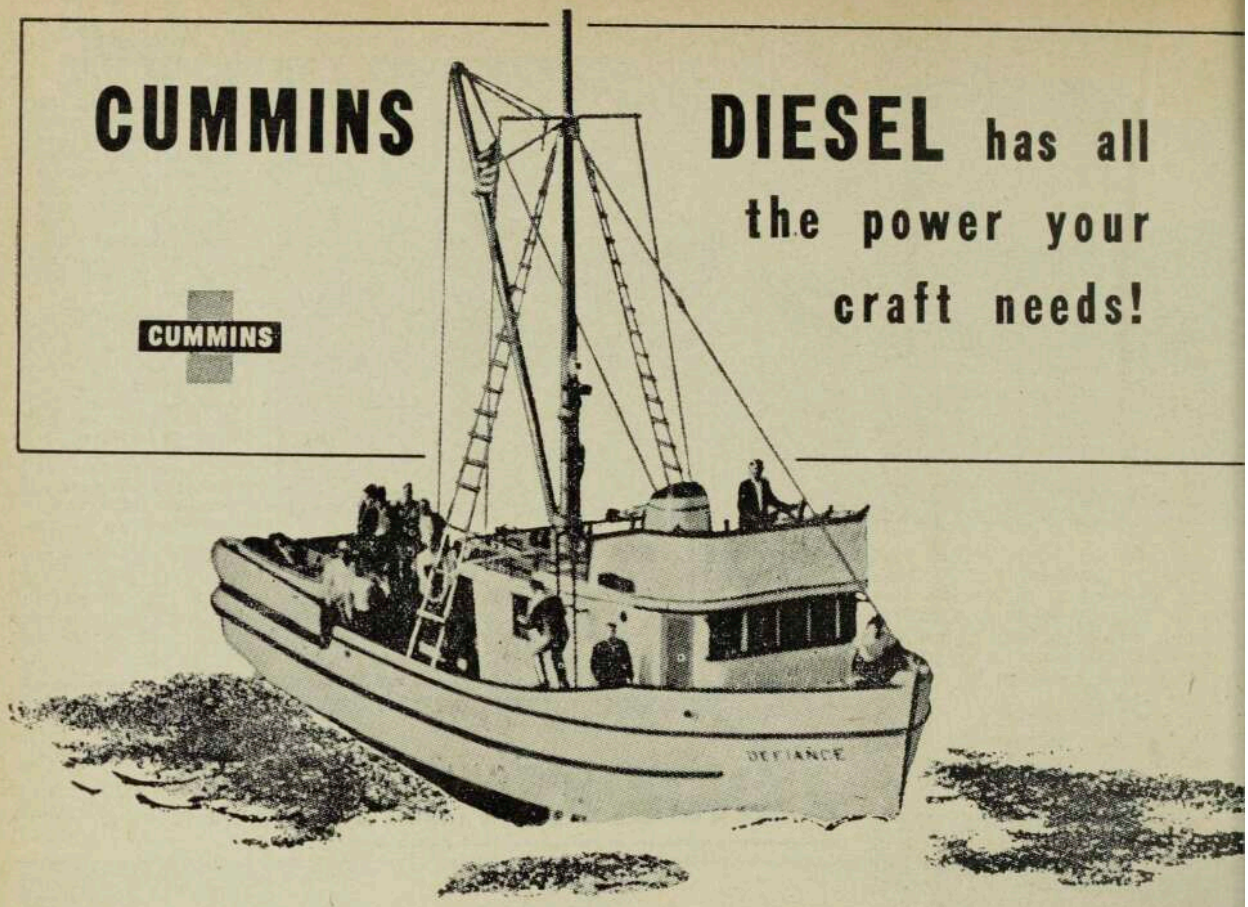
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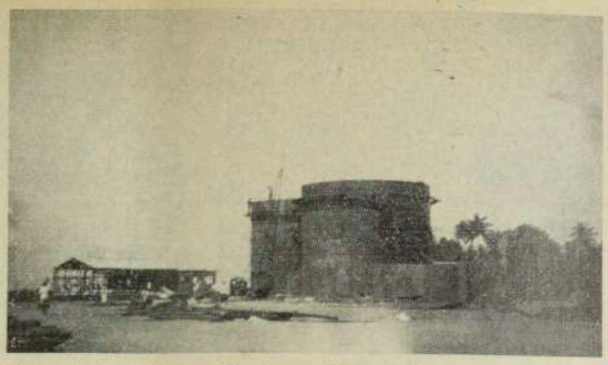
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he new bulk-fuel at Point Fareute, eete. Standard Oil California in August menced the con- ction, the estimated of which is),000.
he site has been pared to Standard specifications by a l contractor and erection of the s (eight) and ware- e is being done r contract by the inal Steel Co., Ltd., Honolulu, who have specialists (welders structural iron ers) engaged on work under the supervision of Dave H. ders, field superintendent.
andard Oil's policy is to utilise local labour uch as is practicable on the project and, this in mind, local labour under the rvision of George Kent, Standard Oil ent engineer, will lay the pipe lines. local labour, under the supervision of rt Busey, Standard Oil representative, will ite the base on completion of same.



The base will have a storage capacity of 2,640,000 gallons and store such petroleum products as aviation gasoline, automotive gasoline, diesel oil, light fuel oil and kerosene. Motorists are looking forward to a welcome reduction in the price of gasoline.

The base should be in operation by April 15, 1958. However, if the present rate of progress is maintained this tentative opening date may be considerably advanced.

orthbound from Auckland for otonga in early November, NZGS *i Pomare* met up with the same , five vessels being sighted in late afternoon. The "Pom Pom" ed close enough to one to read name and port of registry: *yie Maru*, Tokyo.
his was about 130 miles from ier Island lighthouse at the roaches to Auckland. Radio Officer Windsor said that for some days the air was alive with Japanese Katakana code (equivalent to the Morse code but with a much larger alphabet) on 2 mc/s. as the vessels of the fleet exchanged signals.

For reasons unknown, these Japanese fishing vessels seem to prefer code to radio-telephony. The latter is used by most fishing vessels of the world to save having to carry a trained radio operator. Telephony is generally handier for short-range work but would be unreliable for maintaining long-range contact with Japan, so this may be the explanation.

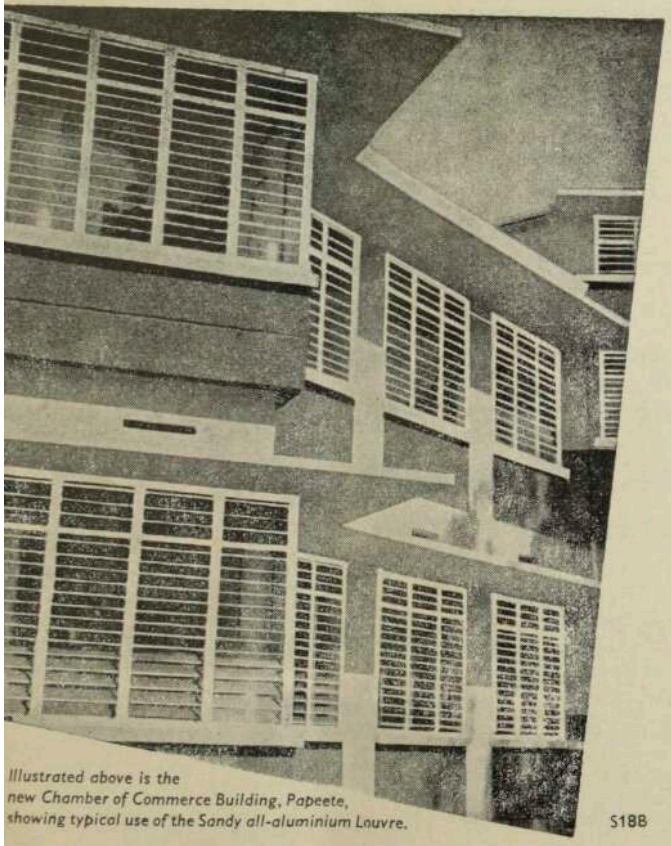
Chief Officer Tony Thomson, on the bridge when one vessel was passed, said that there was no doubt about them being "onto the fish", which were being landed on deck at the time.

From Tokyo Radio came a report on November 13 that the last of six Japanese whaling fleets had that day sailed for the southern whaling grounds. Prior to the opening of the baleen (non-toothed) whaling season on January 7, the Japanese fleets would in some cases, as usual, hunt for sperm whales in tropical waters and might be seen in the Western Pacific.

Further west, on Wreck Reef in the Coral Sea, Japanese and Australian salvage workers made progress in saving a fortune in baled

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wool and other cargo aboard the 5,490-ton, 4-year-old *Eifuku Maru*, which went up there in October, bound Australia-Japan.

PAPEETE BULK OIL TERMINAL: Reports from Tahiti indicate that rapid progress is being made on the construction of bulk oil tanks at Fareute Point, on the east side of Papeete Harbour, close to the ship repair yards and the naval depot. It is understood that plans call for a new fuelling berth east of the present wharves. (See photo, previous page).

TREASURE FROM THE SEA: Despite the loss of two salvage vessels in attempts to reach New Zealand from England, Mr. Bill Havens, 39-year-old Sydney mining engineer, is still determined to claim his share of the gold that was lost in *General Grant* when that vessel was wrecked on the Auckland Islands in 1866.

Under a November Singapore date-line, Mr. Havens indicated that his plan was not abandoned, though people who had visited the scene are certain that the wreck has long since been pulverised.

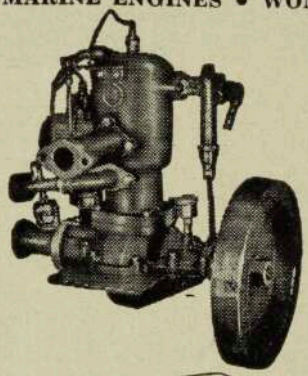
At Rarotonga, Mr. Malcolm Sword, formerly of Fiji and now wharfinger for the Union Co., dealt with more substantial treasure when he brought up the third blade of a 17-ft diameter bronze propeller from the 40-year-old wreck of the Union Co.'s *Maitai* off Avarua.

Two other blades, each weighing about 4,750 lbs and of 92 per cent. pure copper, showed a handsome profit to a group of amateur skin divers who brought them up last year. Since then, the price of metals has fallen and the third blade still lies at Rarotonga. The fourth blade, deeply embedded in the coral, is a tougher salvage proposition.

THEM'S FIGHTIN' WORDS!: Mr. Lewis Graham, of South Pacific Shipping Co., Suva, former owners of the ill-fated and mis-spelt *Nukalau*, ex *San Michele*, and present owners of the 655-ton Suva-registered *Babinda*, seemed to be trailing his coat somewhat in November when he made a press statement in Whangarei, NZ, calculated

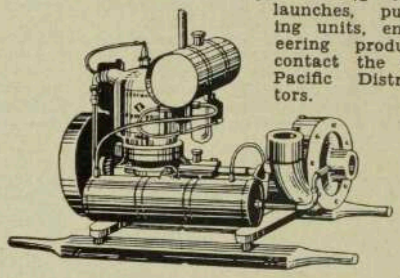
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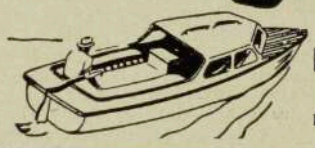
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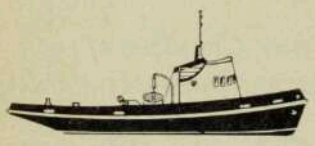


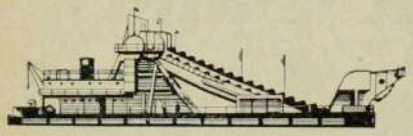


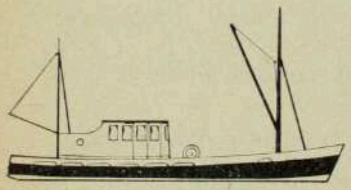
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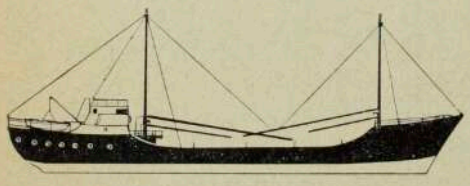
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TOP: "Utopia", which was at Papeete in vember, westbound.
Photo: F. J. Peterson.

LOWER: The London yacht "Nona", now Polynesian waters.
Photo: Max R. Hart.

cause some NZ unionists to "see
d".
In the well-featured statement,
r. Graham was reported as saying
at "he would not have NZ seamen
his ship".
Mr. Graham was reported as say-
g: "With a NZ crew you do not
ow where you are. They were
ways fighting amongst themselves
d one never knew when a couple
uld decide to walk off the ship.
ey would not care that they might
ld the ship up for a couple of
ys".
Mr. Graham was further quoted:

"Fijians are different. They were always happy, laughing and singing and most reliable. The only pitfalls they strayed into were NZ hotel bars and girls of the wrong sort".

To get his Fijians, the NZ Maritime Unions insisted that he pay them at NZ rates—and after 18 months some of his men had as much as £600 put away for them. They were only permitted to draw in cash what they would normally earn in Fiji.

One reason why the company was able to get its Fijian crew at all was that the accommodation in the vessel is well below present-day standards prevailing on the NZ or Australian coasts, and local unionists were not keen to serve in *Babinda*, though the standards are as good or better than those prevailing in vessels operating in the Fiji inter-island trade.

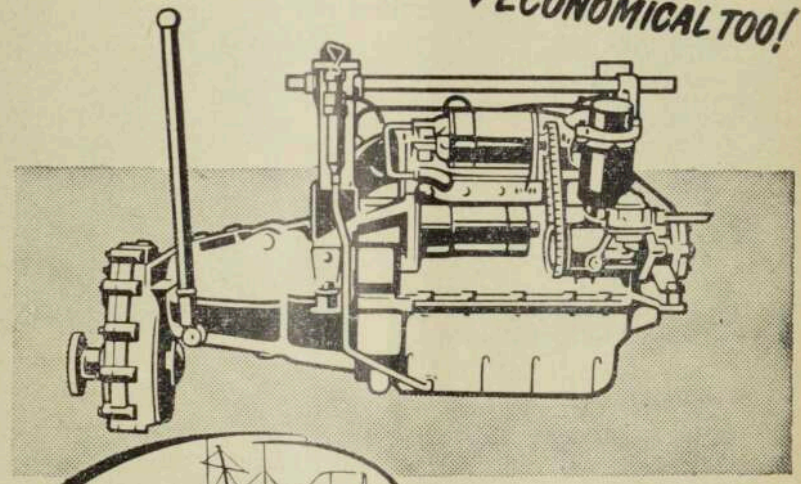
MERCY MISSION TO FORBIDDEN WATERS: When Commander Bernard J. Lauff, commanding the US Navy icebreaker *Glacier* reached New Zealand in November he reported that he had been forced to enter the British H-bomb test area near Christmas Island to obtain medical assistance for one of his crew.

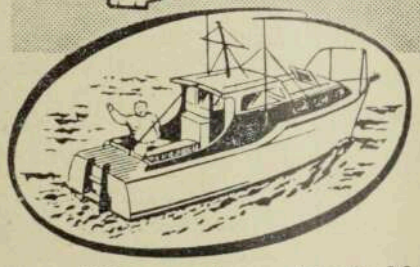
The 8,625-ton *Glacier*, a unit of Operation Deepfreeze, was bound from Panama to Lyttelton when a 19-year-old fireman was diagnosed as having a brain tumour. The ship

(Continued on page 113)

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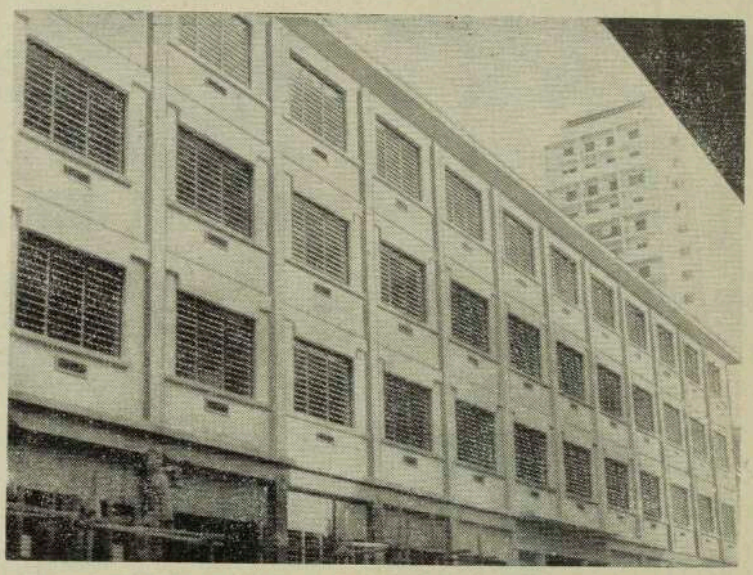
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ack Magic or
redity?

FIVE YEARS HAVE NOT FOUND CAUSE OF KURU

Kuru, the peculiar shaking disease that is killing natives in the Forea area of New Guinea's Eastern Highlands, is now being considered as a problem for medical experts. Four years ago there was doubt as to whether it was not one for psychologists.

HIS confusion may have been the reason why medical investigations did not begin til comparatively recently. The cumstances surrounding the urrence of the disease have been peculiar as the disease itself.

Kuru—or sorcery, which is how natives describe the disease—s been the subject of medical estigation for the last 12 months.

Vincent Zigas, Government dical Officer at Kainantu, first de a medical report on it in cember, 1956, after going to the apa area (among the Forea) in tober.

He reported that it was rather similar to encephalitis and Parkinson's Disease, with the patient gradually losing control of his body over a period of months, shaking and falling about, until a coma and eventually death occurred about nine or 10 months after the onset.

Peculiarly, the disease appeared to be localised to the Forea, a primitive group south of Kainantu, who still practice cannibalism. It struck mostly woman and children and was possibly hereditary.

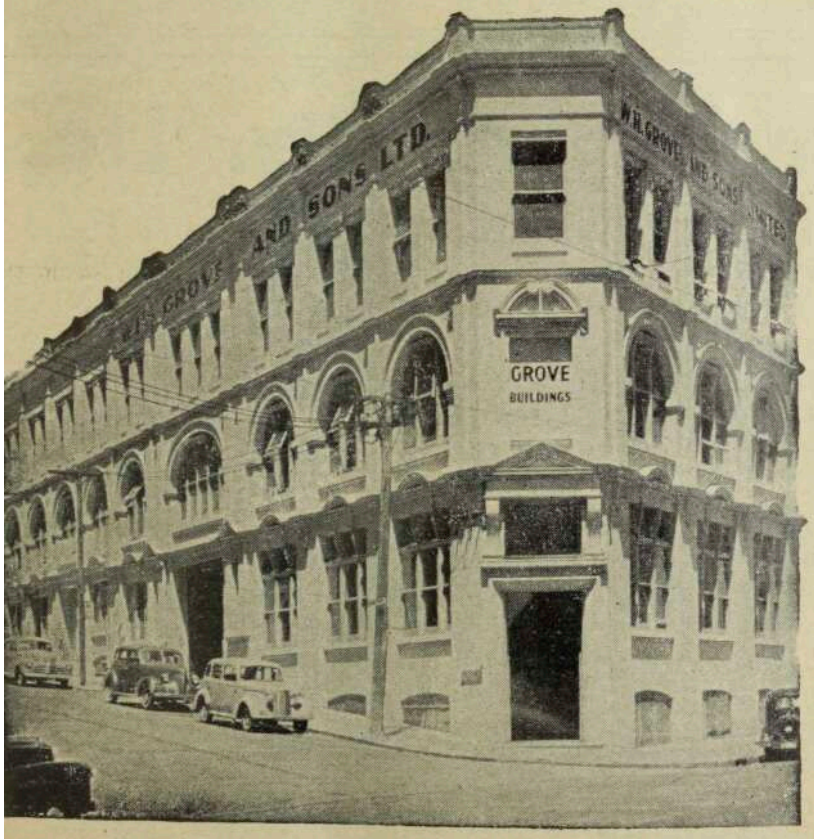
This localisation made the problem of special medical interest, apart from the normal anxiety of the Administration to do something for the victims.

As shown in this article, although the disease or condition called kuru by the Forea people, has been known or studied by Europeans for about five years it is only recently that it has been considered news-worthy in Australia and that is because, in recent months, some reporter has coined the name Laughing Death, or Laughing Disease.

The idea of these people laughing themselves to death seems to have tickled public fancy until this, the minor, early symptom, has obscured the full sober story.

This has enraged a number of people in New Guinea—including Dr. Vincent Zigas (who has been responsible for most of the medical research into the disease) and his wife. When Dr. Zigas was interviewed last July by R. W. Robson (PIM, Aug. p. 129) he did not, in fact, mention laughing as a symptom at all. And in early November, in a letter to the "Sydney Morning Herald", Mrs Zigas inferred that none of the Forea considered kuru a laughing matter and that "Port Moresby" reporters who wrote that Okapa hospital walls shook with hysterical laughter were merely drawing on their imaginations.

This year, after work had already been done on the problem, Dr. Zigas invited the help of a young visiting American doctor, Dr. D. Carleton Gajdusek, who went to Okapa. Other scientists, some from



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the Walter and Eliza Hall Institute in Melbourne, soon came into the picture, and many parts of the question have since been studied, so far without arriving at a solution. About five natives continue to die every month.

A full clinical medical report on the disease is shortly to be published in Australia, written by Doctors Zigas and Gajdusek.

THE first newspaper report of the Forea problem was published about May this year, but it and subsequent reports aroused no real interest.

Not until recently, when a newspaper correspondent coined the new name of "Laughing Death" for kuru, did the public become aware of it. This is not an accurate name for it, but it is one that is likely to stick, even if, one day, kuru is called Zigas' Disease—as there is a chance that it might.

The "Laughing Death" description refers to one of the earlier symptoms, when the patient's emotions appear to be upset, as well as his physical equilibrium, so that he is more easily depressed and he more easily laughs.

There is another name that fits the requirements far better than that.

It is "guria sorcery"—from the Pidgin English word guria, meaning earthquake or shaking—and it was first used in print by an anthropologist, Dr. Ronald Berndt.

To Dr. Berndt credit should probably go as the first man to describe the disease (Dr. Zigas is first to give a clinical description).

Dr. Berndt and his wife, Catherine Berndt, were working among the Forea between October, 1951 and April, 1952, when they saw the effects of kuru. Dr. Berndt then was doing some work for Sydney University Department of Anthropology, and was interested in a Cargo Cult movement which had passed through the Eastern Highlands.

The Cargo Cult had probably started with the arrival of the first Europeans in the Highlands in the early 1930's, and it had built up and spread until just after the war

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hen it quickly lost its force, with-
it apparently ever having become
serious problem.
The development of the Cult
nong the Forea probably occurred
er that 20-year period, although
ly for a short time had it
fected any one large group.
In a scientific paper, a summary
which was read at an ANZAAS
nference in Sydney in 1952, and
hich was published in full in
ceania in September, 1952, Dr.
erndit referred to a "zona wind"
a "ghost wind" (presumably not
real wind, but rather a mani-
station of mass hysteria) which
as believed by the people to occur
the land of the Forea and their
ighbours at the time of the Cargo
ult.
When this wind "blew", every-
dy started to shiver and shake,
d once a village was possessed by
the villagers continued to shiver
voluntarily for an undetermined
riod. They built a storehouse and
llowed various rituals to appease
e spirit in the wind.
Dr. Berndt said this was a
llective phenomenon and indivi-
als didn't appear to be troubled
th it. He said this type of
ivering had been observed among
imitives before—with even reports
nong the New Zealand Maoris at
e time.
But the important point Dr.
erndt made in this 1952 paper
s that the Forea's shivering and
aking with the effects of the
host wind", was similar to—but
stinguished from — "a shaking
kness caused through sorcery".
The latter was kuru.

N *Oceania*, in March, 1954, Dr.
Berndt drew in more detail the
differences between the ghost
nd of the Cargo Cult and the
ner (kuru) variety, which, he said,
as also termed guria in Pidgin
glish, but allegedly brought about
rough sorcery".
Guria sorcery (the term is his),
s comparatively common, he said.
"It involves partial paralysis and
k of muscular control; the at-
ks become more frequent and
re intense and finally lead to
ath.
"In the cases observed in the
gu and Busarasa-Moge districts
subjects could walk with the aid
sticks and with the help of
nds; there were involuntary
itchings, a feeling of abnormal
dness, dilation of the eyes, which
peared to be glazed, and lack of
ntrol over the limbs. Despite
scular difficulty in uttering words
y did not appear to be mentally
ected, although cases inferring
s have been recorded."
Dr. Berndt described the "ghost
id" of the Cargo Cult as being
htly different, in that the
vering occurred intermittently
r a period, but otherwise it was
recurrent and did not become
ensified.

Dr. Berndt had no firm explana-
tion to make for the "ghost wind",
and suggested that an explanation
might be only fully made on a
psychological level. Or it might
have been a manifestation of
hysteria, or something else.

He did not attempt to explain
guria sorcery—which is not surpris-
ing, since the medical men have not
been able to either, after a much
longer investigation.

But it *is* surprising to realise how
two such similar phenomena could
exist side by side in the one area—
one apparently an entirely new
disease, the other something else
again. The situation has invited
confusion, and patrol officers have
in the past, not unexpectedly,
worried about *guria sorcery* as some
kind of manifestation of a fear of
sorcery by the native.

Meanwhile, it is understood that
Dr. Berndt has not yet finished with
his considerations of *guria sorcery*,
and soon hopes to publish two
further referenies to it, one in an
overseas journal.—STUART INDER.

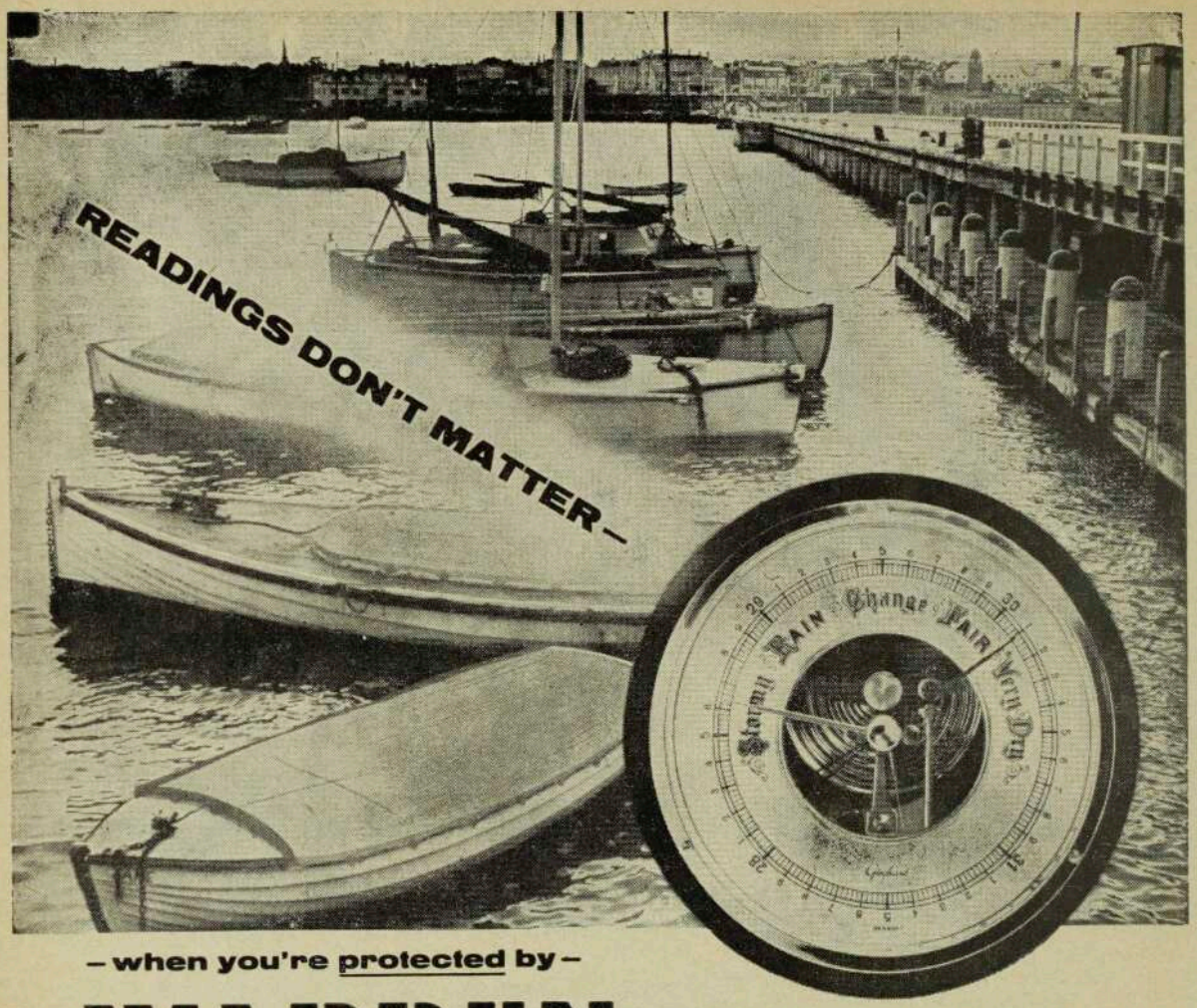
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† Leuatea Lusitini Sio, of Samoa,
was ordained as a minister of the
Pacific Islanders' Congregational
Church at Auckland by the Rev.
R. L. Challis on November 27, and
will be his assistant in Auckland.
Leuatea is the first Samoan to be
ordained in this church. His father
and grandfather were pastors in
Samoa.



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ıstralia in Islands

ucation Battle

ılow Progress in Bringing Literacy to P-NG

Although Australia has governed Papua for 70 years, and New Guinea for 35 years; and although Australia has been making gifts of up to £10 millions per annum to assist administration, it is a fact that very slow progress has been made in the spread of literacy in the Dual Territory.

ROBABLY, there is no more difficult task than this in the whole field of education. The ıjority of the 1½ million natives P-NG are among the most ımitive in the Pacific Islands. A ge number of them are not even nder control". They speak at st 500 different languages. There is no common language cept Pidgin English—which is a ıtem of communication used in ee or four parts of the world, d regarded as indispensable in lti-languaged New Guinea, but despised by academicians.

Since World War II, these facts ve been accepted by the Aus-lian Administration in Papua d New Guinea:

- Although Australia has under-ken to raise the New Guineans' ng standards as quickly as ssible, there can be little real gress until the bulk of the tives acquire some small measure literacy.
- There can be no measurable ount of literacy unless there is widespread system of village mary schools.
- There can be no effective age schools unless there are available a supply of trained teachers,, and a medium through which their instruction may be given.

The first steps, then, in introducing a Territory-wide system of education should be the training of teachers in accordance with a clear-cut plan—which plan must include provision for a medium (Simple English, or Pidgin English, or the use of certain root languages, like Motu or Tolai) through which instruction may be given.

Those steps, in turn, call for a staff of persons to train the teachers, and suitable establishments wherein that training may be imparted, under suitable conditions.

TEN years have passed since the Australian Administration was re-established in Papua and New Guinea. According to our calculations, Australia within that period has given P-NG at least £50 millions wherewith to build up public services, including health and education. But any growth in native literacy is no more marked than it was before the war and—what is more disturbing—it is not easy to see any growth in the Administration's machinery for shaping and introducing a system of primary education.

There probably is need for at least 5,000 native teachers for village schools—the number reduced,

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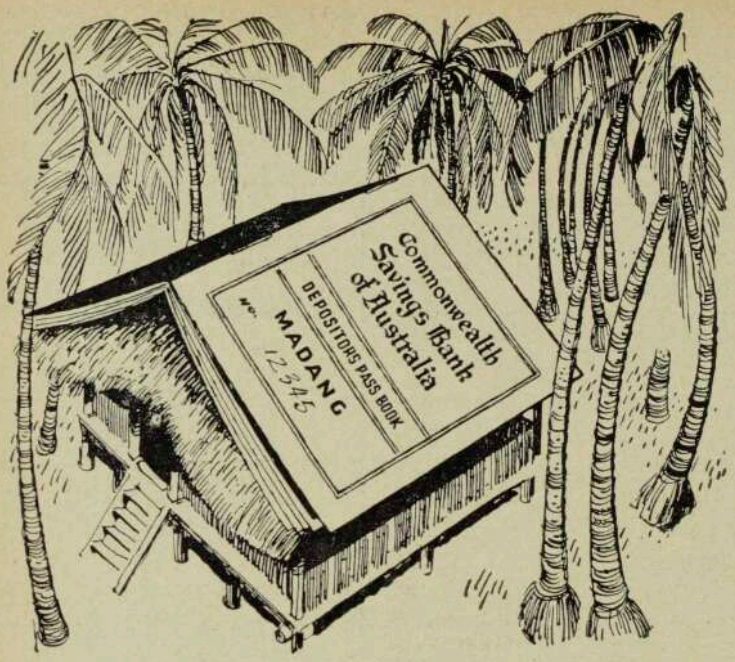
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of course, according to the degree (generally unknown) in which acceptable Mission native schools are functioning.

The facilities which exist to-day in qualified staff and buildings wherewith to train teachers, would not take care of 500 trainees, let alone 5,000.

There is need—for several reasons—for a clear-cut understanding with the Mission bodies as to the future respective roles of Administration and Mission schools in Territory education.

The Minister and some high Administration officials have tried to get closer to the Missions in the education field; but their efforts have been distinguished more by fumbling than by understanding. Some critics say that this is the result of Ministerial timidity, plus Mission arrogance.

There does not seem to be, in the whole Commonwealth Parliament, one person capable of dragging out the facts and demanding an inquiry into the causes of this unsatisfactory situation.

Naive Statement by Minister

PRODDED by a question in the Commonwealth Parliament on October 10, Australian Territories Minister Hasluck presented a summarised defence of his education system and policy in Papua and New Guinea.

The questioner wanted to know if the Minister approved a statement, attributed by the newspapers to Education Director W. C. Groves that "many natives were receiving a secondary education in Australia which had no relation to their life in the Territory; that natives were asked to study French and Greek although English was a foreign language to them; that they should be brought home immediately and either given vocational training or put into jobs".

The Minister said he suspected the accuracy of newspaper reports generally; and in any event the Director would be unlikely to criticise the system, because the Director himself was responsible for the choice of students, schools and subjects.

The Minister went on to say that P-NG boys and girls were being thus brought to Australia because there were no secondary education facilities in the Territory and "it is contrary to our thinking . . . that we should deny them the chance to have secondary education, if they are ready for it".

He argued that the practice would serve a very useful purpose, because it would "feed back into the Territory and the Territory's services and education system" a number of indigenous persons who had acquired a higher standard of education.

He said that primary education in the Territory is not universal and a long way from the Govern-

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nent's "target"; and "without a oundly-based system of primary ducation, there is no foundation n which to build a system of econdary education".

He concluded: "The major need n education in the Territory is for niversal primary education; and e still are so far from achieving nat goal that we cannot forecast large-scale development of econdary education". So, pre-umably, the system of transporting elected natives from P-NG to ueensland secondary schools is to o on.

EDITORIAL COMMENT

The Minister's statements (which re taken from *Hansard*) appear ngularly naive and ill-informed.

Protests against the transporta-on of P-NG native youths and rls to Australia are not concerned articularly with the desirableness secondary education, but with the cial consequences of the contacts ey make in Australia.

Generally, in Australia, they are tisfactory students, and their haviour is admirable. But, in ustralia, they are trained in a way life which, in nine cases out of n, they cannot continue in New uinea.

In Papua and New Guinea, there e two worlds—that of the uropean, and that of the native. t present, there is no half-way orld, for the accommodation of e native trained to live as a uropean.

If native students were trained secondary education within the erritory itself, and in accordance ith a system designed for the erritory, a half-way stage wherein ey would enjoy better living andards would be evolved, and the al dangers of the present system ould be avoided.

It is surprising to know that a overnment which is annually aking P-NG a free gift of at ast £10 millions, argues that at is stage it is not practicable to ovide the Territory with a condary education system. In ew of the need for more native achers, secondary education cilities in P-NG are most cessary.

Relations Between Education Dept. and Missions

N outstanding weakness of the education system in P-NG is the failure since 1945 of the nberra-Port Morseby Admini-ration to effectively integrate the overnment's policy and system of imary education with the educa-n systems introduced and opera-d by the various Christian ssions.

The Missions introduced a con-derable measure of village primary ucation, generations before the official Administrations accepted any general responsibility for education. Now, understandably, they are jealous of their records and privileges, and inclined to resist any changes proposed with a view to co-ordination of methods, and the eventual integration of Mission education activities with an over-all plan of education control by the Administration.

But the Administration, probably wishing to get on with its educa-tion policy, and to train selected natives as village school teachers, and to streamline the whole system of primary education, has found itself in some degree in conflict with the Directors of at least some of the Missions.

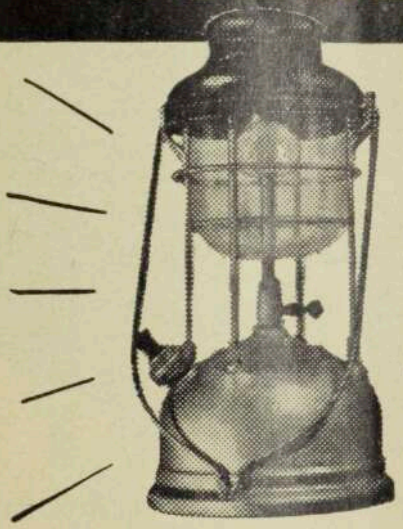
There have been conferences between Administration and Missions. Little has been said about them. It appears that the Administration is anxious to avoid any public sign of conflict—some of these Missions are capable of raising a distressing howl!

But enough has been learned of the nature of the talks, in the past year of two, to indicate that certain Directors of Missions have displayed an amount of arrogance and aggressiveness which bodes ill for any worthwhile plan of co-ordination on future education activities in the Territory.

Of course, the Missions have a case. For every 10 schools run by Administration, the Missions have at least 270; for every 500 pupils

(Continued on page 105)

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Two Pearl-kings of the Northern Cooks

LOT of the post-war wealth of the Cook Islands has flown through the hands of these two mother-of-pearl shell barons of Northern Group, though in the end it has n distributed widely amongst the many ers and assistants who win the irridescent alth from the lagoons of Manihiki and rhyn.

Three score years and more of gazing out oss those sun-bleached beaches and glaring oons, and perhaps some anxiety as to the ure of this industry which has had little back into it in research and development, graven its mark in the lines round their es. There is talk of valuable Manihiki oon again being sed through 1958.

On the left, Abela lliams of Manihiki, Island Councillor for past quarter-century, Commissioner of the h Court since 1955, Clerk-in-Charge for iods since the death his father who held t post to 1933. He s also been Court erpreter for many rs. He put into ration the first chine diving unit in 7 following the war- e close-down of the dustry. Third- eration member of of the best-known thern Cook Islands ilies, he has been ociated with the shell industry at Manihiki and elsewhere all his life.

On the right is Phillip Woonton, who might be described as King of Penrhyn. Resident Agents come and go, but Phillip is always there—when he's not over at Manihiki keeping an eye on his diving teams there, too. Friends say he was born aboard his father's schooner which regularly traded through the Cooks and to Auckland over half a century ago. When the American troops came to the atoll in 1942 Phillip's home was the social—and pearl-trading—headquarters of Penrhyn. We can safely say that many an American woman—that crop are past the "girl" stage—is wearing a ring, brooch, or ear ornament mounted with a pearl from the Woonton collection, and many a serviceman, and peace-time visitor, recalls his hospitality.



Photos: J. P. Shortall.

† A NZ Civil Aviation Bureau DC3 aircraft, which had as a passenger from New Zealand, Mr. E. W. Lascelles, officer in charge of Island Territories Dept.'s Auckland Office, was to make two charter flights from Rarotonga to Aitutaki on behalf of TEAL on December 7-8.

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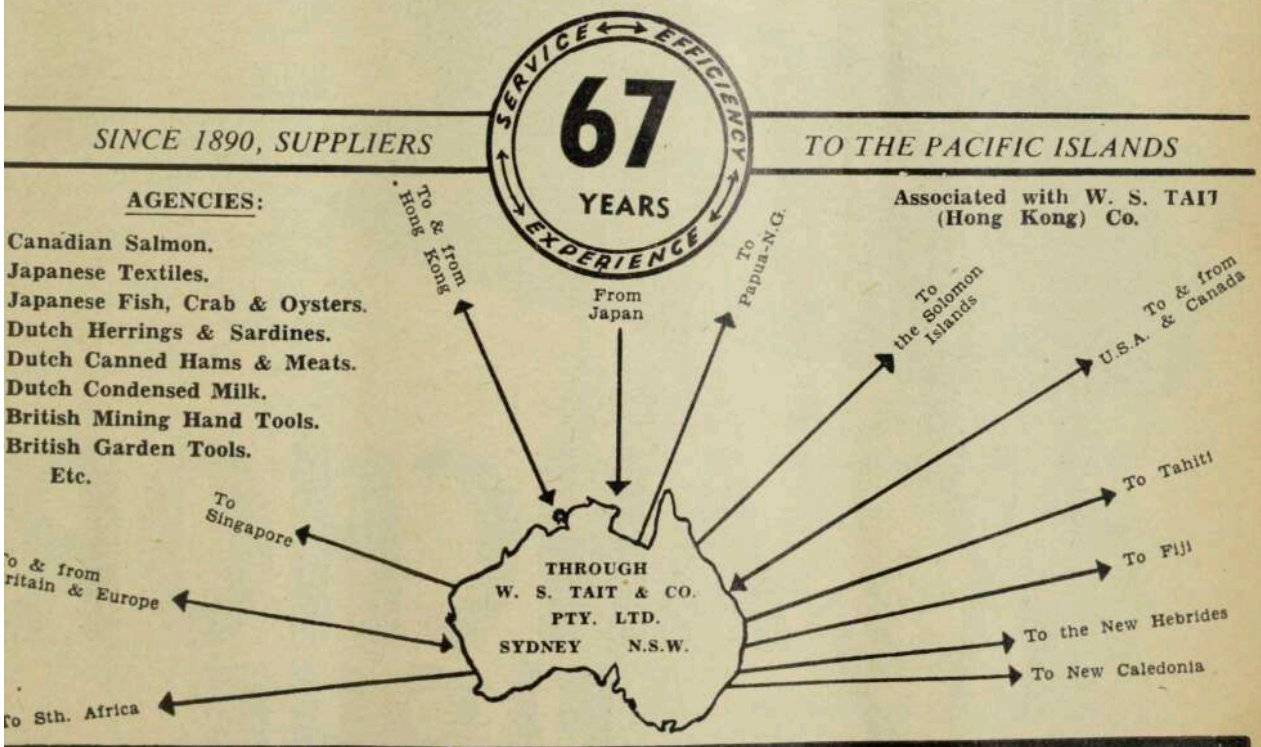
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The P-NG Liquor Problem

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This is the view of Dr. William A. Scharffenberg, executive director of the International Commission for the Prevention of Alcoholism, who in November began an Australasian tour which will extend to Papua-New Guinea.

Dr. Scharffenberg said in Sydney that Territory legislation which made it illegal for a native to drink alcohol should be retained.

The native could be educated away from liquor by giving him a non-alcoholic drink designed especially for his palate. Something of the sort had worked in India.

The taste for drink had to be acquired, said Dr. Scharffenberg. In fact, most drinkers didn't like the taste of it, but drank for social reasons.

The commission Dr. Scharffenberg heads is financed by international contributions, and has its headquarters in Washington, DC.

Dr. Scharffenberg, who has always been a non-drinker, has travelled 600,000 miles on the job of prevention in the last five years, visiting more than 50 countries, including Russia.

He's had audiences in that time with the King of Sweden, King Saud, of Saudi Arabia, and the Presidents of Burma, Pakistan, India, the late President Magasaysay, of the Philippines, among others.

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armer and
G Cattle

THE BATTLE OF THE BULLS

N early November, half-a-dozen bulls arrived at Mr. Mick Leahy's property at Zenag, New Guinea, nd so ended successfully (as it appened) a deal with the local epartment of Agriculture that had rst got moving in late July.

All affairs move slowly in the erritory, but Mr. Leahy's experi- ice—and it is by no means unique probably shows why, although -NG may have a cattle industry me day, it will not have it soon.

Introduction of high-grade live ock into the Territory is part of Ad- inistration policy. Not only do the dministration agricultural stations port pedigree stock for breeding, it a subsidy of about £30 per head ll be paid individual farmers on proved stock for approved pro- rties imported from Australia.

The latter scheme is a good one but the limiting factor is the lack the class of shipping which will rry herds of cattle. That is what r. Leahy found earlier this year, yway, when he attempted to take lvantage of the drought conditions evailing in New South Wales. Any nount of good cattle was available; it the shipping was not.

After he had returned to the erritory about the end of July he rote explaining his difficulty to the epartment of Agriculture and ask- g if he could hire or purchase lf-a-dozen bulls from the Erap gricultural Station, which is about miles from Lae.

Considerable correspondence en- ed between Port Moresby and ap, and Leahy and several points Port Moresby; presumably there ere negotiations direct between ahy and Erap.

Hiring bulls was out; and with re- rd to purchase there were evidently nflicting opinions as between the veral officers now involved as to ether there were any animals sur- us to Administration requirements.

On September 9, Mr. Leahy was lvised that there would be a mob Shorthorn bulls at the Three- ile, Lae, from which he could ake a selection. These were im- rted, registered bulls costing up 500 guineas—but he was told that could have them for prices rang- g from £170 to £325.

Leahy refused these bargain imals, however. He found that one d only half his genital organs; ree were diseased and were later ot; one was blind; and the other ree in poor condition.

In late September an officer of e Department was sent over from Port Moresby and at Erap—where Mr. Leahy had first become interested in some animals in July—30 bulls were mustered. On October 3, Mr. Leahy finally received a letter advising him that he might select eight bulls from the herd there.

The obvious purpose of Administration live-stock stations is to improve animal herds in the Territory by making well-bred beasts available to European and native farmers. But although these stations have been functioning for a considerable time, cattle seem neither cheaper nor more plentiful.

It is estimated that in the last four or five years, about 30 registered bulls have been running with up to 300 cows at Erap. In the normal course of events there should now be some hundreds of progeny (on Australian dairy farms one bull to 30 cows is considered adequate), available for sale at considerably lower prices than imported stock. But evidently this is not so.

What has happened to the progeny at Erap? Perhaps some of them have been eaten, but it sounds like expensive ration meat.

It took Mr. Leahy three months to accomplish something which one would reasonably expect to be a simple business deal between a Government department and the farmer it is designed to help, but at least he got his animals, which is more than most Territorians have managed to do. (*PIM*, August, p. 152).

Now that he has his bulls home on his own range he is satisfied enough—although he still would, no doubt, like to know who spent good Government money on that bull with half its vital parts missing.

---

† Ratu Sir Lala Sukuna, of Fiji, has been unwell of late; and, on November 22, he was unable to act as Speaker of the Legislative Council, when the Council opened its Budget session.



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UKLANDERS BUY 10/- PINEAPPLES FROM HAWAII

BY J. P. SHORTALL

If September was Banana Month in Auckland, NZ, then November was Pineapple Month. For just as September was the first occasion in 40 years that bananas in bunches had arrived at that port (*PIM*, October, p. 125), November saw the arrival of a shipment of pineapples from Hawaii, first from that source in 25 years.

ND what a shipment. Here again was an example of what can, and must, be done when ere is competition.

Increasing quantities of pine-ples have been coming to New aland in recent years from the ok Islands during November-ecember-January—but like most land fruit reaching New Zealand, m whatever source, each ship-ent is full of blemished, mis-apen fruit, unattractively pre-nted, and very frequently rotten the heart.

The idea of attracting the stomer or of establishing a good name for the shipper never enters into the deal. There's no need for it. Always chronically short of tropical fruit, the New Zealand consumer glumly accepts what offers.

So it was with pleasure as well as with pain—due to the price—that this cool-store shipment of 500 dozen pineapples from Hawaii was welcomed. And this was marketing, American style.

The fruit—smooth-skinned, green tops unsullied, nothing but the best—came in two sizes, and packed, like beer, in cardboard cartons.

Each carton, attractively coloured and decorated, bearing the shipper's name, contained one dozen fruit, each in its own compartment, neatly standing on end, and all the same size in any one carton.

Did someone say, "We Islands

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shippers can't afford all that hocus"? Well, the answer to that is that these 500 cartons sold like hot cakes in the city markets at 65/- to 72/- each, depending on size of fruit.

There is no control on the retail price, but the Chinese green-grocer down the road was unloading his at 2/- per pound without a great deal of trouble. Which seems to show that a lot of consumers *are* prepared to pay big money for a product to which the producer is not ashamed to put his name.

As we reported at the time, Auckland consumers opposed sale of Ecuadorean bananas by the "hand" and the retailers toed the line by selling to individual requirements. With the pineapple shipment there was similar co-operation.

Some were selling by the wedge, cut longitudinally in to the centre, cheese-style. This would suggest that there might be an even readier market for similar high-quality pineapples of smaller size—like the Cook Islands fruit.

The price seems high, but it is not so much higher when you find that two out of three of your Cook Islands pines, for one reason or another — bruising, faulty picking methods, faulty packing, or perhaps wrong stowage aboard ship—turn out to be rotten at heart.

Maybe the New Zealand fruit consumer *does* have to accept what the Islands send him at present; but it could be that with steadily improving refrigerated shipping connections with overseas countries, he may demand something a little better than what has been tossed at him for so long—and if this better overseas product is forthcoming the Islands shipper may have to pull his socks up at long last.

POST-SCRIPT: Aucklanders are enjoying finest white Spanish grapes this month. They arrived in top condition, having been packed in powdered cork in small barrels, each containing about 22 lbs.

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tter to the Editor

arold Gatty's Early Days In USA

WAS sad at heart when I read about the passing of Mr. Harold Gatty, (Sept., *PIM*), whom I ew quite well in the days when first arrived in the United ates.

The history of Harold is not mplete without mentioning those rly days and the man who friended him then and, you may y, "grubstaked" him, so that he uld take up the study of Weems stem of Navigation and await an ening in aviation.

This friend was Captain Norman rguson, a native of Timaru, New aland, and then master of the ge US schooner-yacht *Goodwill*. When Gatty met the Captain, the ter was over 70 years old, a tall standing man, about six feet tall, rd as nails, but with a very kind art.

Captain Ferguson was an early ipmate of Captain William Ross, e well-known trader in the ngas about 1900 and owner of rkentine *Ysabel*. He was last en in the South Seas, when the odwill made a cruise to Tahiti d the Tongas and returned to s Angles via Christmas Island d Honolulu about 1924.

The *Goodwill* was a steel two- asted schooner of over 200 tons d was owned by Mr. Keith alding, of Pasadena, California. e carried a crew of 26 men and s tops when it came to upkeep d pay.

She very seldom went on a long uise and most of her sailing was ne on week-ends between Los geles and Catalina Island, about miles away.

I do not know how Harold Gatty et the Captain—it may have been letter of introduction, as without ubt he needed work. And, as it ppened, there was an opening as ief Mate on *Goodwill*. Captain rguson gave Gatty the job at 50.00 per month, not forgetting at we would call fringe benefits, ch as free laundry and subsistence en the ship lay up in the winter.

Harold Gatty could not have shed for a better job for his rpose—a lot of leisure time, which ve him a chance to study and rk on some inventions such as a ift indicator for planes; a sextant r air navigation; and others. In tween times, he also started to ach Weems System of Navigation. is well known that the Lind- rghs were amongst his later udents.

How long Harold Gatty was Chief ate on the *Goodwill* I can't recall t some time later on, the Pioneer strument Co. wanted some one to djust their aeroplane compasses. Gatty resigned to take the job.

From that day on he became firmly established in aviation. His later career is well known.

I am, etc.,
FRED K. KLEBINGAT (Capt.)
San Pedro,
California, USA.
November 12, 1957

---

† Mr. C. R. H. Nott, formerly one of Fiji's best known District Commissioners, and latterly British Agent and Consul in Tonga, returned to Fiji with his wife and daughter in November after six months' leave in Europe. He now has taken up his new appointment as Secretary for Fijian Affairs.

PEANUTS, ALUMINIUM

Record Cargo from New Guinea

THE Australia West Pacific Line's M.V. "Delos" lifted a record shipment for the Line when she left Lae late in October bound for south with 1370-tons of plywood, sawn timber, logs, peanut kernels and aluminium ingots.

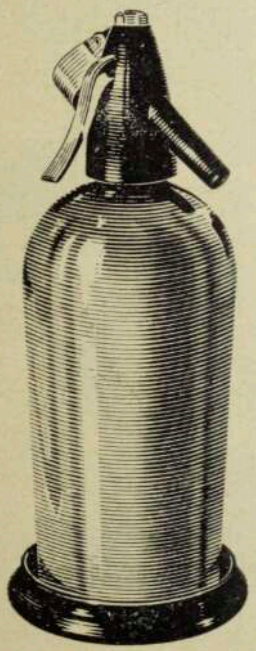
The aluminium—salvaged from wrecked wartime aircraft in the Gusap area by Mr. Jack Reid—was smelted on the spot, and now, 14-years after the war, will probably be turned to commercial use.

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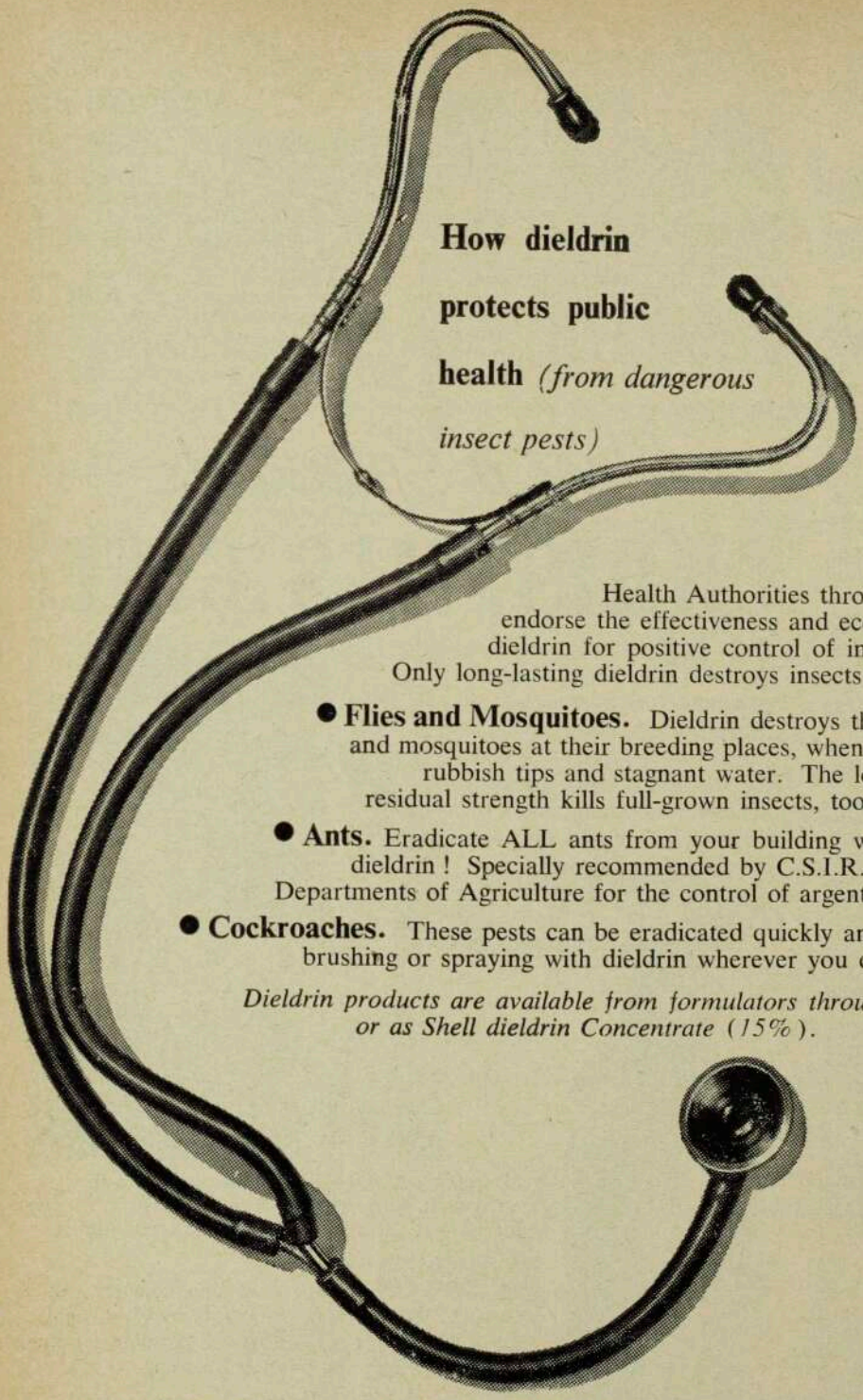
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More Power for Cook Is.

THE Cook Islands Legislative Council held its eleventh and last annual session at Rarotonga during October.

Just prior to the session, legislation was introduced in Wellington whereby the Council will be replaced by a more representative Legislative Assembly with a majority of elected members and a good deal of financial responsibility in local affairs.

The administrative changes are in line with recommendations made by Professor C. C. Aikman last year, following a visit to the Group at the request of the government to investigate and make recommendations regarding constitutional reforms.

Under the new arrangement there will be an Executive Committee of elected and official members to advise the Resident Commissioner.

Island Councils will be given greater authority in the handling of local affairs. These will have the power to establish Village Committees with limited police and judicial authority.

Maori Justices of the Peace will be appointed and will have power to deal with certain offenders who are at present dealt with by the Resident Agent of the respective islands.

Another Mission Forecast

YET another "Mission to investigate" Cook Islands affairs is forecast as the result of a debate in the House of Representatives at Wellington early in October.

Following charges by a Labour MP (Mr. Fox, Miramar Electorate) that industrial working conditions in the Cooks required "thorough investigation", the acting Minister of Island Territories, Mr. Algie, indicated that the Government would consider any proposal to send such an investigating mission.

Mr. Fox, vice-president of the Federation of Labour, had evidently just discovered that "goods being produced with cheap labour are being exported to Auckland".

He apparently did not know or did not mention, that the Islanders employed in these industries are in some cases receiving wages well above those of other sections of the Cook Islands community.

He was quoted as saying that the Cook Islanders, "a very stable type . . . are not looking for the moon, but want conditions a bit better than now".

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He noted that the NZ Factories Act and the Industrial Conciliation and Arbitration Act, as well as worker's compensation, do not apply in the Cook Islands. The workers were given some protection under legislation passed in 1947, but it is high time, Mr. Fox considers, that they are fully protected, as their position relative to New Zealand workers had not been maintained.

The present excitement apparently stems from a visit by a Garment Workers' Union executive about a year ago.

Allowing that it is insufficient that the workers in these industries are perfectly happy at present, and in fact compete for entry into these particular industries as workers, whatever needs to be known about the situation is readily available from the Cook Islands Administration, from the employees, and from the factory owners—without the necessity of wasting public funds on another Mission which seems bent on killing what little industrial enterprise does exist in the Cooks.

¶ Mr. R. P. Little has retired, after 37 years' service with the pastoral enterprises of Messrs. Morris Hedstrom Ltd., in Fiji, and has gone with his family to live at Dandenong, near Melbourne. The late Sir Maynard Hedstrom took a keen interest in the establishment and development of the pastoral industry in Fiji, and he was fortunate in getting the help of Mr. Little, who had just come out of World War I with decorations and distinctions. Mr. Little was successively manager of the Valavala, Vunilagi and Kanacea Estates; gave further useful service in World War II; and in recent years has been manager of the Fiji Pastoral Company at Navua. He contributed much to the success of cattle-farming and dairying in Fiji.

† Natives twice attacked patrols in the NG Southern Highlands in October. Three natives were killed.



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COOK IS. PEARLING

Manihiki May Be Closed Again

MANIHIKI, best mother-of-pearl fishery lagoon in the Cook Islands, which was closed to divers throughout 1956, may again be closed next year.

The Administration ordered the lagoon closed last year when it was seen that much undersized and borderline shell was being shipped south to Rarotonga for packing and export.

Closure naturallly caused considerable opposition by those in the industry, who maintained that the policy was wrongly based. It was more a question of policing the regulations, some exporters considered.

They maintained that there was no shortage of large shells in the lagoon, but that the divers would naturally pick small shells as well, if they could get away with it.

Report, shell fished since reopening has again been of borderline size. The legal minimum was raised this year from 4½ inches to 5 inches. Continuing supplies of undersize shell may confirm the Administration's contention that the evidence points to the lagoon being too heavily fished. The Report states that it appears that it may be necessary to again close the lagoon through 1958.

Manihiki lagoon is of very great value to the impoverished Cook Group. Despite a heavy decline in shell exports in the 1956-57 financial year the total value of NZ101,490 was only £170 below that of the next most valuable export, tomatoes. This was due to a record average shell price of £NZ670 per long ton for the 149 tons shipped.

Much of this shell was a carry-over of shell fished in the previous year. Only 42½ tons was actually fished, 13½ tons of this coming from Tiwarrow lagoon which was worked for a few months.

The Administration's hope that the closure of Manihiki would also stimulate fishing at the other pearling lagoon, Penrhyn, was not realised.

In fact, production there declined by two tons, to 29 tons.

Manihiki's importance to the industry can be seen in export figures which have often been over 300 tons in recent years, from that lagoon alone.

No scientific and detailed survey of Manihiki's shell resources has ever been made. Little reliance can be placed on the divers who naturally want the lagoon kept open at all costs and do not take a long-term view. It would be worth while for the Administration to have a thorough survey of the lagoon made by a competent person so that necessary action could be firmly based.

Some replanting has been done in Pukapuka lagoon and elsewhere, but it would be many years before this had any commercial potential.

---

† Makea Nui Teremoana Ariki was formally invested with the Insignia and Grant of Dignity of Commander (Civil Division) of the Order of the British Empire by Resident Commissioner of the Cook Islands, Mr. G. Nevill, on November 6 at the Court Room, Avarua.

† A motion that graduates of Tereora College and Nikao Teachers' Training College, Rarotonga, be required to undertake to remain in the Cook Islands for at least five years after graduation was carried by the Cook Islands Legislative Council in November. The rule may be relaxed in special cases.

† At a brief ceremony at the Tanunamanono, Apia, village school, recently, the 13-year-old Samoan girl, Fa'afaga, member of the Junior Red Cross Society was presented, with the Royal Humane Society's Bronze Medal for bravery in saving the life of a young Samoan boy from drowning in the flooded Vaisigano River, near Apia, on March 16, 1956. Members of the Apia Red Cross Society attended the function, and the President, Mr. H. W. Moors, addressed the gathering.

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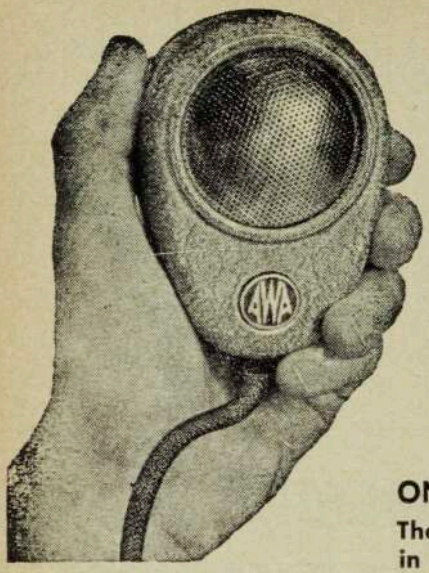
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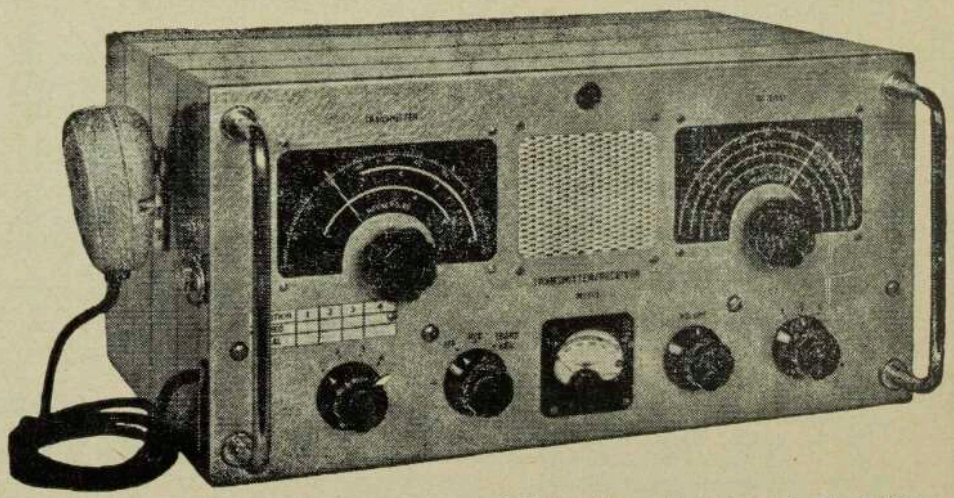
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CURB WANTED ON NATIVE N.G. B.O.P. HUNTERS

THE cessation of tribal war amongst New Guinea Highlanders had had its effect on the Bird of Paradise population and the time might be close when BOP's must be protected from natives. As the law stands at the moment, Europeans may not take BOP; but natives who hunt with bow and arrow and spears may do so freely.

Protection for the lovely birds was advocated recently in Lae, New Guinea, by Mr. Fred Shaw Mayer, who is in charge of Sir Edward Hallstrom's fauna collection at the Hallstrom Trust establishment at Nondugl.

The pacification of the native peoples, greater purchasing power, and the tourist with his camera, all contribute towards the trend for bigger and better Highlanders' headdresses.

Previously, when a headdress was comparatively small, and there was tribal warfare, natives shot only the birds in their own areas, but today the average Highlander can roam at large, and in perfect safety, into other people's territory to shoot the birds at will.

Some natives in receipt of good wages can afford to employ another native to shoot birds for him. And the publicity gained through pictured Highland headdresses in magazines throughout the world brings along the tourist willing to pay 5/- or more to the willing model with the biggest headdress.

Mr. Mayer is a naturalist, and pre-war for many years made trips to New Guinea on behalf of the British Museum and London Zoo.

The fauna collection which Sir Edward Hallstrom started years ago has been added to until it is now very large indeed, containing well over 100 Birds of Paradise—kept in numerous aviaries, thickly planted with trees; a flock of Goura pigeons; Cassowaries; a number of Salvadore ducks, and many parrots. Also in captivity are nearly 30 tree-climbing kangaroos, which have bred successfully. A Hornbill stays around the place at liberty and many ducks live on the numerous ponds.

The Salvadore ducks—the high mountain duck of New Guinea—have bred successfully in captivity at Nondugl, although they are not known to have bred in captivity anywhere else in the world.

It is a pity that this show place is so far away for the tourist to NG, and also for the coastal resident. Many travellers expect to see a Bird of Paradise when they go to New Guinea, just as a sightseer at Taronga Park Zoo, in Sydney, expects to see a koala bear or a kangaroo.

For tourists on ships, who have little time in each port, the trip would be almost impossible. To see the place properly it would need an overnight stay, but there is no public accommodation.

However, it is hoped that Sir

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Edward may some day donate some birds to the Lae Botanical Gardens —which look like becoming the biggest and finest tropical gardens in the Territory—where they can be kept in aviaries and viewed by the many visitors. At Nondugl, there has not been sufficient aviary accommodation to devote one to one pair of birds only, and as the birds are apparently coy about mating in company, they have not bred in the large aviaries.

A ribbon-tail Bird of Paradise from Mount Hagen was, however, bred at Taronga Park recently by Sir Edward, and the pair of yodelling dogs—a true wild dog of New Guinea—recently sent to Sydney from New Guinea have bred four puppies. It is hoped that permission will be given to send some tree-climbing kangaroos to Taronga Park from Nondugl soon.

Mr. Shaw Mayer pointed out that the male Bird of Paradise takes up to 5 or 6 years to acquire his full plumage, which is designed for one purpose—to attract the female.

It is quite obvious that if the older birds are shot for their plumage, the breeding process will consequently be slowed up.

¶ Headmaster of the Technical Training School, Lae, New Guinea, Mr. Rea Oberg, left on the Sky-master on November 10, holiday-bound for Sydney where he will join his wife and family. During Mr. Oberg's absence the school will be in charge of Mr. George Harrington, of the Rabaul Technical Training Centre.

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POPULATION GROWTH EXCEEDS FUNDS

Fiji Clamours for Roads, Bridges, Water

FIJI'S Public Works Director, Mr. John Common, is a sorely harassed man. His department has to face ever-mounting criticism over the state of the roads in the Colony, the lack of water in several thickly-populated areas, and dilapidated bridges along the main highways.

Some of the main roads are really in a shocking condition. But it is hardly fair to lay the blame on the Director (who has been in the Colony less than 18 months) and on his present staff. There has been bad planning, and there is a chronic shortage of public works funds.

The patrol officer of the Automobile Association of Fiji said recently that he was continually receiving complaints from drivers about damage to their vehicles, because of potholes on the King's road between Lautoka and Rakiraki.

One stretch of that road (between Ba and Tavua) was so bad that many motorists preferred to stay at home rather that damage their vehicles.

Mr. R. H. Frow, the patrol officer, said that the road surface was deteriorating so rapidly that it was unlikely to be a road at all in 1960, by which year the Government had promised to have it tar-sealed.

A Public Works spokesman reported that grading of the road was impossible because of prolonged dry weather. Grading now would result in further deterioration, because fine material on the road would be blown away.

The spokesman said that the Government was spending thousands of pounds on realigning a section of this road, and that when this was done the road would be tar-sealed.

The Government plans eventually to tar-seal the main highways round the Colony, and proposes to do the work in sections, paying attention to the worst areas first.

The programme, of necessity, must be a long-term one; and it needs more than a crystal ball to forecast when motorists will be able to motor round the island of Viti Levu, safe in the knowledge that there will not be a series of potholes or corrugations round the next corner.

SOMEONE blundered in the recent past, in failing to see that the area between Suva and Nausori, along the King's Road, would develop rapidly, and that a growing population would need water.

From Samabula Bridge (about four miles from Suva) to Koronivia Agricultural Station (six miles further on) residents of a fairly densely populated area now rely on tank water. There has been a prolonged dry spell in the south, so their water has been carted to them in PWD trucks.

PWD plans to instal a pipe-line and have it delivering water by the end of 1958, as far out as the six-miles peg from Suva. Once that is done, it will not take long to extend the line to connect with the Nausori supply. In the meantime, residents watch hopefully for rain to fill their tanks, or for the arrival of the PWD tanker.

Ration Biscuits By the Ton Lot

A sort of United Nations effort at biscuit making will be undertaken in Honiara, BSIP, when a manager arrives from Germany and a baker from Hongkong.

The establishment is owned by the Kwan How Yuan Biscuit Company and the factory is at Kukum, just outside Honiara. Equipment includes two electrically heated ovens capable of turning out three tons of ration biscuits and 700 loaves of bread per day.

For the time being, only ration biscuits will be produced.

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BETTER OFF
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But Okinawans Don't Like It

BY WAYNE DENBIGH

LEAVING death and damage in its wake, a typhoon struck Okinawa Island, the big US base in North-west Pacific, on September 26. One US Marine and 19 native Okinawans were killed and 00 Okinawans are missing.

Over 400 native houses were destroyed and 850 were damaged; 20 public buildings destroyed and three damaged; 595 other buildings destroyed and 600 damaged. US aircraft and some installations at Naha and Kadena (two of the 12 main airfields) were wrecked by the 146 mph storm-winds.

Since the end of the Pacific War, USA has occupied Okinawa, and has made it one of her most powerful overseas fortresses. Okinawa was wrested from Japan in June, 1945, after one of the fiercest and most expensive battles of World War II. Nowadays, though, it is not because of possible resurgence of Japanese militarism, that USA still holds the island. The realistic reasons are that (a) two hours' flying time away is Peking, capital of Red China; one hour away is Shanghai; and Russia itself is little more than 1,000 miles to the west—not a long haul by any means for the Strategic Air Force Command's atomic-bomb carriers, if need be. And (b) Okinawa could become another Red-dominated spot in the Far East.

Okinawa, about mid-way along the chain of islands between Formosa and Japan was one of the last islands taken from the Japanese in 1945. Since then it has been mostly out of the news. Most of us remember it only from reading the book or seeing the play—"Teahouse of the August Moon."

The influence of the ancient Ainu is stronger there than on the Japanese home islands, but the Okinawan is ethnologically and culturally Japanese.

IN addition to Nature's freak typhoons every so often, the United States has had to face a growing restlessness from a large section of the 670,000 Okinawans, who have pressed during the past few years to have the island returned to Japan and the occupation forces sent home.

Indeed, the Japanese Parliament in Tokio in August sent a resolution to Washington asking outright for the return of the Ryukyus. US Secretary of State John Foster Dulles' brusque reply was that "America has the right to assume full sovereignty over Okinawa in certain circumstances."

The US Army Secretary commented that "US intends to retain full control of Okinawa for many years to come".

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Okinawa reaches the general press, but recently some well-screened journalists were permitted to visit the base to see how the Army, the Air Force and USCAR (United States Civil Administration of the Ryukyus) have used the 1,000 million dollars Uncle Sam has poured into the island base.

Out of the press inspections has emerged a mass of information to show that while Okinawa is booming, the Okinawans have little love for the United States.

On the one hand, they have been given better health standards, modern highways, hospitals, commercial docks, rural electricity, 4,000 school classrooms and even a University, departmental store and shops of every kind (with highest wages in their history to spend in them), and a measure of representative government with towns and villages managing their own affairs.

But the Okinawans have displayed marked anti-American sympathies in a thousand small but irritating ways; a section of them crowds the street frequently, shouting, "Go home, Yanks!"; they have elected an extreme leftist, Kamejiro Senaga, as Mayor of Naha, the highest office open to Okinawans; and their People's Party never loses an opportunity to hammer home to the US authorities that "reversion" (to Japan) is its avowed policy and aim.

Senaga, particularly, is a thorn in the side of the Americans. He claims he is a "humanitarianist and a pacificist—but not a Communist"—though his daughter is a member of the Japanese Communist Party and the US authorities have intercepted instructions to him from the Japanese Reds.

Just before being elected Mayor at the end of 1956, he served a prison sentence for giving false evidence and harbouring a wanted man; his speech immediately after leaving gaol touched off an ugly anti-American demonstration by 5,000 people.

The unenviable job of handling US affairs on Okinawa belongs to Lieut.-General James E. Moore, General Officer Commanding, and also High Commissioner of the Ryukyus. Under his command are 50,000 US soldiers and airmen, in addition to members of the American civil government administra-

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tion; under his jurisdiction, the 550,000 acres of Okinawa—41,000 of them already requisitioned by the US armed forces.

Speaking of Senaga, to a visiting pressmen, General Moore said, "He follows the Communist line consistently—and, of course, there is abundant evidence that he stirs up friction wherever he can. What the Reds want more than anything else is to drive a wedge between us and the Japanese. Anything the Reds can do to weaken the US in this part of the Pacific they will do."

The future of Okinawa will remain a question mark while the Red threat to the Far East remains. To hand the island back to Japan, while still maintaining bases in Okinawa, could mean trouble to the United States—in war the bases might not be able to be used unless the Japanese approved.

So, the US continues on her way, in her own fashion, on Okinawa; and so do the Okinawans. But, as one US reporter commented: "They complain about the US land requisitions, but they do not work the land they have; they live better than Okinawans ever have lived in history; but feel abused; they think like Japanese and act like Japanese, but do not really ever want to be again the sort of second-class Japanese they once were. In short, they shout, 'Go home, Yanks!'—though nothing worse for them could happen".

N TAHITI

Bulldozing For Spanish Treasure

TONY BAMBRIDGE, Senr., well-known Tahiti resident, is at present engaged in a search for treasure (15 tons gold bullion) at Tautiva.

The treasure, according to a document Bambridge possesses, is supposed to have been brought to Tahiti by a Spanish galleon about the year 1774. (There are quite a number of Tahitians in that district who claim to have Spanish blood.)

The area, on a tract of land owned by the Bambridge family, where the excavations are taking place is cordoned off by barbed wire and plastered with signs forbidding entrance and the taking of photographs.

The work is being done with the aid of pneumatic drills and bulldozers. Bambridge stays there full time and is personally directing the work and is being advised in the use of the mechanised equipment by M. Nimeaux (Director of Public Works) who visits the site every weekend.

The work has been going on for four months and is, reputedly, costing Bambridge about 200,000 francs (£1,000) a month.

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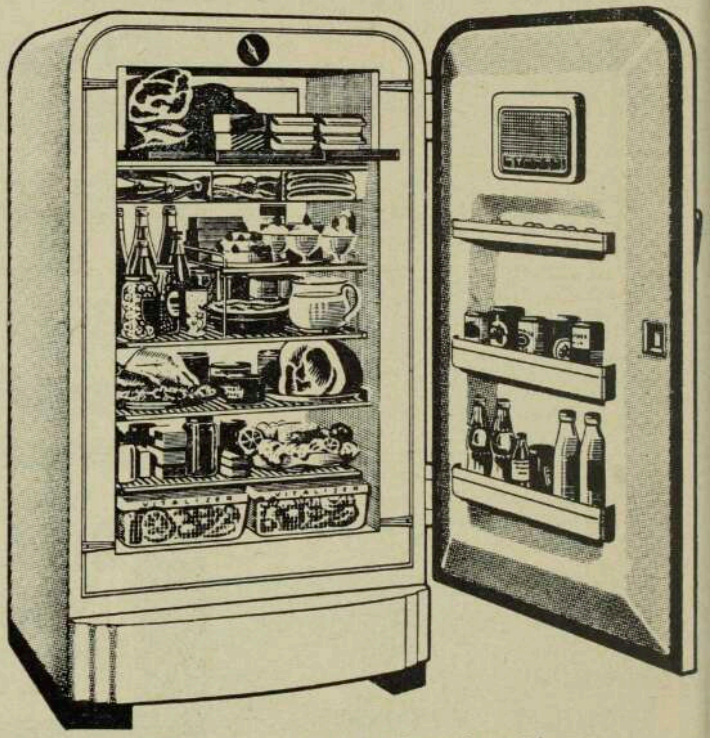
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MAGAZINE SECTION

Tropicalities

THOSE SKY THINGS

AN engineer employed by the Nickel Company at Noumea reported to the Civil Aviation Dept., of New Caledonia, that on October 6, he had sighted a moving object in the sky moving from West to East.

With a marine telescope he kept the object in view for nearly a minute. He was unable to identify it as being oval or spherical but said it had a misty halo around it. He said he was quite familiar with the vapour trails left by jet aircraft but he was sure it was not an aircraft. He was of the opinion that it was the Soviet satellite.

However, as the satellite is on a course nearly ninety degrees different from the object he observed, that possibility must be ruled out.

Quite responsible people believe in "flying-saucers", and in these days of space-dogs, etc., it is as well not to write everything off to imagination.

Most manifestations, however, have a natural explanation.

On November 6, residents of Bathurst, NSW, discovered a "flying-saucer" in the bright afternoon sky.

Two Sabre Jets were sent from Williamstown base to examine it; a Qantas Super Constellation bound Sydney from Hongkong also circled the town.

Some of the townspeople saw vapour trails coming from the object; some said it was cigar shaped; a chemist looked at it through a telescope and said it was red on top and lighted underneath. A taxi driver saw swept-back wings on the object that was "hovering".

The Sabre Jets circled the town for an hour and saw nothing. The Constellation crew identified the object as the Planet Venus.

And so it was. As afternoon deepened into night, even the burghers of Bathurst were convinced. Sydney Observatory said that at this time of the year Venus is at a point in its orbit nearest the earth and it is visible in the sky during daylight.

PAPUA'S "WOODY"

THERE are plenty of characters in the islands—we all know that—but that bright bundle of energy, "Woody" Troeth, more correctly Mrs. Dorothea Troeth, rates a par for her Rouna Hotel, in the ranges not far from the Kokoda Trail. It's no thing of beauty, that hotel, with all the bits and pieces that are appended to it, but it's a pioneer business in its own way.

Before the war, part of the building, not a hotel then, was used to store rubber brought down from the top of the ranges by mule pack. During the war it was a provost post to help control men and machines headed for the Trail, and afterwards it became a guest house.

"Woody" has had it about seven years, supplies her tables with milk from a vast herd of goats and is always promising to build a swimming pool. Moresby's increasing mobs of tourists always head for Rouna, the locals drive up on weekends, and once, "Woody" boasts, seven generals turned up.

There have occasionally been complaints that a liquor license shouldn't be given to any hotel in Rouna's situation—half way up a narrow, winding road in a range. But it's possible to go too far in protecting the public from themselves.

AGIN THE GOVERNMENT

HERE is a newspaper paragraph, attacking Canberra, which I read in Moresby: "The attitude of this haughty Government towards the press which has had cause to chide it is ludicrous in the extreme. They loathe publicity and the limelight, as they are well aware that as soon as the Australian nation becomes acquainted with the real facts concerning the administration of this territory—so soon will reforms be insisted upon, and the present deplorable state of affairs cease. The impertinence of the press daring to criticise the autocrat in charge, is too great for words".

No, it wasn't the *South Pacific Post* having a go—but it *was* the *Papuan Times* of February 11, 1914.—*Ess.*

FREEDOM IS A TWO-EDGED SWORD

WITH a controversy raging as to whether there should be "open slather" for all races in the consumption of liquor in Fiji I was involved in a small incident recently in a Suva hotel which forcibly brought home both sides of the question.

Two of us were having a quiet drink before dinner in the private bar when four Fijians walked in, one of them very young, and very much under the influence. He asked me where the barman was and I pointed him out. The barman came across and refused the Fijian's order for a glass of beer.

The young Fijian tried to thrust a note into my hand to get him a bottle of beer, saying: "I'm Fijian, I can't get a drink." It transpired he did not have a permit so I had to refuse to do so.

(Over)

The Captain and the Cook . . .

BY WILL GILL



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The young man started to become obnoxious, as most Fijians do when tight, so his pals came to the scene and hustled him away. If meek and mild Fijians become that way when under the influence, then should they be allowed to have liquor?

On the other hand, I had only recently arrived in the Colony, and as I am a European I can drink to my heart's content if I wish in the Fijian's country.

There must be a moral in this somewhere—N.B.

NAME IT AND HAVE IT

BISHOPS, so people say, are very solemn folk. One exception is the jovial head of the Marist Fathers in the Northern Solomon Islands, Bougainville, Most Rev. Thomas J. Wade.

An American, from the tiny Eastern State of Rhode Island, he recently told a good joke against himself, when he was in the States.

Telling an audience of the way the Buka boys coin graphic, pertinent phrases, he explained that he once set up a loudspeaker in a tree in order to speak to a large gathering. Demonstrating the new gadget at its maximum volume, he realised that there was no native word for "loudspeaker", so asked them to give it one in Pidgin English. One bright lad came up with: "Call 'im big mouth b'long Bishop!" —*Dee.*

SETH PARKER'S SCOOP

ROBERT TOMARCHIN, the Henderson Island "Crusoe", is not the first American entertainer to use the South Seas as a stepping-stone to fame.

Some can recall the affair in early 1935 when the radio compere, "Seth Parker" (real name Phillip Lord), involved himself in the Duke of Gloucester's Royal Visit to the Pacific.

At that time, while cruising among the South Sea islands on his way around the world in his own four-masted schooner, *Seth Parker*, Lord maintained a radio-hook-up schedule every night over major American broadcasting stations. After the Duke of Gloucester had been in Fiji and Samoa, he sailed in HMAS *Australia* for Panama. Scenting a "scoop", Lord flashed a radio message that caused *Australia* to alter course and dash to the schooner's assistance, north of the Cook group.

The air turned blue with naval oaths when *Australia* reached *Seth Parker* and found her safely cruising along—with the radio compere gleefully describing to his Stateside listening audience how the Australian warship carrying the Royal Family's third son, His Royal Highness the Duke of Gloucester, Prince Henry William Frederick Albert, had met up with his own *Seth Parker* right smack in the middle of the lil' ole Pacific.



It seemed the call for help was just a publicity gag.

But justice was done the next day when *Seth Parker* ran full tilt into a hurricane that wrecked havoc in the Cooks. Lord's hysterical call for help this time was no stunt, but *Australia's* commander, 300 miles away, kept his course and radio'd that *Seth Parker* would have to send out proper international distress signals.

The SOS that came frantically tumbling through the airwaves was no phoney, and so *Australia* dashed back through the hurricane-lashed seas. This time, finding *Seth Parker* in real danger, she provided assistance and took some of the schooner's crew aboard for treatment.

Phillip Lord, like the majority of other US entertainers of that era, fell out of fashion and disappeared from the entertainment scene.—*"W.D."*

While the brigantine "Yankee" was in Lae in June, our correspondent there photographed the old cannon that are carried aboard as part of the decor. These photographs appeared in August issue, page 59, and in them, the pieces looked to be full sized.

The above photograph shows just how you can be fooled by photographs —this is the same brass cannon that appeared in the lower photograph in the August series, but it's cut right down to size when three-year-old George Kuper straddles it.

George is the son of well-known Albert M. Kuper of Honiara, and grandson of the late Henry Kuper, a native of Hamburg, Germany, who many years ago settled on the island of Santa Anna and established there one of the well-known plantations of the Solomons.

FINNEGAN'S WALK

Back at his Auckland headquarters after a five months business stay at Rarotonga, Mr. Michael Finnegan reported that his Pauasheel jewellery and woodwork factory, established last year, was making satisfactory progress, despite attempts from New Zealand manufacturers and union officials to have it spiked.

How about the union official who journeyed north to inspect Cook Islands industrial conditions some time ago

For months last year, while the factory was building, Mr. Finnegan was to be seen stumping back and forth along the main road, on his one good leg.

This year he decided to take his car up with him. Rarotonga is 21 miles right around, but almost all his motoring was done in the Avarua-Avatiu main settlement area. "And do you know how many miles I ran up in five months—just on 2,000. Now I know why the walking seemed to be tough last year!"—*JPS.*

Real Scotch—Made in Japan

THE tourist souvenir business seems to have gone full circle since visitors to India bought Benares brass, manufactured in Birmingham. Now, visitors to Fiji buy "typical souvenirs" manufactured in India—and other places.

They are cheaper that way, even though duty has to be paid on them.

Americans from the Matson ships, *Mariposa* and *Monterey*, passengers on the Orient ships and air-travellers, all are free spenders on tortoise-shell, silver filagree, and silver articles.

But only a small proportion of the articles are manufactured locally from local raw materials.

Small bits and pieces, such as brooches, tie-pins and earrings are made in Fiji, but no one seems to have the ability to make bigger articles such as tortoise-shell backed hair-brushes, powder bowls. etc.

One local store makes cigarette cases from tortoise-shell, and sells them at £5/5/-. The article imported from Ceylon sells at £3/15/-, so the local trader prefers to import these items from there.

All filagree is imported from India. Some, but only a small amount, is beaten in Fiji into the finished article.

Silverware comes from Siam and Indonesia; bracelets from Germany, spoons, glass powder bowls with a Fiji motif, from England, and toy Fiji policeman from Wales.

Some local stores say that it is cheaper to import the finished article than import expensive machinery to do their own manufacture.

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Down in the Churchyard With the Bush Beer Boys

L'AMOUR FINDS A WAY

A Short Story By W. H. PERCIVAL

OF course, it was obvious that Tiny wouldn't last long on this island. Altogether too robust a character to please the missionaries and our milk-and-water Admin types.

When he came ashore at the wharf and spotted me, he roared like a playful bull. The old ladies in the hotel, two hundred yards away, nearly dropped their tea-cups.

"Hello, you old bludger! Still sitting on your bottom robbing the taxpayers?"

He'd put on a bit of weight since Coll. days. Must have been thirteen stone, and his face seemed redder and his smile seemed wider. We exchanged preliminaries and I drove him out to my place.

"Where are the pubs?"

"There aren't any."

"The cafes then. The dance halls?"

"No cafes, no dance halls," I said. "The hotel is unlicenced. We have a hop every Saturday night at the cinema."

"Good grief! What a dump! What do you jokers do for grog?"

I told him about the Bond system. Two bottles of spirits per man per month. He didn't believe me at first, but when he saw that I was serious he looked a bit faint.

He had quite a way with the girls. Always larking about and smacking their backsides, and getting away with jokes I couldn't make in a Club. He made a big hit with them all . . . except Rima.

Rima was my house girl, the only girl I'd seen who could keep Tiny at a distance. And of course the big mug had to fall flat on his face for her.

Tiny worried me a bit. At that time I was expecting a high official appointment; and any breath of scandal would have spoiled my chances. Tiny saw the point and tried to quieten down. It was a noble effort that lasted almost a whole week.

Then he met the Bush Beer Boys.

IT was a clear night with thousands of stars and a great big moon and a gentle breeze making the palm trees sway.

It was late that night when I heard that Tiny was having a party with the Boys in the churchyard. I got down there fast to grab him before he put both of us up the creek.

He was there all right, drinking up the beauty of the tropic night, and vast quantities of orange beer. The Boys had a four-gallon can of the stuff on a flat-topped grave, and several spare bottles besides.

Rima lived with her fat sister in a native house just down the road from the church. When I reached the churchyard, a little after midnight, Tiny got an irrepressible urge to go and whisper sweet nothings in Rima's ear.

Maybe it was love that blinded him, or the moon got in his eyes. It might be possible that the beer had something to do with it.

Whatever it was, when Tiny tried to tip-toe through the shack's open doorway, he failed to see the sheet of roofing-iron they had placed across it.

There was a clatter enough to make the dead in the churchyard turn over. Then he was in the blackness of the room, trying to find a way out.

Someone crashed into him, he said, and he grabbed the figure long enough to know that it was a man and that his body felt hard and lumpy.

There was another fearful racket as the unexpected man found the other door and brought down another sheet of iron. By this time the girls were awake and their screams added to the din.

Tiny took off at full throttle after what he called the intruder.

Neither of them saw the clothes line stretched before them. The man hit the line and fell. Tiny's weight crashed down on top of him and a mass of bed linen buried them both.

This is the end, I thought. We will both be deported by the next boat. But Tiny seemed to be quite sobered up. He started talking.

He just happened to be passing, he said, and he saw the thief enter the hut. He rushed bravely in and tackled the fellow. Now there would be no more pilfering in the neighbourhood.

He had, in actual fact, surprised a thief, and been quick-witted enough to realise it.

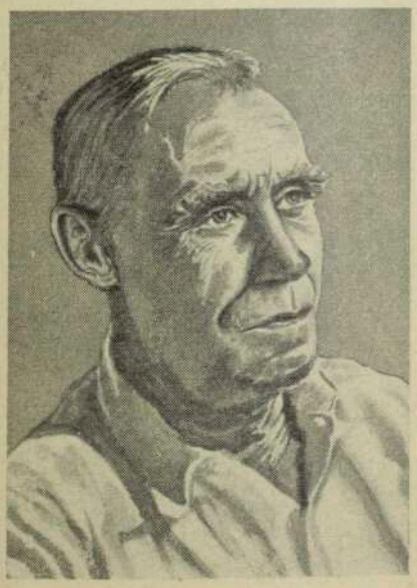
Did Rima change her mind about Tiny after that? Not on your life!

But that didn't worry him, because that night he met her fat sister, and a week later they were married.

No, he's not here now. Tiny's manager decided that he could be taken only in small doses, and shipped him and his new wife off to one of the outer islands. He is still managing the Branch store there and, I understand, drinks nothing stronger than coconut milk.

Expert on Coastwatching and Coconuts

"SNOWY" RHOADES, well-known in the Coastwatchers, is now the Chief Copra Inspector for the territory of Papua and New Guinea. He was christened "Ashton" when he was born in North Sydney in June, 1895. After schooling he attended the Hawkesbury Agricultural College, where one of his schoolmates was Jerry Pentland of New Guinea. Graduating in 1914, "Snowy" enlisted in the 1st Light Horse Regiment and was twice wounded in World War I. He went to the islands in the 1930's and was with Burns Philp at Lavoro, on Guadalcanal, when the Japanese war started. He was appointed a Coastwatcher, one of that scratch band of heroes who did the bravest work in the whole Pacific war. He was still at Lavoro while the Japs landed at Tulagi and Lunga, and still there when the American assault started on Guadalcanal. He saw at close hand the hectic actions in the area, including the loss of HMAS "Canberra" in August, 1942. As the Americans pushed the Japs north-west along the coast towards Lavoro, "Snowy" moved in stages and had many close shaves with the enemy, before he was evacuated to Sydney, where the blue uniform of a Lieutenant RANVR led him to the altar. This was December, 1942, and his bride was Edna Norman. But "Snowy" was soon back in the Solomons for the further stages of driving the Japs back in the general direction of Tokyo. For dangerous assignments he was awarded the American Distinguished Service Cross and the Silver Star; he is probably the only Australian to hold both these US decorations.



To-day, as Chief Copra Inspector, "Snowy" is based on Rabaul. Here he has some agricultural interests as a hobby, besides playing cricket, being the president of the Rabaul Cricket Association. He is looking forward to eventful retirement so he can devote himself with his wife to full-time plantings of cocoa and vegetables. With the latter he secured 10 out of 13 first place awards at the Kokopo Agricultural Show in June, 1957.—BRETT HILDER.

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One Memorable Night Among The New Britain Cannibals

• *The publisher-editor of the "Pacific Islands Monthly", in January, 1951, received a small packet from Count Goedicke van Asten, then over 90 years of age, and a resident of Auckland. He was German born; had wandered all over the world; had spent the latter part of his life in Tonga, and always had kept a diary. There was this note:*

"This is based on my personal diary. I call it, 'How I spent two nights with cannibals in New Britain'. It is a very horrible story, but I should like it to be published, just to show the kind of people who lived there in those days. I send it therefore to my old friend, the editor of the 'Pacific Islands Monthly', on the condition that it is not published until after I am dead".

The "little Count"—as we knew him—died a couple of years ago. The following is his own account of what appears to have been an unforgettable experience.

IN 1884 (73 years ago), I was managing a trading-station for the DH & PG (once a famous German trading company), at Kabaira, in New Britain. [Kabaira is a place on Ataliklikun Bay, about seven miles from Rabaul.]

Close to my station, there was a large native house. It was about 40 feet long, and it had neither doors nor windows. There was a space, about two feet high, between the ground and the bottom of the wall.

I never saw anyone near this place in the daytime, but at nights I sometimes saw people creeping through that opening.

I learned that my cookboy, Tobilau, went there to sleep; so one day I asked him what they did in that house.

Tobilau informed me that he could not tell me anything about that house. If he did, maggots would eat him alive, his body would burn like fire, and somebody's grandmother would slit open his belly.

I was young and inquisitive, and plied him with questions. So he said he would tell the headman about my desire for information.

Two days later Tomarkete, a petty chief, came to my station, and told me that he was the leader of what he called the young men's society. These were young men, he said, who were not able to buy a wife for themselves—they did not have shell-money (divara), or a canoe, or an artifact, and some still were working in the gardens of their future fathers-in-law.

I became friendly with Tomarkete, and he said that if I wished it, he could admit me as a member of the society. I was young, and full of eagerness and curiosity, so I agreed to become a member of this young men's club.

In due course, I went through a ceremony of inauguration. It was not a nice experience, and not one of which I am proud. The less said about it the better.

But I then was allowed to spend the night in the big house—and I spent two nights there. They warned me of the things that would happen to me if ever I disclosed the secrets of that house—and although I am no believer in sorcery, I still am unwilling that it should be described, while I am alive.

Nothing much happened that first night. Some 30 men stretched out on the ground. Others were sitting up cross-legged. All were smoking clay pipes. They appeared to talk mostly about fishing, and about catching a large ground-frog.

At sunrise next morning, they all left the house.

When I went in there the next night, there were only some 20 present. They told me the other ten had gone to Bainingen (presumably what we now call The Bainings).

I lay down to sleep. I wondered why I had been warned about the things that happened there, and that I must not tell anyone what I saw and heard.

But about midnight there was a sudden stirring. The missing ten men came in. They had been away on a raiding expedition—and they were dragging along with them a young girl, whom they had seized from a village somewhere.

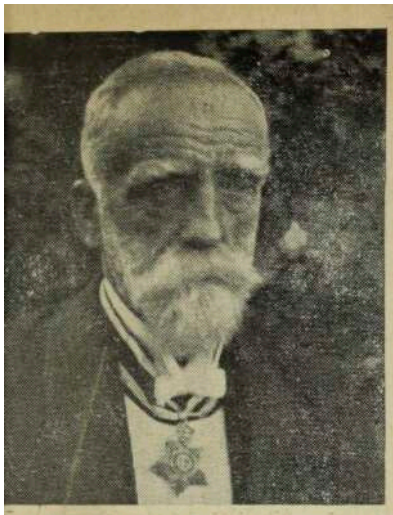
She was young, and quite small.

The scenes which followed were

And an Historic Photograph . . .



This photograph of H. T. Goedicke (as he then was) surrounded by artifacts, was taken only a few months after the cannibal incident, described in his diary, took place. He was then 22. The photograph was taken in Port Moresby by Commander Erskine, of HMS "Nelson", a few days before he proclaimed Papua a British Protectorate. The plate was developed by Rev. James Chalmers, a famous missionary, and the print was made in Government House, Sydney, by Lady Carrington, wife of the NSW Governor. Soon after completing his part in it, Mr. Chalmers was killed and eaten by cannibals in the Gulf of Papua. The photograph of Count van Asten on next page, above, was taken towards the end of his long life.



mething I cannot describe. The or creature was passed from man man. I sat in my corner, too rrified to move. They offered her me, but I waved them off. I anted to go away and be sick—but knew that if I tried to leave, they most certainly would attack me.

After some time, when the girl as practically unconscious, a big ative grabbed a stone club, and nashed her on the head, killing r immediately. Then they dragged r outside, where a number of em cut her up, while others built a large fire.

They put pieces of the girl's body the fire, and roasted them. Pieces this roasted flesh were passed ound, and eaten with gusto.

The horror of the scene is beyond y description. I was sick and embling, and wished I could leave. ut the rule was that none could ave between sunset and sunrise. did not sleep and, when the day-ght came, I got ready to depart. also did the others. The remains the girl's body were divided up nong them, and they took the eces away with them.

CRAWLED into my house, and fell upon my bed. I was so shocked and disgusted that I did ot know what to do. How soon uld I get away from that horrible ace?

Then the miracle happened. My okboy came running in, calling, ship".

I rushed outside. There was the erman warship *Albatros*, com-anded by Count von Baudisin, opping anchor. I learned soon terwards that she had been sent punish these Kabaira people for aving killed some Europeans a ttle while before I arrived in New ritain.

I went aboard that ship and hen the *Albatros* sailed, I departed ith her. I was young and ready r adventure: but I could not face e thought of again living alone nong those cannibals.

Guitar Music, Kava and—

The Ladies Take a Choice

BY J. EDWARD BROWN

• *There never was such a dance as the Keppels Ball. It was held on the verandah of a house, with about 40 people paying 2/- to enter, and about 140 paying nothing to stand outside and watch.*

ISOLATED Niuatoputapu Island, sometimes known as Keppels Island, lies 320 miles north of Nukualofa, capital of Tonga.

From the sea the island looks like a hat floating on the Pacific—a broad brim of flat land with a crown several hundred feet high rising abruptly from the centre of the island.

The entrance through the encircling reef is tricky. Aboard the Tongan Government's auxiliary ketch *Hifofua* even the helmsman looked worried as we headed at half speed for what looked like a solid reef, with breakers smashing on the coral barrier to the calm waters of the lagoon.

The Tongan Mate stands in the rigging spotting coral patches and Captain Johnston stands on the bridge rail. One Tongan boy is at the wheel, and another at the engine room telegraph. The *Hifofua* weaves in, dodging coral patches, the engine going quickly from full ahead to full astern at the command of the Captain.

But the tricky part comes after the *Hifofua* has entered the reef entrance, which is just wide enough to let the hull slide through, when the ship has to negotiate an almost right-angle turn with menacing coral ledges on either side. The ship has to be pivoted without touching the coral and it requires a delicate sense of timing, helm and engine movements to get the 85 tons ketch inside.

Captain Johnston was the first master to take the comparatively large *Hifofua* inside the lagoon. Previous skippers had anchored off the reef about a mile from the main village of Hihifo and put cargo and passengers ashore by surfboats.

Niuatoputapu is one of the really clean, unspoilt islands of Tonga, where the people peacefully dream away their lives. They have nothing else to do.

The island is clean after the grubbiness of Nukualofa, for the capital of Tonga is shabby, with many European type houses, mostly unpainted, with rusting iron roofs, sagging verandahs and an air of squalor about them.

But on Niuatoputapu most of the houses are built Tongan style of native materials and blend perfectly into their background of coconut palms and tropical vegitation.

On Keppels, time literally doesn't mean a thing. The only ships that call are the occasional small vessels that pick up copra and put ashore mail, cases of bully beef and a few passengers. The men, when they feel like it, occupy their time by making copra, but they don't make much compared with the other islands of Tonga, mainly because they've got nothing on which to spend their money.

There are no picture theatres, no Tongan owns a radio, and there are only a couple of stores which don't have much to sell. So the men sleep, talk and drink kava. The women do their household chores, make mats and make kava for the men.

Niuatoputapu has a total permanent European population of three, a Catholic priest and two Catholic sisters.

There are no motor vehicles on the island and transport from the jetty at the village of Falehau off which the *Hifofua* lies, to Hihifo, a distance of over two miles, is by sleepy horse pulling a cart along a rutted grassy track.

It can get very hot on the island and Niuatoputapu has a local law which says that males may dispense with their shirts in public. This is in contrast to the rest of Tonga where laws are in force which make it an offence to be seen without a shirt.

ORGANISED entertainment is very rare on Niuatoputapu. But the crew of the *Hifofua* have a good band of guitars, so a dance was arranged. They don't have dances very often. Somebody thought it was 1954 when they had the last one.

Captain Johnston and I were the only Europeans present and when we arrived two chairs were produced for us. The woman who was running the dance brought around lemon drinks at frequent intervals and for our two shillings we even got a supper of cakes. (Over)

HOW UNLUCKY CAN A MAN GET?

A *SPECIAL mercy flight brought a seriously injured Papuan from Kikori to Port Moresby in November.*

It seems he had had toothache. But he thought the pain was in his throat. So he cut his throat to let the pain out.

His jugular vein was severed.

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There was a hole in the dance floor where a board had collapsed, but nobody minded, as they danced around it. The girls were dressed in their best frocks, but one male wore about three weeks' growth of beard, a white shirt, a once white pair of drill trousers and bare feet. And the most dashing male present was dressed in a white shirt, white drill trousers rolled up to just below his knees, and sandshoes. Excellent for dancing.

One young man was nicely dressed in a vala, the Tongan male skirt-like garment, a nylon shirt, and his cheeks were brightly rouged—quite a common custom with Tongan males, who don't see anything peculiar in it.

All the dances were "ladies choice". There was a reason. The woman who was running the dance had her eye on the Captain, and before every dance she called out gaily that it was a "ladies choice" and dived at him.

AT 12.30 a.m., the band tired, so the dance finished, and the men scattered around the village to drink kava for several hours.

We walked through the village in the moonlight, past Tongan houses in darkness, to a house where Gus, a part-Tongan and one of the *Hifofua's* passengers, knew there was a girl willing to make kava for us.

The house was in darkness, but Gus called through the door and awakened somebody. They got up and lit a lamp and we entered, taking off our shoes.

We sat on mats on the floor, while the girl woke her sister, and after they'd got dressed they came out from behind the curtain which screened off one end of the hut.

The lozenge shaped hut was divided into three sections, its two ends curtained off. A glimpse behind one curtain showed sleeping forms prostrate on the floor under hanging mosquito nets. The querulous voice of a sleeping woman was raised and one of the girls replied sharply.

The walls were decorated with pictures cut from magazines showing film stars and royalty, and flamboyant film posters of yesteryears advertising Tom Mix, interspersed with many yellowed snapshots.

The elaborate wooden kava bowl, with its patina of age and much use, was brought out, as were the stone pounders and a piece of canvas to place under the stone to catch the pieces of kava root. One of the girls went to fill the water bucket. The canvas was spread out and the big piece of stone placed on it. Gus tore off a piece of the kava root we had brought with us, took up the small stone pounder and smashed it to small pieces. It was tipped into the bowl and water was added. The girl mixed it with her hands, adding more water until the root was thoroughly dissolved. Then she took up a mass of fibre, called fau, and drew it through the muddy-looking water to strain off pieces of the kava root.

She wrung out the fau in the bowl and flicked the mass of fibre on to the large piece of canvas. Wet pieces of kava root rained on the canvas. The performance was repeated until the liquid in the bowl was free from pieces of undissolved kava.

Then she lifted the fau and let the kava drip back into the bowl. It was ready.

We had each been given a coconut shell bowl and a small mat on which it was placed, face down. The bowls were passed to the kava maker who lifted the mass of fau and squeezed a measure of kava into each bowl.

We sat there crosslegged, talking and flirting mildly with the girls. From a hut not so far away came the pounding of stone against stone.

Somebody else was having a kava session.

Every quarter of an hour or so we drank again, till after several hours of pleasant talk, the kava root had been completely used. It was time to go. We said goodnight, put on our shoes and stepped out into the night.

As soon as we left, the door was closed and light extinguished. For if anybody else had walked in, the girls, according to island custom, could not have refused to make kava for them, although they were tired and wished to sleep.

Old Holy Claus and the Quadrupeds

The Europeans have robbed the Pacific Islanders of their heritage of pre-European tradition. By picking out the bits that suited their case and discarding the rest, they have destroyed the real appeal of the folklore. One might imagine how the tables might have been turned if Omai [Captain Cook's Tahitian interpreter] had applied to the folklore of the Londoners the sort of treatment that the later Europeans meted out to the Polynesian stories. He might then have reported to the Tahitians as follows: "These people have a tradition of an early heroic character named Santa Claus. Claus is an old Nordic name. 'Santa' appears to be a corruption of the Roman 'sancta' meaning 'holy'. There are the usual miraculous elements in this tale. Holy Claus is depicted as proceeding across the skies in a curious conveyance, drawn by eight fabulous quadrupeds. Claus was also reputed to have been a generous fellow, giving away things for nothing. From what we know of these European people, we may discount this as invention. He was no doubt a trader. It would appear that 'holy' Claus was a merchant who visited Rome". As soon as the vain effort to squeeze out of the traditions more than was ever put into them is abandoned, the stories can stand forth unashamed in all their original detail and appeal.—**From "Ancient Voyagers in the Pacific", by Andrew Sharp.**



This is a Tongan dance—following the more usual style! Photograph was taken recently at a youth conference in Suva.

Photo: Caine's Studios, Suva.

en Friends Are Fun, But —

ou'll Need Hide For Your Xmas Box!

Some new angles on the hobby from SUSAN LANDFAIR

ANY years ago (yes, many, I'm afraid) my name appeared in the *Pacific Islands Monthly*, king for pen-friends.

I received letters from all over e world, and I answered nearly ery one.

There must be thousands of ople writing to other thousands om they have never met rsonally, only through the edium of pen, paper and stamps.

I've had letters from, and written tters to people living in England, ermany, Norway, Sweden, Canary lands, Sth. Africa, India, USA, ji, New Guinea, West Indies, ngapore, Holland, New Zealand d all States of Australia—besides any of our boys who were fighting erseas during the war.

I exchanged stamps and local ws (stamps, I think, must be the ain reason for overseas corres-ndence) with a friend in USA r about twelve years, until he died. wrote to girls in England and olland until they, and I were arried. Eventually we stopped riting; married life must have nade a difference".

A school teacher in Norway anted me to "Correct his English, ease", and return his letters with rrections. I did this and found a lot of fun. Most of his ntences ended with "Yes?, No?", : "It is in your country that you ave no snow, only hot sunshine? es? No?"

I followed a Fijian schoolboy rough his school years till he went America to study. I followed a erman nurse (we were both embers of the YWCA) through r career in England. She went ome" for the war. There were more letters.

I still write to a penfriend who es near Te Awamutu in NZ and ave done so for nearly twelve ars; and another in Sth. Africa r almost as long.

Exchanging letters with yet nother writer has helped us both ith "ideas" for our work, and now often send a congratulatory letter a writer who has had something special interest to me published one of the numerous magazines I ad monthly.

UT these have been the pleasant people I have contacted through pen-friendship. I have received her letters from people who are not so nice and who are, plainly after as much as they can get.

A man in India blandly wrote a whole list of goods I would have to buy him if I was interested in writing to him. (It was not I who wrote in the first place and I have no idea where he got my name).

He listed the foot-size of every member of his family for me to supply shoes—as many as I could "now" and the rest "later". Post cards, photographs of all the capital cities of Australia, 20 copies each. And text books of any kind, on any subject and in any condition!

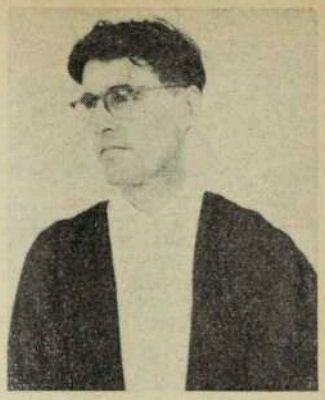
And not even a "please"! I don't know how he expected me to send the stuff to him, let alone buy it all. He probably owned one of those stalls that untidily line the streets of all the dusty towns in India.

Evidently he believed in the saying, "No hide, no Christmas box." I kept that letter for a long time because friends wouldn't believe me when I told them of it.

A girl from Melbourne wanted to bring her whole family to stay for three weeks holiday with me "because you sound so nice." Moving from one part of Sydney to another at that time was a wonderful, legitimate excuse. I did not send her my new address.

Many wanted me to supply an extraordinary number of Australian stamps and first-day covers. There was no mention of "exchange". They must have been business people, or people who made something "on the side." While I'm a reasonably give and take female, I did not intend to let others 'sponge" on me. Fair is fair; normal exchange in letters, stamps, post-cards, snips of material from our latest frocks, recipes, flower seeds, unusual cards and a handkerchief at Christmas time, even cheap travel books, are all willingly given and received and provide lots of fun as well as comments in the next letter.

When articles are virtually demanded it is carrying things too far. These are not pen-friends in the true sense of the word. But taking everything into consideration, pen-friendships are worthwhile and, believe me, the thrill of being handed a letter with foreign stamps has never weakened in over twenty years of letter writing.



D. I. McALPIN
OF PORT MORESBY

Legco Is His Business

ALTHOUGH the tumult and the shouting have died now that the first meeting of Papua-New Guinea's third Legislative Council has ended in Port Moresby, the work is by no means over.

It never ever seems to be over in the office of Douglas Ian McAlpin, who has been Clerk of the Council since it was inaugurated in November, 1951. McAlpin merely works a little less hard than on the 12 hours a day he usually works when the Council is sitting.

For McAlpin is the man who has to keep the machinery of the Council running, the man who worries about the printing and roneoing, the transport, the preparation and distribution of the bills and ordinances and notice papers, the man who has to have procedure and standing orders at his finger tips, or the tip of his tongue.

It is a big job which seems to be getting bigger. The recent meeting of the council sat for two weeks and handled 50 Bills and Ordinances.

But McAlpin handles it all quietly, and without panic, as he sits in his black gown at the book-piled desk in front of the Council president, Administrator Donald Cleland. Occasionally he gets up to whisper something, probably affecting procedure or routine, to the president.

He is still sitting there long after the Council has adjourned to dinner —or a night's sleep—cleaning up the day's work, or discussing the work for the next day with good-natured assistant Percy Smart, or hard-working, competent Miss Jean Lane, who directs the Hansard team of stenographers.

McAlpin has been in the Territory since 1946.

He has a wife and three children and is happy to stay there. Undoubtedly the Legislative Council will be happy to keep him.—S.I.

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This Month's New Reading— *Conducted by J.T.*

DEEDS THAT DID NOT SAVE THE EMPIRE

BY this time no book-reviewer is likely to come out in goose-pimples of excitement when a new war-book is deposited on the editorial table. Almost one per week is still hitting this office—and it might be easier all round if you could write off war stories as an over-produced commodity and let it go at that.

Unfortunately, for anyone with any sense of history, or of human effort or adventure, to dip, even into a jacket flap, is to be sunk. All of these books have something worth saying, even if it is just because no two servicemen ever seem to have fought quite the same war.

Soldier Surgeon In Malaya, by Lieut.-Colonel Thomas Hamilton, makes a conspicuous contribution, even though it has come late in a spate of books about the campaign in Malaya. It differs from most of the others in that it does not deal with prison camps, the Thailand railway or attempted escape from the Japs. Instead, it tells of the campaign from just before Christmas, 1941, until the surrender on Singapore island on February 15.

Hamilton was CO 2/4th Australian Casualty Clearing Station, 2nd AIF, and although preoccupied with the medical side of the war, he nevertheless gives an excellent account of this most muddled and expensive campaign of War II.

Except for an epilogue, he does not attempt to describe the horrors that occurred between February, 1942 and August, 1945; most of the book is taken from diaries written up in prison camps, the diaries themselves having at one stage been committed to the grave of a soldier in Burma, and the mildewed pages dug up and returned to the author after the war.

Passibly in no campaign did the old stiff-necked approach of the professional British soldier get so at odds with what was expedient and possible for the times. Perhaps this is best shown by the order of the day issued by General Wavell, just five days before Percival had to surrender unconditionally to the Japanese. It is worth reprinting here:

It is certain that our troops on Singapore Island heavily outnumber any Japanese who have crossed the Straits. We must destroy them.

Our whole fighting reputation is at stake and the honour of the British Empire. The Americans have held out in the Bataan Peninsula against far heavier odds; the Russians are turning back the picked strength of the Germans. The Chinese, with an almost complete lack of modern equipment have held the Japanese for 4½ years. It will be disgraceful if we yield our boasted fortress of Singapore to inferior enemy forces.

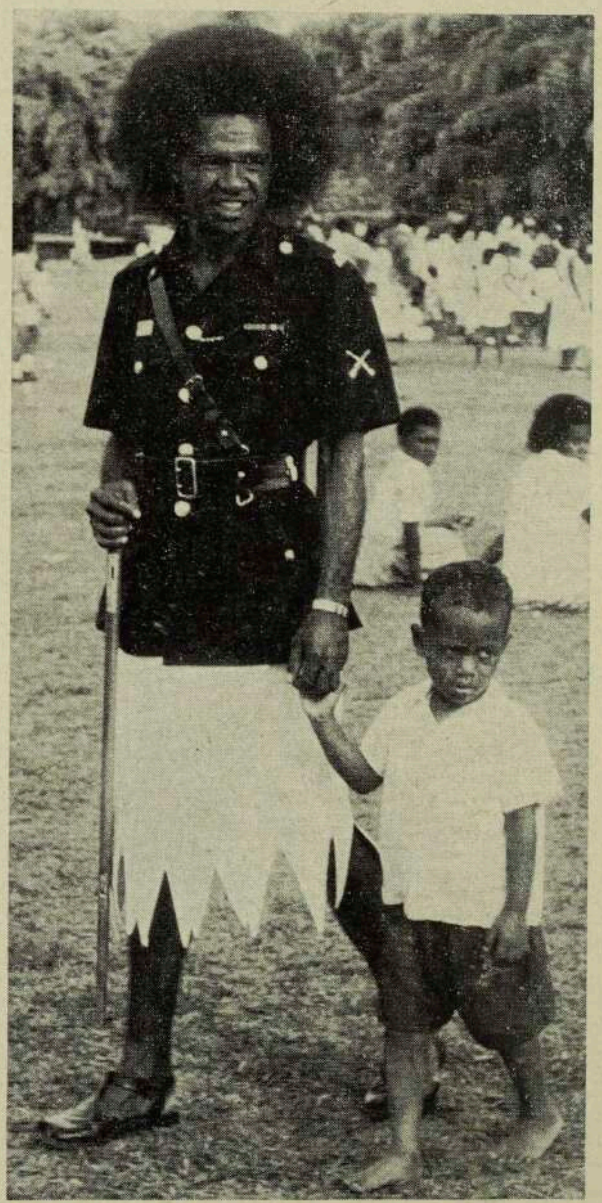
There must be no thought of sparing the troops or civil population and no mercy must be shown to weakness in any shape or form. Commanders and senior officers must lead thei troops and if necessary die with them. Ther must be no question or thought of surrende . . . . I look to you and your men to figh till the end to prove that the fighting spiri that won our Empire still exists to enable u to defend it.

It was believed subsequently tha the order was a direct instructio from Churchill—who had broadcas that Singapore "would not fall" and it so infuriated most AI commanders that they would no pass it on to their troops. It had been sent via GOC Malaya, wh added a note of his own to the effec that some unit had not show the fighting spiri expected, and i would be a lastin disgrace if "we ar defeated by a army of cleve gangsters many times our inferio in numbers".

That Singapor was a state o mind with thos who were runnin the campaign fro London, is show again in this book The disillusion ment that cam with the fall o the impregnabl fortress was s great it seem likely now tha Wavell was mor prophetic in hi order of the da than he realised.

Few people sinc have had th temerity to speak about such delicate subject as the "honour o the British Em pire"; or th "fighting spirit" o same. Empir has become to b regarded as one o those disgrac words—lik "native"—and th fall of Singapor may yet be re garded as th actual turnin point that marke the end of British predominance.

But Lieut.-Colonel Hamilto is refreshingly un concerned wit pro and anti Colonialism in hi narrative. H writes a plai story about thing as he found them under abnorma and frustratin circumstances. I



A little boy lost is the same in any language. This downcast Fijian scrap grasps the hand of Sergeant-Major Lese, of the Fiji Police, as they search for misplaced parents. The occasion was a carnival held in Albert Park, Suva, some weeks ago.

Photo: Fiji PRO.

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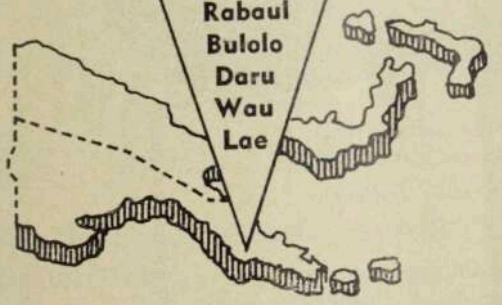
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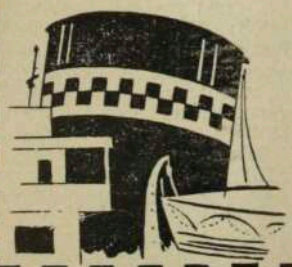
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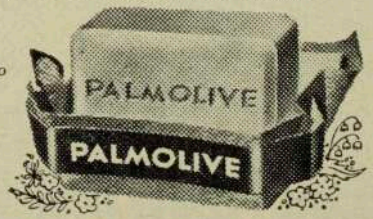
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VHIA

he has views on the place British stuffed-shirtism had in losing the Empire, he sensibly does not say so but allows the reader to judge for himself from the context.

(Published by Angus and Robertson. Australian price, 18/6.)

A to Z in Uplift

ONLY slightly fewer in number than the works of war are the works of uplift. We have had them in every denomination, and now currently one based on the Jewish faith. This—*A Book Of Contemplation*—is by Dagobert D Runes, who is a Doctor of Philosophy with a vast list of works on subjects like Ethics and Philosophy, Religion, Art, etc. Distinctly in the upper intellectual bracket.

The present book is published by Philosophical Library, New York, and the cost is $3.

It consists of snippets of wisdom, which we presume Dr. Runes has invented, and which for some reason which is not clear are arranged in alphabetical order.

For example, under "A" you find "ABNORMAL" and the text: "All great ideas and all great acts on the stage of history were abnormal. Was Beethoven normal? Or Michaelangelo?"

Over in the back, in the "S's" you find "SELFISH: All men are selfish but how their selves differ!"

Oddly enough, under "E" (for Education), we find "The heart can learn only from another heart. The printed word does not teach it".

Evidently the good Dr. is a guy who doesn't believe his own philisophy, although after the first few pages the habit becomes catching and even the soured book-reviewer is likely to try a hand at the business.

Such as: "Confucius say Philosophy like pants—no damned comfort unless made to measure."

For those who still prefer Dr. Runes' three-bucks' worth off-the-hook, applications should be made direct to the publishers. So far as we know, the book is not yet on sale in Australasia.

More Howard Spring Cavalcade

WHATEVER else can be said about Howard Spring he has not yet succumbed to the gimmick: His novels still consist of large chunks of life as he sees it, a close-printed 400 or 500 pages of it, meandering through two or three generations without any attempt to "arouse quick reader interest".

Time and the Hour, his latest effort on behalf of his middle-brow admirers, amongst whom you can count this reviewer, has all the ingredients, including sex. But it is the pre-1920, going-to-bed sex, that

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s no relation to the undressed l, magazine-cover sex that batters these days at every turn.

According to Spring's rendering the theme, the word is never entioned; but the pure noble notion of love was sometimes dis-nsed by pure noble women to the en of their choice, even in those ys, without benefit of matrimony. As he starts his characters off as ildren about 1912 and leaves them the mid-30's approaching Hitler's d Mussolini's war, they can be id to have finally arrived within eaking distance of the present. it in spite of their forwardness some directions, Mr. Spring's nales insist in retaining an aura such gentility about them that it hard to believe that he did not ansplant them complete from me deep-freeze storage of Late ctorianism. He has better luck th his men and probably the best rt of the book is the delightful rly section where young Anthony omwich goes to the eccentric nius Septimus Pordage for his ucation.

Like all Spring novels, this is mpletely without plot. The addict erefore must be prepared to follow e writer into a story where the aracters—usually reckoned by the zens, and vaguely related to other aracters who have appeared in her Spring books—are permitted take charge of the situation, and ape their own lives. The result is probably as surprising to Mr. Spring as to the reader.

Howard Spring was born in poor circumstances in Wales in 1889 and began work as a butcher's errand boy at 12. He later became a messenger boy on a newspaper and later a reporter on the same paper. Hard work and ability took him to the *Yorkshire Observer* and *Manchester Guardian* and ultimately to the top of his profession.

His early life and newspaper experience is reflected in most of his novels—particularly in the stories that have concerned the newspaper world, *Dunkerleys'*, *Hard Facts*, etc.

Joe Morrison, the young reporter who became a Dunkerley foreign correspondent in Mussolini's Italy and Hitler's Germany, is the means by which Spring carries into *Time and the Hour* the saga he began in his earlier novels.

A story of this sort makes small sense of brief reviewing—but you can take it that as another cavalcade of life, Mr. Spring has succeeded again.

(Published by Wm. Collins. Australian price, 20/-.)

(Continued on page 90)

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Extract from a statement submitted at the 40th Annual General Meeting of C. C. Wakefield & Co. Ltd., by the Chairman of Directors, Leslie W. Farrow, C.B.E.

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Conditions in Lautoka

AUTOKA, Fiji, which will not have new wharves before 1960, has far outstripped available cilities. Recently four overseas ips were working the port, and nother was due three days later ith a perishable cargo.

The *Effie* was loading sugar, while ongside her the *Athelduchess* ith pipes across the *Effie*, was tak- g molasses into her tanks, and e *Union Banker*, using the only ur PWD barges in the port, was ading manganese ore. Not far away, e *Natone* was unloading flour om Australia.

When the *Matua*, with her cargo perishable goods from New Zea- nd arrived, the *Union Banker* had stop working to allow the *Matua* use the entire fleet of PWD rges.

The five ships gave a striking illustration of the need to speed up the Lautoka wharf scheme, for Lautoka is fast becoming a port of entry which deserves better facilities than those now available. Only four barges, in poor condition, and at considerable cost, is the best the Government, through the PWD, can provide.

These barges have to be handed over when a ship with perishables arrives. Local shippers want immediate action to provide new wharves, with necessary sheds. One exasperated shipper recently remarked: "Lautoka is growing, but the official mind appears to be atrophying".

† In Fiji, police are investigating the disappearance of local airmails between August 5 and 13. It is feared they have been stolen.

IM CROSSQUIZ NO. 93

(Solution on page 91)

— ACROSS —

1.—Which group of islands is the most olated in the world?

7.—What name has been given to the ttooed and painted early peoples of Scot- nd?

8.—Which ballet dancer died in 1931 at e height of her career?

9.—What birds build no nests and have eir eggs hatched by other birds?

10.—What fluid is used to operate hydraulic akes?

11.—From whence did Lily hail in the mous negro song?

12.—What is argon?

15.—Which part of the British West Indies has the highest density of population in Central and South America?

17.—Which child, in a book by Kipling, was brought up by wolves?

18.—What relative of the giraffe was unknown until 1900?

19.—What type of roof is similar to a mansard?

20.—What could you have a gaggle of?

21.—What noun is common to both the insect and radio world?

— DOWN —

1.—What name was given to an ancient race-course for horses and chariots?

2.—Which famous war-time leader produced a book of his favourite poems entitled "Other Men's Flowers"?

3.—What period in world history lasted from about 1000 B.C. to the beginning of the Christian era?

4.—Which serpent has no fangs but crushes its prey in its coils?

5.—What is the term for an accident brought about by unforseeable and unavoidable natural force?

6.—What is the River Thames called where it flows near Oxford?

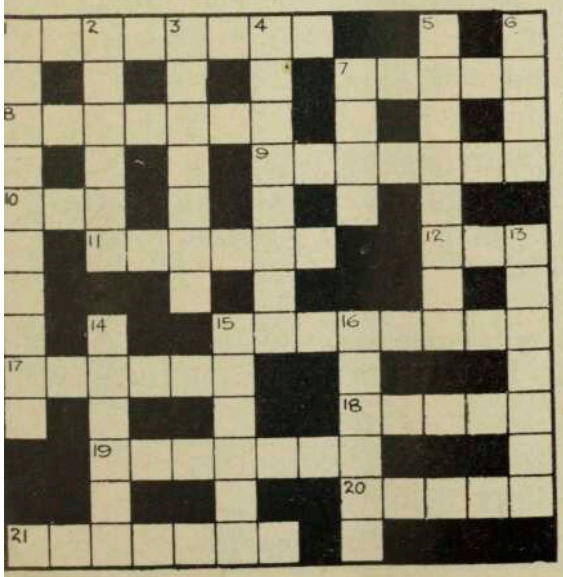
7.—what is equal to a quarter of a bushel?

13.—What is the private chapel of the pope?

14.—What is Eisenhower's christian name?

15.—What took its popular name from Sir Benjamin Hall?

16.—What is the Australian aboriginal term for the native companion?





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(Continued from page 87)

Americana, Southern Style

FRANK YERBY, American latter-day best seller capitalises on his countrymen's wide streak of sentimentality—strong men, torn by all the earthy lusts who nonetheless inevitably produce principles at the right moment and see the Light before all is lost.

His females, alas, can sometimes be weaker vessels.

It is, however, a convenient framework over which to stretch the fabric of his romantic period novels—and the latest of them, *Captain Rebel*, will be welcomed by the fans as have his 12 other best-sellers.

In *Captain Rebel*, readers will inevitably be reminded of *Gone With the Wind* and read into Tyler Meredith a shadowy version of the rambustious Rhett Butler. The latter has become part of American folk-lore; the same immortality is unlikely to be the lot of Meredith, although he manages to become a Do-Gooder in the end.

Meredith—Captain Rebel—was not was only a Rebel, he was a rebel against the Rebels. Although he was Southern Gentleman born, had been educated in the North, was a cynic to boot, and did not believe that Southern culture would win out in the end against the superior arms and numbers of the Northerners. In this he differed absolutely from his friends who fought and died for the Cause.

He became a blockade-runner for the Confederacy but arranged matters in such a way that should the wrong side win—and he thought this entirely probable—he would appear to have been doing a fine piece of fence-sitting.

Perhaps the success of his wa can be judged by the fact that h emerged from it with a considerabl fortune.

But if Meredith is a faint ech of Butler, Sue, the love of his life is no Scarlett O'Hara. The only re semblance between the two ladie is that, in the exigencies of war

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ch made a gown out of the draw-g-room curtains.

But while Scarlett wore the re-ılts with *insouciance* and with a irpose (to charm something out Butler) with Sue it was just a ece of war-time austerity along e lines of Mend and Make Do.

(Published by Heinemann. Australian price, /-.)

ır Four to Eight ears Old

LTHOUGH for the first Christmas for many years we have not had a new book from Colin mpson, the Simpson family is still presented in the season's new re-ases. Wife Claire Simpson, who ıs done a number of the drawings the Simpson books, has brought ıt a children's book, both written ıd illustrated by herself.

The Walking House is a colourful, nciful story for four-to-eight-year-ds. Production is to the very gh standard required for colour-inting of children's books these ys.

(Printed in the UK for Angus and Robertson, dney. Australian price, 10/6.)

nother for mateur Sailors

UMBER 36 in the Mariners' Library (*The Voyage of the Tai-Mo-Shan*, by Martyn Sher-ood) is an old friend from what uld likely be called more "spaci-us days"—or at any rate, more uthful days, when sailing boats ı long ocean voyages seemed more mantic than they do to yours truly -day.

But probably even then—the book as first published in 1935—some the charm of the story lay in ıe fact that the guy who writes it always spent the first two or three days after leaving port being violently seasick. It seemed that in this we probably had a lot in common.

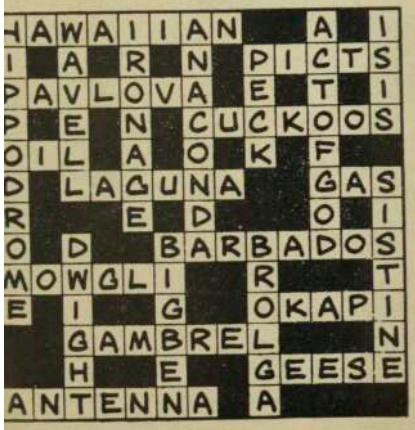
Much history has been written since 1932, when five young Naval officers of the British China Squadron decided to sail their own boat back to England. They had her built in a Hongkong ship yard, and named her for the highest local mountain, which being translated means High Hat Hill.

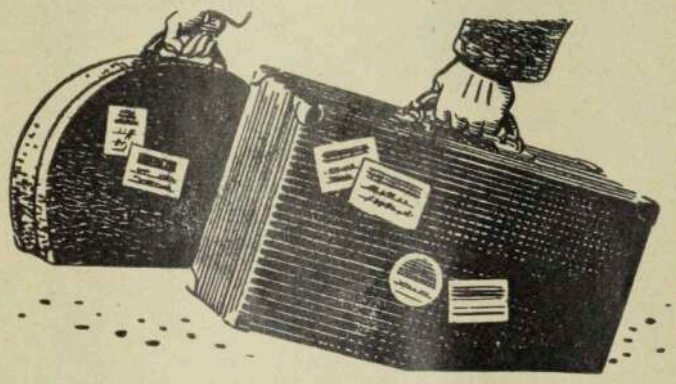
In May, 1933, they sailed out of Hongkong northeast to Japan and the Aleutians, east across the Bering Sea to Canada, south down the west coast of North America, through the Panama and the West Indies and across the Atlantic home.

The 16,000 miles journey took one year, much longer than was intended, due to the usual unforseen events attendant upon voyages of this sort.

As remarked earlier, a great deal of history has been written since

Crossquiz Solution from page 89





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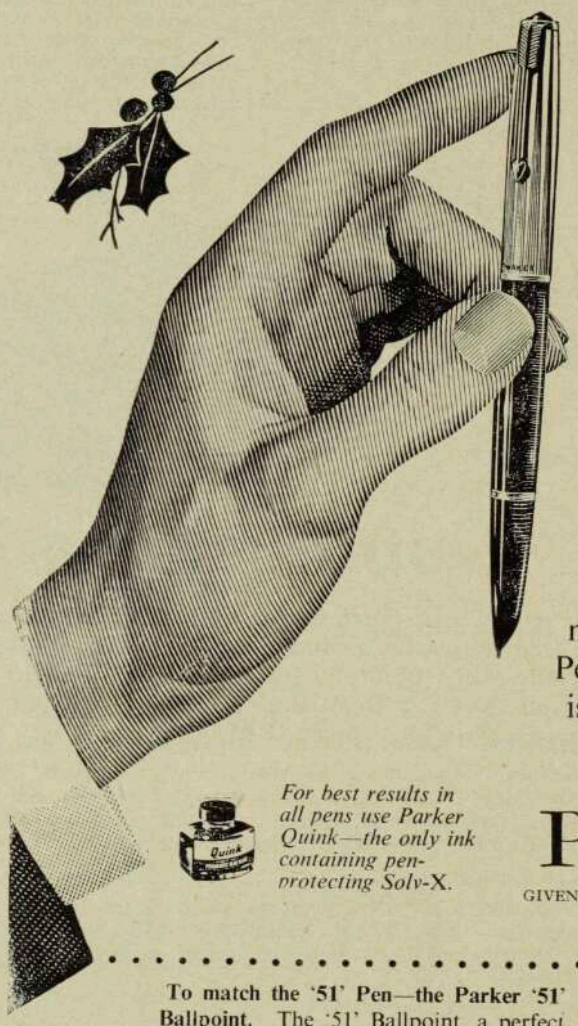
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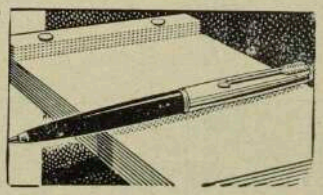
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3—but the essentials of small p adventure remain the same. s unfortunate that the publishers this reprint edition do not now fit to cater to human curiosity, d tell us what has subsequently ppened to the five handsome ing Navy officers.
But perhaps better not. Those who vived the war no doubt are now y-bearded grandfathers.
Published by Rupert Hart-Davies. Australian e, 15/6.)

ephen Lister Sees rica Darkly

LTHOUGH we have learned con- siderable about the south of France—and French cooking—er the years from Stephen Lister, recent expedition into darkest rica can be regarded only as the nicle for his latest story which s the unlikely title of *Everything elt Of Kippers.*
Someone should have told the or fellow that they haven't got evision in Johannesburg, certainly t in 1955 and not even to-day. you are the sort of reader who stens on these small *faux pas* you e likely to end off with the notion at the bloke hadn't really been ere at all.
But we feel that he went there right—or at least somewhere to e furthest most ends of the pical Commonwealth—for in no ner way could he have encountered e many discomforts and perils nich he describes in the latest venture.
For sure, it could equally as well ve been outback Australia, or the W Pacific islands—we could de- ribe a dozen places where the dis- mforts are similar—but wherever was, he indubitably suffered.
To visit Beaky, an old school- iend, and ex-Empire Builder, ster journeys to a small island the East Coast of Africa, where eaky has set up a colony to save e world from its evil ways.
To sustain his colonists, he pro- ides canned kippers and a local riety of lolly-water, and Lister is en more put out and concerned ith the variety and quality of this od, than he is with the ill-assorted t of characters who go with the ace.
There is Zara, Beaky's Central uropean mistress whose pregnancy ily becomes more pronounced; the loured lawyer from Sierra Leone; ie English missionaries; and a indu or two.
Lister's efforts to clear the place both its kippers and its colonists nd to turn it into a big-game shing resort border, at times, on ap-stick—to a greater degree than nything that came out of Sainte onique. But there is sufficient of ie writer's sour wit to allow the ing to be swallowed without un- ie effort.

Like all Lister's books, it is better read on an empty stomach as at the drop of a hat he will go off into long dissentations about food—and the correct wines to go with it.
Books like this would be a hell of a thing to read 500 miles up the Fly River, when there are only two withered yams and a tin of luncheon beef in the tucker bag. The only defence you would have would be to find (as dear Steve most assuredly would) that the fourth wife of the local headman had a witching way of turning swamp worms and taro roots into a fricassee that was simply delicious.
(Published by Peter Davies. Australian price, 17/-.)

Xmas is Coming

AMONG the first of the Christmas gift books (they usually arrive too late in this country) is *A String of Blue Beads* —described as a modern parable—by the late Fulton Oursler.
Oursler was one of the editors of Readers' Digest before his death in 1952 and has written many popular books of a religious nature.
This sort of writing is more popular in America than in Australasia; but the small book under review would make a suitable gift in keeping with the sentiments of the Christmas season.
(Published by World's Work. Australian price, 6/3.)
(Over)

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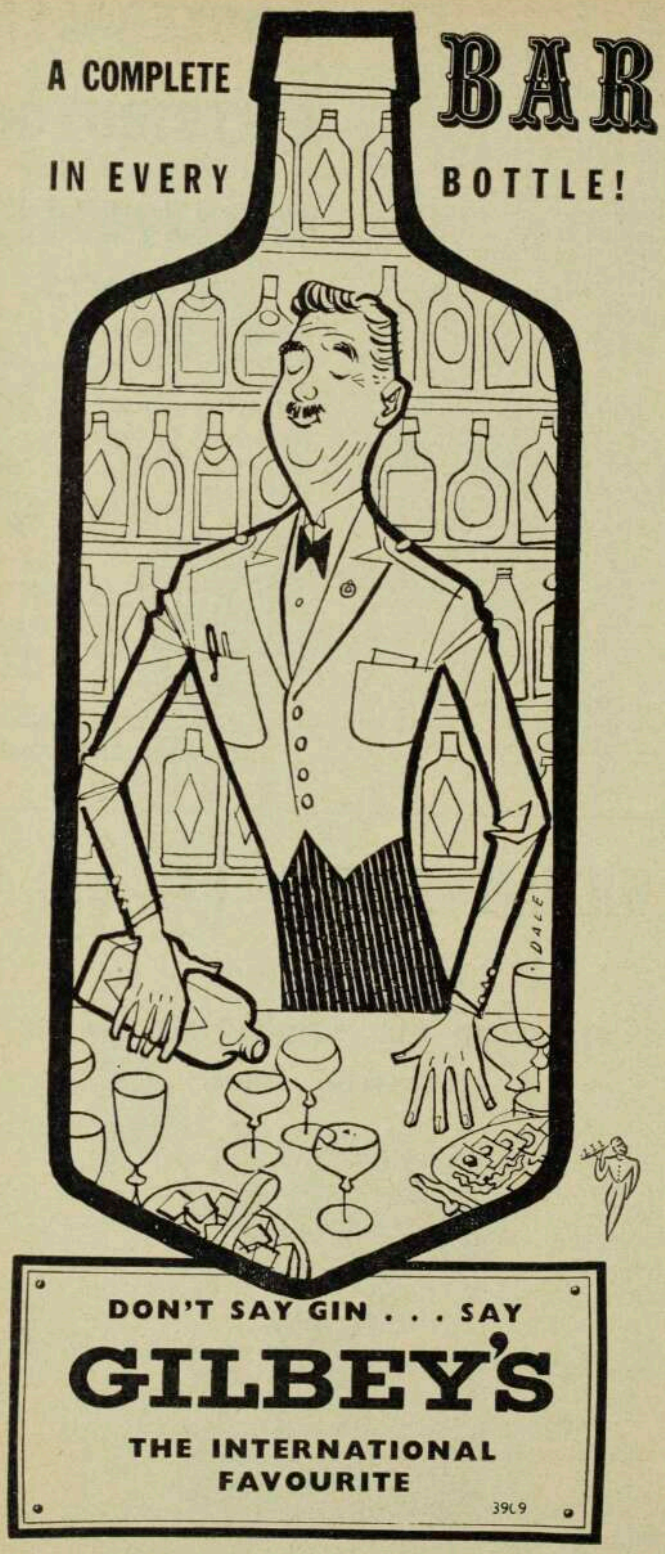
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They looked for the Fly River in 1875

EIGHTY-TWO years ago (i 1875) a notable Australian, Si William Macleay—who was rich sheepfarmer by occupatior and a distinguished scientist b inclination—led Australia's firs scientific expedition to Ne Guinea.

By most standards, it was not very successful enterprise. Th 300-tons barque *Chevert*, whic carried Macleay and a large com pany, had a troublesome tim among the uncharted reefs an unpredictable currents of the Torre Strait islands.

The expedition actually reache the New Guinea coast at only tw places—the mouth of the Kata River, westwards of the Fly River in Southwest Papua; and at Hal Sound, that sheltered anchorag between Yule Island and the Papu coast, which powerful aluminium interests now are about to conver into a deepwater port.

Macleay and his team collected especially among the Torre Islands, a great many specimens o hitherto unknown botanical, insec and mammal life—and in that respect justified their effort. But they also received, from the incredible mosquitoes of the Papuan Gulf swamps, an amount of malarial infection that crippled their bodies and broke their resolution.

When they found that they had so badly miscalculated the South New Guinea monsoonal season that they could not venture deep into the Gulf of Papua, to confirm or otherwise dispose of a report that a great river emptied into the sea thereabouts (they were looking for the mouth of the Fly) they folded their topsails and hastened back to the Australian mainland. The expedition lasted only 4 months.

There were a good many missionaries in and around the Torres Islands in 1875, and some of these gentlemen circulated reports about the blundering ineffectiveness of the Macleay expedition.

From his isolated station on Yule Island, the famous Italian explorer, L. M. d'Albertis, watched the *Chevert* party's activities in Hail Sound; and in 1881 he wrote "Notwithstanding the great preparations made for his expedition, and the large number of men he has on board, Mr. Macleay has done very little".

In *A Squatter Went to Sea*, a University of Sydney archivist, David Macmillan, has undertaken the task of defending Macleay against what he calls "the campaign of belittlement and denigration"; and he has done his best in a well-written book of considerable literary quality. But, after reading the lively story, one somehow is

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; with the impression that, ring met the treacherous currents Torres Strait and the exceedingly hy fevers of "the Dark Island", cleay and his earnest band of entists had very little stomach ; for further New Guinea ventures.

However, the book is a valuable ntribution to Islands literature. provides an authentic chapter the all-too-insufficient history of nts in and around New Guinea or, to the colonising efforts of rmany, Britain and the Aus- lian States, in the 'Eighties.

blished by Carrowong Press. Our copy n Angus and Robertson, Sydney. Australian e, 27/6.)

Readable Book on e Pacific Problem

VER since it was first found there were people living in the Pacific, there have been debates going as to how they got there. The gument is by no means settled , but anyone who wants to dive ht into it and come up well in- med, could not do better than ; hold of Andrew Sharp's *Ancient yagers In the Pacific*—the new lican edition of the book, which s first published in 1956 by the lynesian Society.

t would hardly be doing Mr. arp justice to say that the most luable part of his book is the nderful index and bibliography, t undoubtedly for many readers ese sections will be well worth the ; asked for the book. They will thumbed over long after Mr. arp's own theories have been read ith interest) and digested. The bliography gives the student of cific matters a fine springboard o further studies.

The old argument that the rther islands were peopled by de- erate colonising voyages by the tive people does not impress him. points out, among other things, at this argument depends on the rly colonisers having a knowledge navigation and geography that ey certainly didn't have when the ropeans first contacted them. And if they had had it, how did ey lose it?

Mr. Sharp offers a wealth of in- rmation in support of the theory at any colonising was done by cidental voyagers over centuries— en blown away, or attempting to t somewhere and ending some- ace else.

He supplies plenty of information hich seems to indicate that the rly navigators were not quite as ever as they have been credited later generations. Much of this formation comes from people like aptain Cook, who had first-hand perience with the Pacific people fore European contact confused any of the facts with theories.

(Published by Penguin Books. Australian ice, 5/6.)

Seduction, French Style

IF you have never heard of French writer Colette, except in vaguest terms, you are in good company. That goes for your reviewer, too.

However, you can remedy the fault with an English translation of a confection called *Mitsou*, and, for somewhat under £1 find out about the particular French art form pursued by this writer.

The theme is a piece of co-operative seduction between a music hall actress and an Army officer on leave in Paris during the First World War. The first portion of the story is written in dialogue; towards the end it is carried along by an exchange of letters. And here and there it is interspersed by straight narrative.

The seduction scene—or more accurately the co-operation scene—might be regarded as a triumph of art over pornography.

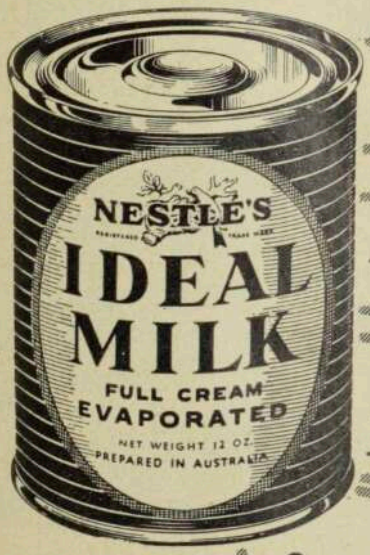
(Published by Secker and Warburg. Australian price, 13/3.)

† USS *Wahoo* arrived Papeete, from Honolulu, November 22. This vessel is one of the newer type of submarine and is engaged on a training cruise to testing new equipment.

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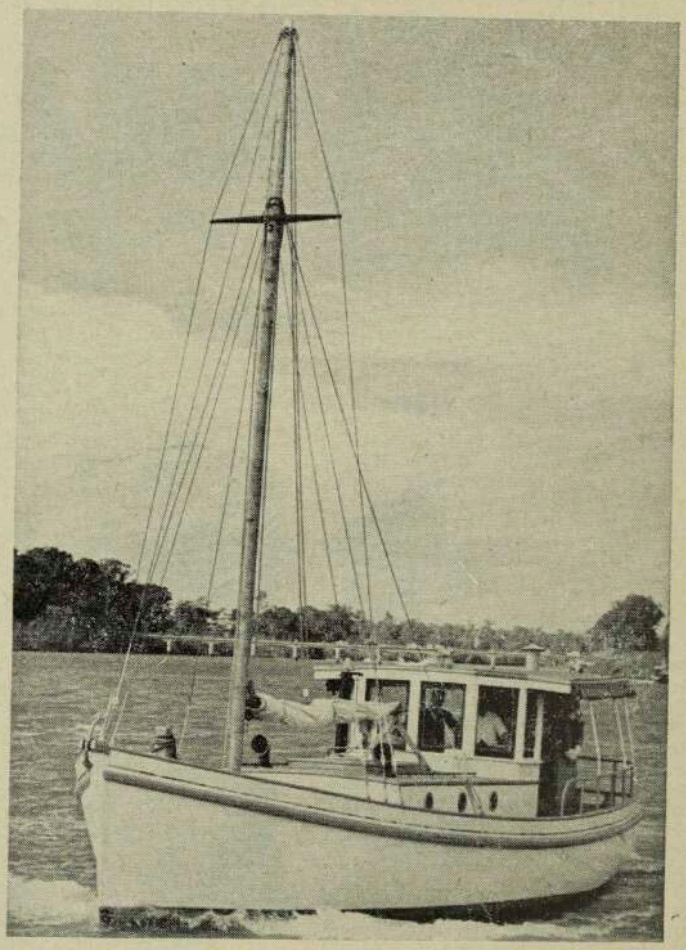
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llen W. Evans

tires After —

6 YEARS IN THE TERRITORY WHERE OLDEST INHABITANTS CAN BE YOUNG

One of the most exclusive old-schoolmates' associations in the world is about to lose another of its foundation members to retirement Down South. He is Hallen Evans, who retires this month after 23 years' service with the New Guinea Administration and after 36 years in the Territory.

ECAUSE of the peculiar history of the Trusteeship (ex-Mandated) Territory of New Guinea, e does not have to be particularly g in the tooth to be reckoned ongst its oldest inhabitants and e clutch of small children who ended the Rabaul European ool when it first opened in 1922, d who have remained on in the rritory, can now count themselves this category.

Amongst the youngsters who nt to that school with young Hal ns were Marjorie Hawnt (now s. Charlie Blake), and her brother mund—both of whom are still in w Guinea (as is their mother, s. Jessie Hawnt); young Tom is, now an ADO somewhere in Sepik District; and Eva and rma Cassell—Norma, now Mrs. rry Starr, of Lae, and Eva also rried and in business in Lae.

When Mr. H. Beilby Evans, chief ountant with the Expropriation ard, took his family to live in baul, in 1921, there were no more n half-a-dozen Australian men living there, and not many re white children. Like most Ex- Board men of those days, Evans, ., soon was out on his own, nting and trading in Bougainle and here young Hal joined him m school in Australia somewhat lier than anticipated. By then Depression was upon the tropical rld and copra was not worth ting.

Hal Evans learnt his planting the d way and by the time he was was overseer and recruiter for genhafen Plantations Ltd. This npany had been set up in the ly 30's in the first flush of a ee enthusiasm that antedated present Territory boom by 20 rs. Land was acquired from the e C. I. H. Campbell in the high ntry behind Raua, about 25 miles th of Buka Passage, but for some son—probably the wrong type coffee was planted—the venture ed and the company went into idation in the mid-thirties.

y that time Hal Evans had joined ninistration (1934); he became a ive Labour Officer and later Inpreter in the Supreme Court, a he had during the famous Schmidt-King trials of the mid-thirties. He was an expert in Pidgin; and understood two native dialects.

He married Miss Linda Henry in 1939 (there are three children, Patty, Lynne and Hallen, Jr.), and he was in Madang when war broke out. He served with the NGVR, was invalided out, spent some years in New Zealand and returned to the Territory in 1945 as part of Civil Administration, Salamaua.

In February, 1946, Civil Administration was extended north of the Markham and later that year Evans went to Madang, to become one of the new regime's newest creations —District Labour Officer.

The District Labour Office ceased to function in 1951 and he went to an even newer branch of Administration endeavour—Native Co-operatives. As Co-Operatives Officer for New Ireland he was able to put to good use the talents he had acquired in the hard early years in Bougainville—particularly his knowledge of the native villager.

It was a period of boom for NI native co-operatives, but that they got from low gear to high so smoothly is a feather in the cap of the man in charge of them. As an old Territorian he appreciated the early European prejudice against the movement, but commonsense handling broke most of it down. He was a man who believed in what he was attempting to do—at the same time realising the limitations of the native people whom he was there to serve.

Hal Evans, a very old hand by his middle years, has gone to a sort of bus-man's retirement in Sydney—he has joined Ventura Trading Company, which has New Guinea and other Islands connections—and New Guinea will probably be seeing him again. But now, for the first time since 1921, he will be on the outside, looking in—looking in at a New Guinea that has little resemblance to the sleepy German Territory the Australians took over from the League of Nations 36 years ago.

His first 1921 impression of Rabaul concerned the Chinese labourers in their coolie clothes and hats who went to the ship to collect laundry. Another vivid picture is of the port doctor going out to the ship,

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rowed in a Naval gig, by police-boys wearing the old sailor-boy hats. Everything was done Navy fashion.

Rabaul, to a youngster's eyes was a fine sight, with the dozens of immaculate white-painted schooners and ketches at anchor. Types of ship rare in NG these days.

To-day's Burnt Wharf—the old relic near the swimming-pool that survived the Jap occupation—was then Main Wharf. Main became Burnt in 1923, and the whole town turned out to see the conflagration.

There was virtually no motor traffic in Rabaul then, but the Germans had constructed rail lines leading from the wharf to the three main stores—the German New Guinea Co. store, Burns Philp's, Hernsheims at Matupi Farm (where Bird-of-Paradise skins, with their plumes, were on sale)—and up Namanula Rd. to the native prison at the foot of the hill.

Goods from the wharves were pushed along the lines in trucks by calaboose labour.

Native Co-operatives did not come into the German scheme of things—so probably it is a fitting commentary on the change that overtook the Territory in 36 years that Hal Evans ended his career in the Territory teaching the natives to run their own businesses.

One of his most cherished possessions is a letter from the late Sir Beaumont Phillips, Judge of the Territory High Court, written in June, 1937. "Monty" Phillips had been in charge of affairs after the Rabaul eruptions; Evans was one of a small party of men entrusted with cleaning up the town after the evacuation. Phillips wrote (in part): "You rose to the occasion magnificently and notwithstanding your youthful years, carried out your special duties with the coolness and expertness of an old hand."



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ow, Might Be a Good Time for a Review of P-NG Radio Set-Up

The Australian Broadcasting Commission's Papua-New Guinea listeners were hoping out loud in November for a re-shuffle of programmes on the Territory station.

EASON was the arrival in Port Moresby of radio and TV personality Douglas Channell, o took over as the ABC's rritory manager. Mr. H. S. ary, who has completed a four r term in the Territory, will urn to the ABC's head office in dney.

Opinion is that because of Mr. annell's fairly recent connection h the microphone side of radio, has been selected as the man to more zip into Territory grammes.

Maybe Mr. Channell will be the n, but he was not selected for New Guinea post with that end mind. The ABC is not dis-isfied with its New Guinea vice, and it has no plans at the ment to do anything about its nd programmes.

Nevertheless, this should be as d a time as any to take a look them, and at the broadcasting ition generally.

ERRITORY listeners have always been critical of the ABC's Territory operations.

This has not been so much a lection on the ABC as an ication of the difficult job the mmission has in the Territory. has the broadcasting monopoly, l with it the impossible task of empting to please all of the eners all of the time.

t has the added burden of lowing a policy aimed at assisting development of the Territory erally. And of course what any ntry needs is not always what wants.

Programmes like the native ple's sessions and the children's sions are intelligent, praise-thy and necessary, yet in the w of many irate listeners they e too large a slice of time which ers are entitled to share in.

News sessions are vital, but ause of the technical problems reception in some of the outlying as, the same bulletins are re-ted—to the annoyance of the ny listeners who have already rd them.

There have been moves by private erests to start an opposition mmercial station in the Territory. private applications have been couraged, and consequently have got anywhere, because of official rs that there would be little trol over the type of material adcast to the native people.

There has been constant agita-n particularly in Rabaul, for a new station that would service New Britain and the surrounding islands —any station, even another ABC station so long as it broadcast local news and announcements.

WHETHER or not the demand for a greater radio coverage is justified, the demand is certainly not going to grow any less. If the ABC is going to continue with its monopoly broadcast it will have to take this public attitude into account.

What can it do to please more of the listeners?

A separate transmitter on the New Guinea side, either at Lae or Rabaul, would give a choice of programmes, even if it broadcast little else but music.

Failing that (and with the ABC's budget these days being eaten up by the high cost of TV, a new station is probably unlikely) it could do something about altering the programmes.

A survey is needed to establish what most Territory people want and when they want it. Territory

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tening tastes clearly differ from ose in many mainland areas. Nobody expects the ABC to cater r the lowest common denomina- r, but a programme could be rked out that is more of a flection of what Territory listeners nt.

ritish Gov't is Fiji Radio's Santa Claus

IRST glance at the accounts of the Fiji Broadcasting Com- mission for the year 1956 (just nted and distributed) makes it pear that this great public enity is costing the Colony about ,000 per annum.

n 1956, its earned revenues were proximately £25,000, and the cost running the organisation a little r £40,000. When the Govern- nt's grant of £31,000 for 1956 is ught into account, the deficiency wiped out, and there is a surplus £8,860. Apparent cost to Govern- nt, £23,000.

lowever, the picture is better than t. The Government collected r £20,000 in radio license fees— the total net cost of the broad- ting system was about £1,500. A at service for practically nothing! ctually, Fiji would be making fits out of the broadcasting tem if people in Fiji would only their radio fees. It was calcu- ed (from import figures) that at end of 1956 there were some 00 receiving sets functioning, but y 16,452 were registered. If the er 6,000 users had paid up, the vernment would have had some 00 more revenue.

hat, doubtless, explains the "un- istered radio hunt" that has been progress in Fiji in recent months. he Commission's assets are ued at £121,000—and funds for ie have been provided since 1953 free grants, totalling £95,000, n the Colonial Development d and the Government of Fiji, l in some small loans, mostly n the Government.

NG Officer's Move ainst Polio Outbreak

POLIO outbreak among natives in the Wewak area of New Guinea caused the Administra- to declare war in November. ordered measures designed to vent natives moving from the a, and thus spreading the demic, and flew in Salk vaccine ugh to vaccinate thousands of ives in surrounding villages.

We may have to vaccinate e," said Health Director Dr. Scragg. "By ringing the area hope the disease will burn itself there."

RAIN BY THE YARD

Lae Runs Up New Records

THE drought really broke in Lae, New Guinea, this year—over 17 feet of rain had fallen in the January-November period.

The 206 inches recorded to November 15, was the highest recording since records have been kept (1946).

But despite so much rain people are now carting water for domestic use from the town supply because their tanks are empty.

Average rainfall for Lae has been worked out at 177 inches, but due to last year's low recording the average fell to 164 inches. After this year's record, the average will go back to the previous average.

August's rain this year was 3,399 points, a record for that month; it caused severe damage to the town. The bridge approach of the Butibum River was washed away, a landslide occured on Mount Lunaman which flattened an unoccupied house, and there were many washaways.

Following is registered rainfall (in points) for 1957: January, 999; February, 209; March, 1,317; April, 1,665; May, 3,308; June, 2,460; July, 2,117; August, 3,399; September, 2,401; October, 2,620; November (15th) 187-points.

Lae's record "low" rainfall happened last year—122 inches.

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OPERATION COMPLETE

100,000 NG Moths and Bugs for Canada

WORK done in Papua-New Guinea by two Canadian Entomologists during the last four months may hold more immediate interest for Australia than for Canada, but in supporting the project, the Canadian Government has shown its willingness to foster research of broad international application.

The two men, Dr. E. G. Munroe and Mr. G. P. Holland, have collected some hundreds of thousands of insects and moths of certain groups which will be added to the Canadian National Collection. The trip has also given Mr. Holland an opportunity to study the types of fleas associated with native mammals such as 'possums, cus cus, wild rats and ecidnas, the study of which is Mr. Holland's pet hobby. (*PIM*, October, page 24).

If the idea of big, strong men sitting up nights to catch moths sounds silly, the idea would soon be dispelled by Mr. Holland, who explains that of all forms of life on the earth, insects are the most numerous, both as to individuals and to species; that over one million kinds are already recognised by entomologists, and new species are being found every day; moreover, as some of the species are harmful while others are beneficial, it is economically as well as scientifically important to be able to distinguish the various kinds.

Having completed the expedition, Dr. Munroe has proceeded to Bangkok, where he will represent his Department at the Ninth Pacific Science Congress. Mr. Holland will return directly to Canada.

The collections, packed in 18 large crates, will be despatched to North America on the *Thorsisle*.

† M. Renaud Sivan, French Ambassador to Australia, visited Papua-New Guinea in October.

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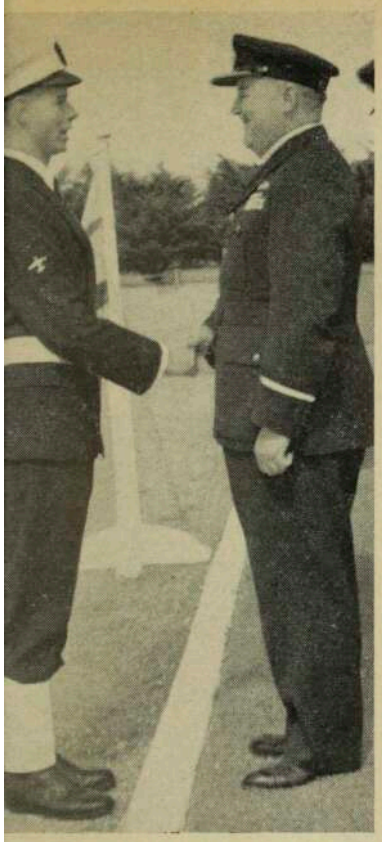
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EW GUINEA MAN BECOMES A NAVY PILOT: Lieutenant John Robert Franklin of Wau, Guinea (where his parents still live), who uated as a Fleet Air Arm pilot of the l Australian Navy received his wings at RAAF Station at Point Cook, Victoria, on mber 13, where he had completed his g training. He is shown here being con- ilated by Air-Commodore W. H. Garing.

mediately he graduated he was com- oned as a Sub-Lieutenant in the RAN. All pilots are officers.

b-Lieutenant Franklin recently did a -weeks officers' course at Flinders Naval t in Victoria. He will now go to the l Air Station at Nowra (NSW) for a high ude selection test, and in January will a jet conversion course there.

ter completing these he will be sent to United Kingdom for his fighter operational g course. On his return to Australia he undergo night flying training before he nt to an aircraft carrier to join a Fleet Arm Squadron.

b-Lieutenant Franklin entered the Royal alian Navy in June, 1956, for training pilot.

son was born at Levuka, Fiji, November 10, to Ratu Dr. J. A. R. i and his wife, Adi Losalini viti.

eararoa Ariki, of Avarua, Rarto- ga, recently won first prize in Zealand in a drawing competi-

he film, *His Majesty O'Keefe*, finally reached Cook Islands mas.

TOURIST TRAVEL—IN STYLE

THE COUNTESS HIRES HER OWN

A CESSNA light aircraft, especially hired for the occasion, took the Countess of Suffolk and Berkshire on a seven-day tour of Papua-New Guinea in November.

The Countess, who spends most of her time travelling, reached Australia from England by air on November 5 with her secretary-chauffeur; drove to Brisbane in a hired car, flew to Cairns, then hired a Cessna and pilot for flights around the Barrier Reef, and on to Thursday Island and Port Moresby.

In her whirlwind Territory tour, the Countess had the Cessna put down in most places, including Menyamya, in the Kukukuku country, and Mount Hagen in the western highlands.

On the way back to Australia (where she planned another tour before going on to New Zealand), she commented: "It was most interesting."

† Queen Salote Tubou, of Tonga, has been invited to attend Festival Week celebrations at Dunedin, NZ, in January. The Queen has lately been holidaying at her Auckland residence.

† Mr. and Mrs. D. W. Barber left Auckland per *Matua* in November. Mr. Barber will join the staff, Bank of NZ, Suva.



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The Islands Education Battle

(Continued from page 55)

Administration schools, the ssion schools have 10,000. The ministration — quite properly — ognises this Mission work by anting the Missions anything up £100,000 per annum for ex- nditure on education alone.

The Missions are quite sure that ey are entitled to all that, and re.

ND it is at this point that the Administration comes up against the greatest disability the Christian Mission system of ication in Papua and New inea.

There are now no less than 37 ferent Missions operating in pua and New Guinea. The age schools they provide and pport are divided among about or eight major Mission controls, l a large number (no one seems know how many) minor Mission trols.

Commentators are not concerned h the religious side. It is a nifest absurdity, nevertheless, t a primitive people like the New ineans should be presented with many interpretations of the spels.

But we all are concerned with the primary education systems provided by the Missions. They vary widely — each of the major Missions, in the last 50 years, has developed what it considers the most effective methods of instructing the village children. None is prepared to abandon methods which have been conscientiously and often painfully evolved.

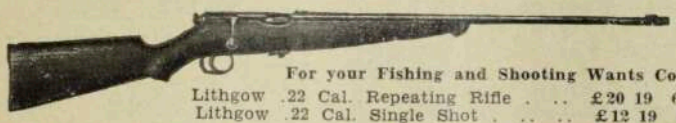
It is becoming apparent that, in the field of P-NG primary education, what is (or should be) the irresistible force (the determination of the Australian Administration authority to deal with the problem of introducing primary education to the children of 1½ million people, who speak 500 separate languages) has come up against the immovable object (the refusal of the Mission to surrender their 2,700 village schools to the effective co-ordinative control of the Administration).

Fiji Embezzlement

THE European community of Fiji was painfully shocked in October, when it was learned that George Arnold McEwan, aged 44, a well known official, had been arrested in New Zealand and brought back to Suva, and charged with fraud and embezzlement of substantial funds from Fijian Affairs Board, where he had been inspector and accountant since 1952. He pleaded guilty and was sentenced on November 13 to two years' imprisonment.

McEwan was born in Fiji, and has a wife and four children. After service in World War II, he tried to establish a pig-raising business, but failed and went bankrupt. He became financially embarrassed by trying to pay £15 per week off this debt.

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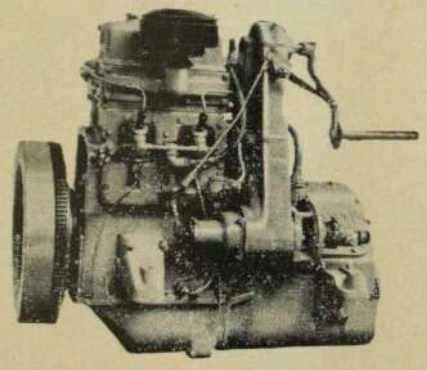
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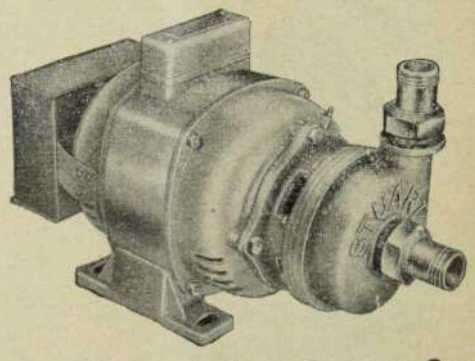
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Cocos Is. May Yield Some Treasure

IF recent investigations prove fruitful, Costa Rica's Cocos Island in the extreme eastern Pacific, famed for the gold hoard of Lima which it has failed to give up to the numerous searching expeditions, may yet yield treasure of another sort—for Pacific mariners.

The US Coastguard has been investigating the island as a site for a radio Loran (long range navigation) station to provide coverage for the approaches to the Panama Canal.

Loran stations work in pairs, spaced not more than 600 miles apart, and they provide an accurate "fix" of the position of ship or aircraft, completely independent of any celestial navigation, at ranges of up to 700 miles by day and 1,400 miles by night.

A network of such stations extends across the North Pacific to Japan at present, and a similar net extended down to Samoa and Fiji during the war, and would no doubt still be serving mariners if the Americans had not been shooed away from the three southern stations at Makin (Gilberts), Funafuti (Ellice Is.) and Atafu (Tokelaus).

After the Americans departed from Atafu and Funafuti the stations, complete with all equipment, lay rusting for years. Atafu was eventually dismantled by the NZ Government in 1951 when it was purchased from the United States. Funafuti's valuable equipment still sat mouldering at a later date and its ultimate fate is unknown. Makin was manned for longer than the other stations, and the equipment there may have been removed by the Americans when they departed.

† Mr. L. Tepuleai, returning to Samoa from Auckland in November was farewelled aboard *Matua* by Mrs. A. G. Dean and Mrs. L. Mills both well known in Apia.

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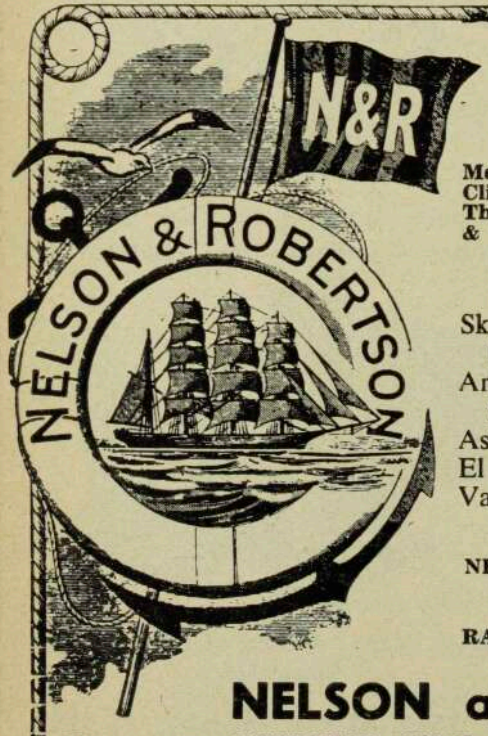
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)eep Harbour Project For Samoa

VESTIGATIONS into the proposal to make a deep water harbour at Apia, Western Samoa, proceeding. On October 23, Mr. lliam E. Reed, chairman of a up of British engineering com- nies, arrived in Apia for nsultations.

Apia has not a harbour for over- s ships. They anchor out between dangerous reefs and unloading d loading is consequently slowed wn.

Some time ago an American npany became interested in lding a harbour and it was gested that they should recoup ir outlay by collecting the dues a long period. Apparently hing more has come of this idea. Mr. Reed was shown over the ious sites under consideration by Government, and had a meeting h the Port Advisory Committee explain his views on the proposed eme.

As the preliminary investigation ve not been finalised, the dis- sion was in general terms, but . Reed stated that the firm which represents (Reed Construction ldings Ltd.) are interested in dering for the proposed harbour nstruction and are willing to dertake the necessary investiga- ns.

Timber Enterprise Grows in Papua

Y the end of this year, with three large sawmills operating, Mr. Tom Flower becomes the gest private timber producer in pua and New Guinea. He poses to float his business into ublic company shortly; and, on business in sight, and on the n and his record, it should be ractive to Territory investors.

Mr. Flower always had faith in P-NG timber industry; but for ong time other people did not, l he had a hard battle in the rs immediately following the . It was not made any easier high officialdom's hostility to s form of private enterprise— re seemed to be a little group ong the bureaucrats who wanted keep all the forests and sawmills the Administration.

lowever, Canberra somehow nged the quality of its thinking the last couple of years, and vate enterprise came into favour. om Flower already was doing y well with his mill at Seven e, outside Port Moresby, when finally secured the Brown River nber leases; and his horizon reupon widened considerably.

Under the terms of this lease, he is obliged to take out 50 million feet of hardwoods within the next ten years; and he may also take out, at his own choice, another 30 million feet of what is called "optional" species—mostly softwoods. There is an estimated 9 or 10 million feet of walnut and rosewood in sight.

All this calls for large, new equipment. Mr. Flower is putting in what he calls an immunisation plant, through which he can treat certain timbers so that they are free from borers. He has bought three D7 Tractors from the Oil Company, giving him 8 tractors; and he has got the steam plant from Sapphire Creek. But the Sapphire leases have been taken over by the Zinc Corporation, which is carrying out a far-reaching investigation in this area.

In August, Mr. Flower's outfit was selling between 50 and 60 thousand board feet per month—practically all for the Port Moresby market—and production was steadily increasing.

† An RAF Shackleton bomber from Christmas Island carrying Air Vice-Marshal Oulton and three senior staff officers, called at Rarotonga on November 13.

† SS *Sibajak*, of Rotterdam, arrived Papeete November 23 to take on water. This vessel is taking Dutch immigrants to New Zealand via Panama.

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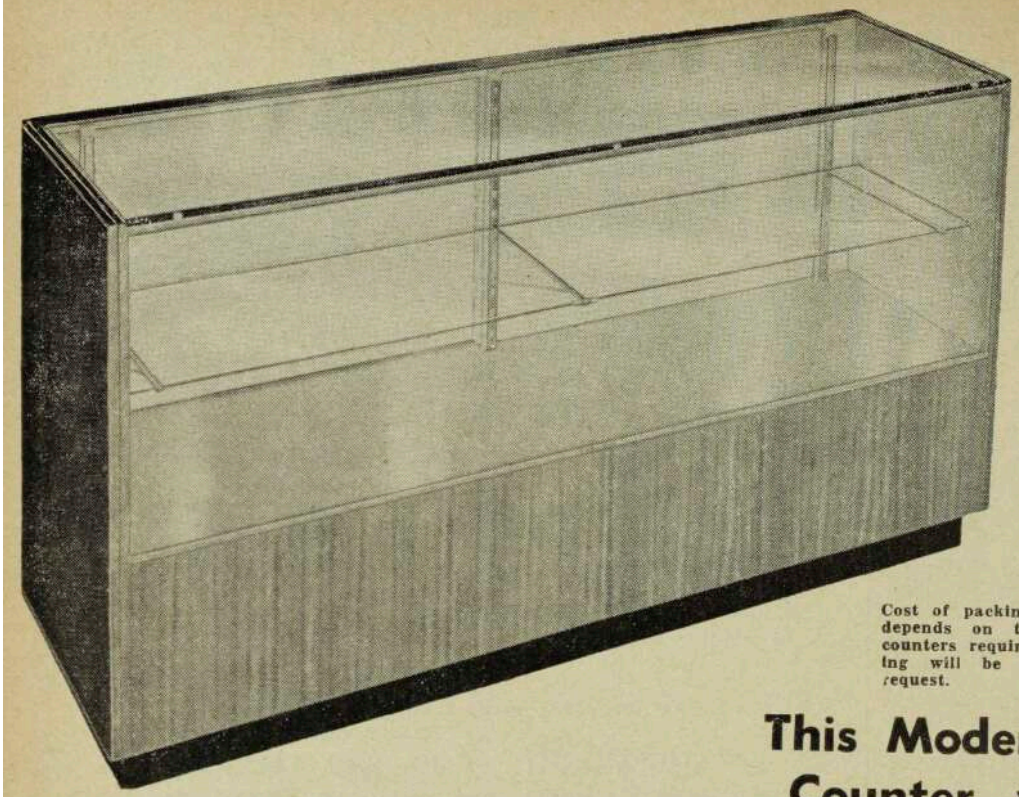
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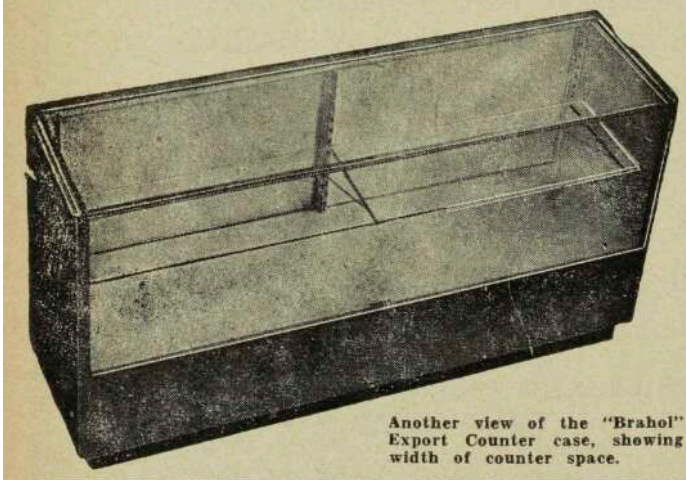
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ABILISATION FUND

;ji Cane-Growers and £F2 Millions

ISCUSSION of the purpose and future of Fiji's Sugar Stabilisation Fund, now £2,000,000 Fijian 1 million Australian), has caused sharp rift between the Governnt and the cane-grower organtions.

'or some time, the growers have n demanding that the Fund be ersed to them; but the Governnt has declined to take any ion which could have an adverse ct on the industry.

'he fund was established to hion the industry against a fall the price of sugar, and has been lt up from a tax levied upon duction.

'he Government has made a nber of proposals to cane-grow- and to the Colonial Sugar Reng Co. Ltd., and has held exratory discussions with them.

ts main plan is that the fund reduced to £1,000,000, to be built k to its present total, in five rs, from contributions, at the rate of 25/- a ton on all raw sugar exported.

(Both growers of cane and millers contribute to the 25/-. The final price paid to growers for any year's cane takes into consideration the proportional contribution they must make to the Stabilisation Fund. As it is estimated that 60% of the proceeds of Fiji sugar export income goes to the growers, and as a little over 7 tons of cane go to one ton of sugar, the growers probably contribute around 2/- per ton of cane produced, to the Stabilisation Fund.)

With the £1,000,000 thus subtracted from the Stabilisation Fund, the Government proposes to establish a Sugar Industry Capital Development Fund for millers and growers, who will be eligible to receive outright payments for capital uses.

When the Stabilisation Fund again reaches £2,000,000, loans may be made to growers and millers for approved projects, such as housing, fencing, machinery, water supplies, etc.

ARGUMENTATIVE Nat Chalmers, president of the Fiji Kisan Sangh (a large organisation of Indian canegrowers in the northwest of Viti Levu), wants the Government to introduce legislation to declare that the Stabilisation Fund belongs absolutely to the sugar industry, and that any distribution should be dealt with entirely by the industry.

He does not want any control to be exercised by Government-appointed boards. He said that such controls could be futile, because the boards could be totally ignorant of the many difficult and important problems facing the industry.

After preliminary skirmishing, at a meeting with CSR and Government representatives, the growers' representatives went back to their organisations for further instructions.

It is hoped that the growers will

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recognise that it is not feasible to distribute the money in the Stabilisation Fund without serious dislocation of the industry.

THE fund is an insurance against possible bad times if Fiji has difficulty, under world-market conditions, in selling her sugar. A big fall in prices could have a disastrous effect on the economy of the Colony, which is already suffering from a series of adverse trade balances.

Under the Government's plan, cane-farmers will be able to borrow from the fund for necessary capital expenditure. The amount they now are paying into the fund is like taking out an insurance policy, and wise farmers may yet see this.

But persons of moderate views admit there is much to be said in favour of Mr. Chalmers' suggestion that distribution be controlled by the industry itself, for there is now too much Government control.

Perhaps a better suggestion would have been that control should be in the hands of responsible growers and the CSR, with reasonable safeguards against attempts to use the money without regard for the purpose for which the Fund was created—namely, Market Stabilisation.

† The names of seven Cook Island students selected for scholarships for higher education in New Zealand, were announced early November. The four boys are Goldy Goldie and Richard Hewitt, of Aitutaki; Allan Tuara, of Mangaia; and Kato Tama, of Mitiaro. The girls are Joan Powell and Tang Fred, of Rarotonga; and Taiora Henry of Aitutaki. They pledged themselves to return to the Cook Islands for at least two years on completion of their education.

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our World of Stamps—XVI

STAMPS ISSUED TO GOOD PURPOSE

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The International Youth Hostel sociation, which caters for the eds of young people travelling roughout Europe came in for some od postal publicity when West rmany recently produced two mps. To raise funds for the intenance of the organisation the mps carried portraits of a boy d girl in symboliccal surrounds. A rose, a tape measure, and a ir of scissors were seen on a ent stamp from Switzerland. is was on one of the stamps ebrating the "National Fete," d described as symbols of minine occupations." Proceeds m the sale of the issue was to gment the Swiss Women's Fund. Flowers on stamps are now being n frequently.

Some are "permanent" stamps, ers have been printed to honour ral festivals or exhibitions. A rt while ago Luxemburg issued o stamps, portraying an anemone d crocus, to honour the Floral stival at Mondorf-les-Bains. Soon after other beautiful stamps peared, illustrating a yellow and red rose for the Luxemburg Rose ir.

A collection of United Nations mps should give one a clear ight into the workings, hopes d activities of this world-agency. t only does UNO issue its own mps in America, but many mber countries have issues ated to UN occasions, events and cialised agencies.

In 1949, the work of the Inter- tional Children's Emergency nd was publicised by Austria, h a stamp typifying a schoolboy, lcoming, with outstretched arms, dove, bringing hope and joy.

A new stamp from Canada com- morated "Fire Prevention Week" picturing a small house com- tely engulfed by flames. criptions, in both English and nch, read "Prevent Fires."

A little earlier the authorities in azil circuated a stamp showing fireman rescuing a child from burning building onto which a ond fireman was directing a se. The issue coincided with the itenary of the National Fire anisation.

Ships as stamp subjects are full interest. Six of Holland's Sum- r charity values adopted the me, by illustrating most realis- impressions of a coaster, a wler, motor freighter and the l-known *William Barendsz* and *Nieuw Amsterdam*.

About the same time, Israel struck ne "ship" stamps, bearing pictures of an ancient Judean ship, the S.S. *Nirith*, a 341-ton ship built in 1945; the MS *Shamrom*, a modern 5,430 ton cargo steamer; the MS *Zion*, a 9,853 ton passenger and cargo ship, laid down in 1956.

The centenary of the National Forestry Organisation is to be commemorated by Turkey in November this year, adding to the many other "forestry" and "timber" stamps of the past. In 1948 the Norwegian Forestry Society observed the 50th anniversary of its foundation, by portraying Axel Heilberg, its founder.

Meanwhile, a red Lauan tree figured as subject for 2 Philippine stamps marking the 15th anniversary of the National Forestry Service, issued in 1950.

Youthful fencers in action appeared on two new stamps put out by Poland in celebration of the recent Youth Fencing Championships in that country.

In 1954 Luxembourg issued a stamp for the World Fencing Championships.

A short while ago Pakistan issued stamps in connection with Republic Day, when the inscriptions appeared not only in English, but were shown in the Urdu and Bengali languages, in use in the Republic. It is additionally interesting to recall that stamps from South Africa bear English and Afrikaans wording, and French and English appear on stamps from Canada.

INQUIRIES ARE INVITED

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EST. 1851



-O-Autahi" in Papeete—see story page 122.
Photo: J. O'Donnell.

Shipping Notes

(Continued from page 47)

headed for Christmas Island, o contact was made, and an RAF ckleton patrol bomber flew to the ship and dropped medical supplies. Later, when nearer the island, *Glacier's* own Sikorsky helicopter flew the man off to the island's airfield. From there an RAF jet bomber flew him to hospital at Pearl Harbour.

CANNIBAL-SUB VISITS PAGO PAGO: On a round-about route to Japan from Pearl Harbour the US Navy's submarine-hunting submarine USS *Bream* paid a visit to Pago Pago early November before continuing on to Auckland, where certain engine spare parts were air-freighted from Hawaii. The 312-ft craft, fitted with the latest electronic devices for hunting enemy submarines under water, was commanded by Lieutenant-Commander Roy B. Cowdrey.

To encourage recruitment to the US Navy it is policy for vessels to divert to places even well off the route, as selected by popular vote of the crews, for recreational calls. Auckland appears to be well up on the list of "most-favoured" ports, and some of the (allegedly) more romantic islands are only "way ports" as the Americans say.

HOME IS THE SAILOR: A man known, though perhaps not always by name, to a great many people along the Union Steam Ship Co.'s Polynesian circuit, had his mortal remains—a container of ashes—scattered from *Tofua* somewhere along that route in November.

He was Stephen Courtney, late chief steward of that vessel. He had retired after 50 years at sea six weeks prior to his death in Auckland.

THESE VESSELS WERE LINKED: Two vessels in the news in Fiji recently had, at different times, been owned by the same man—Captain Hugh Frewen, now living in Queensland. One was the 55-ft

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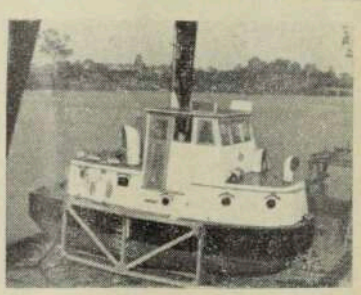
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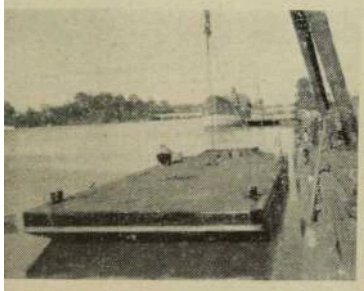
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Walkers Limited have now established a small craft shipbuilding section and current orders include four dumb barges and two 150 H.P. pusher tugs for service in New Guinea for The Australasian Petroleum Company, and a mooring raft for the British Phosphate Commission in Nauru. 37 ships, including frigates, corvettes, tugs, dredges and cargo vessels have been constructed by this Company, and the facilities, experience and "know-how" gained on these vessels are now available to small craft users.

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clipper-bowed, ketch-rigged, twin-screw, motor-sailer *Viking Ahoy*, brought to Fiji some years ago by Captain Frewen under an arrangement with Rank Films to assist in the filming of *Blue Lagoon*, in the Yasawas.

A comfortable and attractive craft as a passenger cruiser, she was later exchanged, with a probable cash adjustment, for the 54-ft single screw clipper-bowed cargo-and-passenger vessel *Melanesia*, owned by the Seventh Day Adventist Mission.

Later still, Captain Frewen sold *Melanesia* to Mr. F. Cliffe, and he in turn recently sold her to Hurley's Shipping Agency of Suva. Lately, *Viking Ahoy* was advertised in Fiji at £7,000 by the mission, and at about the same time *Melanesia*, under her new ownership, was in trouble, having gone ashore on a Fiji reef with a specially chartered party of holiday-makers aboard. She was later got off and returned to Suva, apparently little the worse.

Viking Ahoy was built in Queensland for Mr. G. H. Griffiths, of Toowoomba Foundry, manufacturers of the Southern Cross diesels. Disposing of her, he built a larger version, the 74-ft *Coongoola*, in which he then sailed round the world before selling to Mr. N. W. Thomas, of Wellington, NZ. *Melanesia* was built by W. M. Ford, of Berry's Bay, Sydney, in 1917.

SKIPPER WANTED FOR NG: The Australian Lutheran Mission at Umboi Island, off the coast of New Britain, wants a skipper for its vessel *Umboi II*.

The vessel plies between Umboi, Finschhafen and Lae, where it unloads copra and picks up supplies, making the trip every few weeks.

It is a good regular sort of job for the right person, but not muc excitement; that is perhaps why th men who have been brought fro South for the job do their ter and return to Australia.

WORTH READING: A year or s ago Andrew Sharp's book *Ancie Voyagers In the Pacific* was men tioned in this column. For those re

BOOKS FOR P.I.M. READERS

FOREST TREES OF AUSTRALIA, published by Forestry and Timber Bureau. Th book illustrates the wide range of Forest and Tree species native to Australia. contains a general description of the forest vegetation and describes in detail natur occurrences and botanical characteristics of 82 individual species. Coloured plat and black and white illustrations. £2/2/-, postage 1/-.

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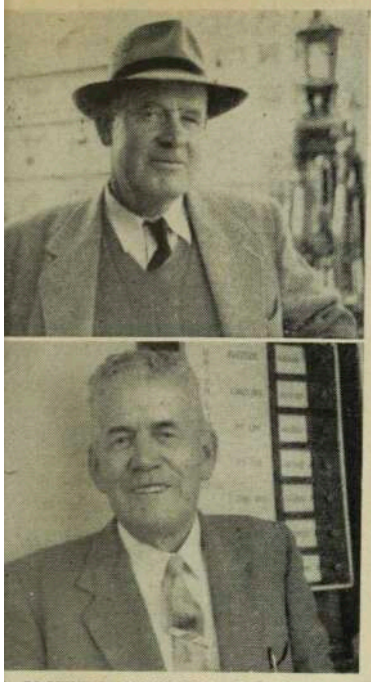
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BROTHERS MATHESON: Captain R. D. son (top) of "Kurimarau" handed over brother, Captain D. K. Matheson (be- at Suva in November and went south few months vacation.
Photos: J. P. Shortall.

navigator, that he has attained a standard equal to that set for foreign-going Second Mate's ticket; and in the case of an engineer, showing qualifications equal to the certificate of Engineer of a Local Motor Ship. The navigators will train at the Marine Department's Wellington school, and the engineers will train at McKenzie's Engineering Academy, Wellington.

Our information is that, to date, there has been little enthusiasm for the scheme on the part of Cook Islands ship-owners; but whether or not they are enthusiastic, it might be an excellent way of ensuring shipping safety if the Government insists that at least skipper, mate and two engineers in every craft licensed to carry passengers be required to take the course or show equivalent qualifications. Otherwise some owners will be happy enough to peg along on the "pot luck" system.

CONTINUOUS WATCH ON LOCAL FREQUENCY: Suva Post Office, which formerly maintained watch for R/T calls from local shipping only during regular business hours, now maintains continuous watch on 4073.9 kc/s. After hours, the watch is by loud-speaker installed at the telephone exchange. Replies are made, as usual, on 4445 kc/s. At night there is considerable interference from overseas stations, not present in daytime. Radio conditions at night are also frequently such that signals from ship and Post Office may be much weaker

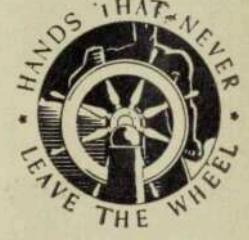
nt then to spend £1 there is good news. The book, unged, has appeared as a Penissue at 3/6 Stg. For anyone ested in the ancient Polynesian gers and who has swallowed the oted theories, hook, line and r, there is a wealth of wellmented evidence in this studiwork to support some new ies which place the Polynesian navigator in rather less ourous light than here-to-fore. ny student of navigation this fascinating book. (See bookws, p. 84, this issue).

AINING SCHEME—BUT INEES LAG: In August, the overnment announced a useful ne for the elementary training avigators and engineers for d vessels, the trainees to be ders, part-Islanders, or pereven Europeans domiciled in slands. Candidates who have r or more of secondary educatwo or more years of sea exnce, and are sound physically eceive preference.

scheme is to operate from February, and the cost per is estimated at £265 for the -months course, all inclusive.

f of this is to be paid by the oring ship-owner or found by ainee, who must sign an agreeto return to work in Islands s for at least two years after ourse. He will receive a certishowing, in the case of a

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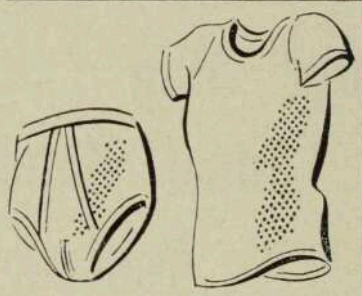
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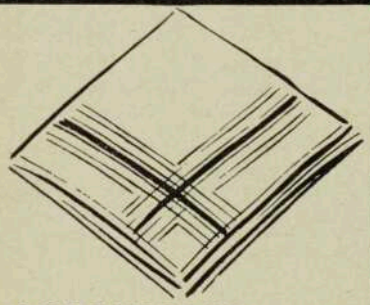
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CHECK THE STYLE!
OF COURSE YOU MUST INSIST ON NILE

NILE



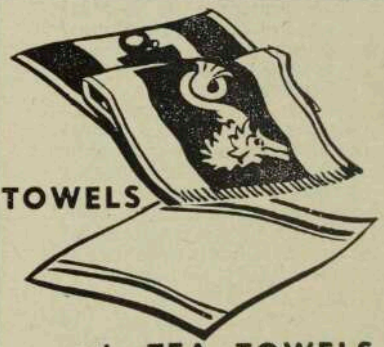
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has been a long haul, but Ben Carlin—
n here giving the victory signal—has
ly done it. Photo was taken in San
isco after he arrived from Anchorage,
ka, on last stage of the round the world
ibious trip that Carlin commenced with
wife, Eleanor, in 1948.

rlin began planning the trip in the am-
ous jeep "Half Safe" soon after the war
the difficulties and troubles encountered
carrying out the programme have been
ndous. Wife Eleanor accompanied him on
irst part of the journey and was with him
ustralia a couple of years ago when "Half
" was on view at a Sydney department
. But there has been no mention of
or in the latter half of the adventure.
Carlin is an Australian.

n in daylight, due to "skip"
cts. These factors could well
unt for failure of the telephone
hange operator to intercept calls
assistance sent out from 6.30
to 10.30 p.m., October 12, by
anesia when she went ashore
Vatulele, only about 50 miles
y.

enerally speaking, lower fre-
ncies—such as the 2182 kc/s in-
ational distress channel, provide
e reliable night contact and
ters should not be too ready to
lemn the shore watch at night
n using 4 mc/s or higher. Where
ral frequencies are guarded, use
lower for medium and short-
ance work at night.

ORMAL *ADI MAOPA* INQUIRY: Fiji Marine Board has tossed a curly one up to the formal court which will investigate the circumstances on the stranding of the Government vessel *Adi Maopa*, on a reef off Viwa Island on August 30.

The board, at a preliminary investigation, found that the master should have exercised more care, but in its finding, it did not specify who the master was.

Edward Kemp Anderson, who holds the appropriate marine certificate, said that he was in charge of the vessel while she was on the trip, which was from Rotuma to Suva, but he had not signed on as master. He was not on any book or register, and put his name to no papers whatsoever.

Anderson told the board of strange actions of the chronometer during the trip. The evening before the ship left Rotuma the chronometer was 44 seconds fast. The evening it left it was 26 seconds slow.

The board was mystified and so was Anderson. He had never known anything like it before. The next time he checked the chronometer it was 28 seconds slow. As this was only a two-seconds variation from the previous check, he thought it was back to normal.

He told the Board plainly: "The grounding of that ship had nothing to do with anybody except myself, my navigation and that chronometer". (Over)

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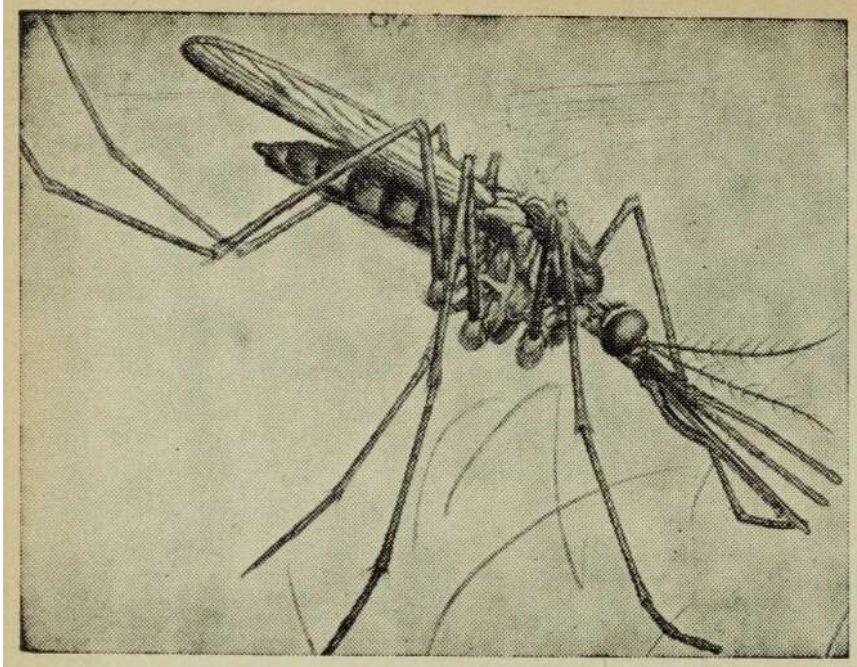
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NEAR NEW STEEL SCHOONER, 63 ft. x 16 ft. x 7 ft. 6 in., 100 h.p. diesel, well found. **£22,000.** Consider offer.
CARGO VESSEL, 50 ft. x 16 fo. x 4 ft. 6 in., twin diesels, accommodation aft, sheathed for **£8,500.**
RIVER TUG, 50 ft. x 12 ft. x 4 ft. 9 in., 100 h.p. diesel, in survey and working. **£4,000.**
WORKBOAT, 30 ft. x 12 ft. x 5 ft., 34 h.p. Ruston diesel, 2/1 reduction, good carrier with auxiliary sail. **£2,500.**
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For Children:

1-2 years, one INFANT FORMULA TABLET once weekly or half-tablet twice weekly.

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3 tablets taken as a single dose. A second dose of 3 tablets may be given in from 24-72 hours if fever has not subsided completely.

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IMPORTANT:—CAMOQUIN should be taken immediately after or during a full meal.

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When the *Adi Maopa* hit the reef he did not have the "faintest idea where we were". "I thought we had found a new reef", he said.

The formal inquiry will, no doubt, bring several matters to light.

CAPTAIN'S CERTIFICATE SUSPENDED: The Fiji Marine Board suspended for six months the certificate of Captain Joseva Vulaono, who was master of the *Tui Levuka* when she stranded on a reef near Koro Island, on June 13. The Board considered that the master had controlled the vessel in an unseamanlike manner by manoeuvring her in restricted waters with a lee shore.

It also considered his judgment was likely to be impaired because he had consumed three rums just previously.

The undercurrent in the inquiry was whether the master was sober or not.

Ram Charan, the mate, swore that Captain Vulaono was drunk, but when pressed he could not define drunkenness.

The evidence showed that he had been drinking and in the circumstances the penalty could not be considered severe.

WHIPPY'S FOR SALE: The well-known ship-building and repair business of Charles Whippy and Co., Suva, is for sale as a going concern. Offers for purchase closed on December 7.

No reason was advanced, but an announcement may be made in the near future.

SOLD OUT: Skipper Hugh Williams, of Rarotonga, and formerly of Sydney, confirmed in Auckland, late November, that negotiations were in hand and would probably soon be finalised for the sale of his Auckland-built, eleven-year-old, composite-type, 243-ton, twin screw vessel *Melva*, which was then under Bureau Veritas survey on behalf of a client of Captain Kennedy, Sydney shipbroker.

Skipper Williams, engineer Les Livingstone, and the crew of Cook Islanders were expected to deliver to Sydney for hand-over. The price mentioned was substantially above the very reasonable figure paid by Captain Williams in June, 1956, but a lot of money had since been spent in improving the vessel for tropical service. She is in very good condition .

Captain Williams said the sale was influenced by poor trade conditions in the Cooks, lack of safe harbours there—and no real sign of the Administration making serious improvements to Avarua for small ships in the forseeable future.

A PEARL FOR £9,000: *Rose Pearl*, which has been making headlines in Darwin for the past three months (*PIM*, Nov., p. 117) and which was auctioned there on November 23, was knocked down for a £A9,000 bid from a Captain Bell, acting on be-

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alf of Henderson, Trippe Shipng (Aust.) Pty. Ltd., of Sydney.

The auction was the outcome of a urt action by Dalgety & Co. ainst the former owners in respect an amount of £15,000 which was ing.

The £9,000 has now been paid into urt, but there are several claims on the money—including one by e ship's company for wages due r the past three months. The crew mostly Chinese and Filipinos—re stranded in Darwin and were d from charitable funds.

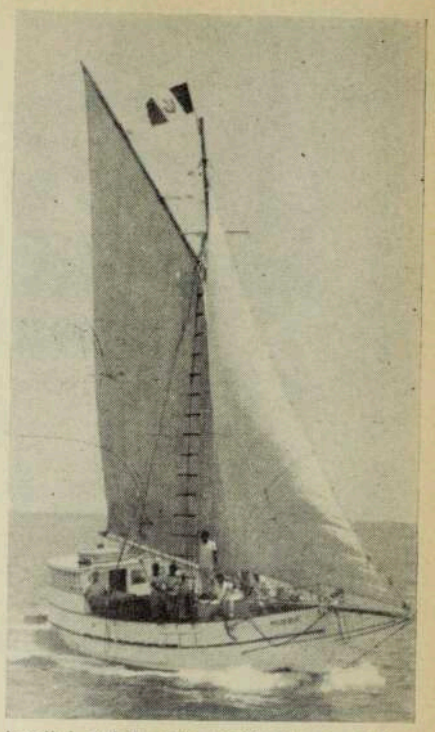
A Sydney spokesman for Henderon, Trippe said that *Rose Pearl* s been bought on behalf of Hongng interests and that the vessel uld be on Panamanian register. did not know when she would away from Darwin—but as soon possible. The existing crew would bably be used.

He was not anxious to talk about ship or her future movements, d with good reason. It is the ire of owners in deals of this t, to remove the vessel from Auslian ports as quickly and as onspicuously as possible. It is ays possible that Australian ritime unions will take a dislike the colour of the funnel and lare the whole ship black; or find ans of horning in on the deal and getting a rake-off for themselves.

Henderson, Trippe will not be using the ship themselves. With *Philippines Trader* and *Philippines Merchant*, they began operating in the cattle trade between Australia and Philippines after the war.

BELLBIRD TRAGEDY IN NEW GUINEA: New Guinea's worst local shipping tragedy since the *Hermes* went missing without a trace exactly 22 years ago, occurred in New Britain waters on November 15, when six people were lost following an outbreak of fire on the coaster *Bellbird*. The tragedy is reported elsewhere in the news section, this issue.

Bellbird is owned by Colyer Watson (NG) Ltd. and has been operated in New Britain waters for he last 10 years—ever since purhased in Sydney by the company. Although now getting into the aged lass—she was over 50 years old—he was considered sound and sea-



"Malolelei" undergoing trials off Levuka, Fiji, recently after installation of an engine. She was built by a Japanese boatbuilder in Suva about 40 years ago and was sailing under the Burns Philp flag in Tonga waters for many years. In 1941 she was transferred to Levuka and has been trading from there to the Lau Group. Some months ago she was laid up and almost completely rebuilt. She had an engine installed and is now considered one of the fastest vessels for her class in Fiji.

Photo: B. Obed.

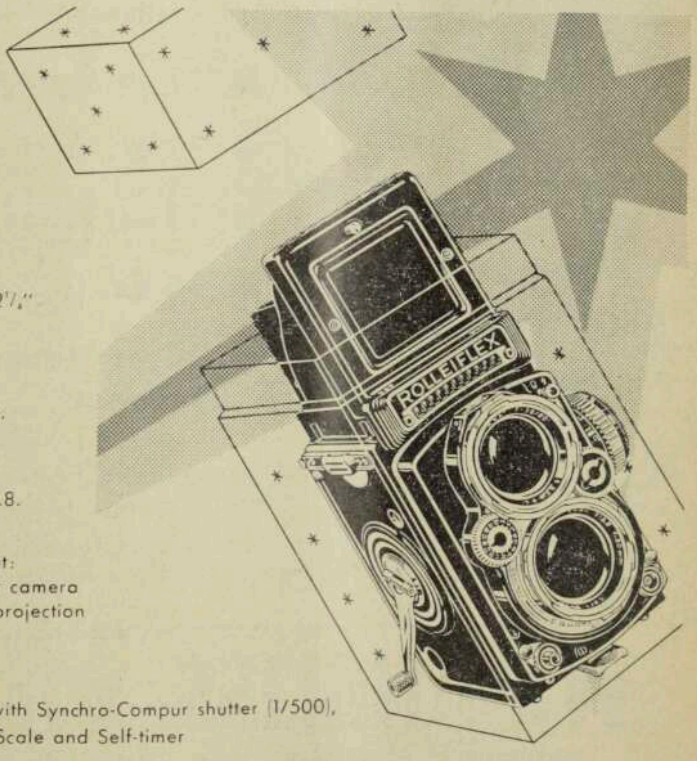
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Cruising With Hon. Host

Entering any Pacific Territory these days—if you do it by the normal means—is almost as difficult as entering heaven, and entails a lot more paper work, and the putting-up of Bonds, etc.

It is amusing to learn, therefore, how entry can still be obtained without red-tape—if you are off the beaten track.

It seems that a few months ago a Japanese tuna vessel, believed direct from Japan and not from Pago put in at Nassau Island (Cook Islands) which is inhabited most of the year by copra-makers from Pukapuka and their families. Some of the fishermen landed and were hospitably treated, and when the vessel again sailed two Pukapukans went with them. Our coconut-radio despatch says that they were away for five or six weeks, and when again landed had a welcome and substantial gift of swordfish and other non-commercial fish sufficient for an enormous feast for the entire 100-odd population. The feast, in fact, continued for several days.

The tuna boat had spent the period in Polynesian waters and the most memorable part of the holiday cruise seems to have been the monotony of the rice diet.

Whether the two men requested the cruise, or were offered it, is not clear, although there was a suggestion, in our version, that they were temporarily replacing a couple of sick Japanese crew-men, who may or may not have remained at Nassau during the period.

An innocent enough story of what can go on in isolated parts of the Pacific without benefit of immigration formalities—but it could have received the bold-headline treatment in Sydney and boosted afternoon sales, had it reached there promptly.

We can see the headlines. "Kidnapped by the Japs" could have been one of them.

rthy, and recent surveys have own her in excellent condition. e was about 85 ft long and was sel powered.
She was carrying only about 750 gs of copra at the time of the aster, no deck cargo and was ll within the limit imposed on the mber of passengers carried.

News of Cruising Yachts

NONA, 41 ft. x 116 ft. cutter of London, reported as clearing the Channel Is. on ober 19 last year, cleared Balboa for the nds on September 10 and will now be in ynesia. At the Canal Zone, Joe and Elsa nning-Pearce and Bill Hodgson tarried for months to do an interesting and perhaps itable job—rebuild a local 40-ft. sloop and ver it to Miami. When the 57-year-old IA cleared Balboa there was no mention Charles Candler, an original crew member. ination is Auckland.

SALMO of Rhu on the Clyde, only 24½-ft. 7-ft. by 6 ft. draught, cleared Balboa tember 1 for the Islands and round-the-ld ports with Mr. and Mrs. Peter Hamilton aboard. This voyage commenced August, 1956. Island ports scheduled are Galapagos, Pitcairn, Rapa, Papeete—and the next mentioned place is Cairns, Queensland. Skipper Hamilton made the trans-Atlantic passage alone to Montreal, where his wife joined him. They came south via New York and Jamaica. SALMO has no auxiliary motor.

● CELESTE, 40-ft. steel cutter of Canal Zone, mentioned in September PIM, put back to Balboa three weeks after sailing, minus most of her sails. She returned via Ecuador and has more recently again cleared, for the US West Coast this time.

● DANA RESCUER, the 19-ft. all-metal Danish demonstration ship's lifeboat, making a business cruise round the world under command of Captain Walter Vestborg, was still at Canal Zone early November, having arrived there some months ago (PIM, July). The skipper was seeking a job for a while, before clearing for the US West Coast. Our correspondent mentions that Tahiti is now included in the agenda, though earlier reports had suggested his route would be via North Pacific and Orient.

● FLYING WALRUS, bearing no aroma of a chimpanzee, made Russell, NZ, 30 days out of Rarotonga which she cleared on October 10.

● NOVIA and LITTLE BEAR cleared Rarotonga on October 12, the former for Auckland and the latter for Honolulu.

● WHITE HART, with skipper Reeves and eight Cook Islands passage workers, made Auckland in 25 days, having cleared Rarotonga October 17. This sturdy Canadian salmon-fishing ketch, with all gear and electronic aids, is to be offered for sale in Auckland. Anyone interested in this 48-footer could contact Tony Reeves via PIM's Auckland office.

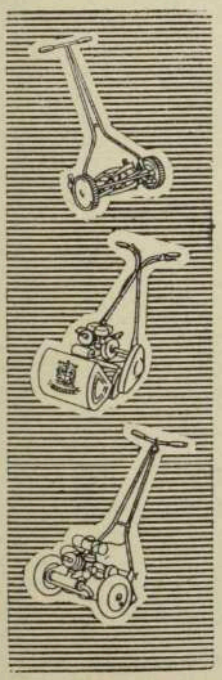
● CHRISTINA, 26-ft. Wellington sloop, with owner-skipper Bill McQueen and two companions, reached Auckland November 10 from Norfolk Island via Whangaroa, NZ. This yacht cleared Wellington last December 8 for Sydney, Brisbane, and Townsville and is now homeward bound. Mr. McQueen hopes to sell the self-built craft and purchase a larger yacht for an Islands cruise.

● UTOPIA, handsome 65-ft. staysail schooner of Sturgeon Bay, Wisconsin, which cleared Balboa June 30 was at Papeete in November. En-route, owner Fred Peterson picked up Austrian Joe Pachernegg, whom it will be recalled, was wrecked in the Galapagos in his 33-ft. SUNRISE a year ago. SUNRISE, better remembered as VIKING, was sailed round the world in 1953-54 by that popular young Swedish couple, Sten and Brita Holmdahl. Some of UTOPIA's crew returned to the US from Tahiti.

Mr. Peterson, who is the millionaire-owner of Peterson Builders Inc., a shipbuilding yard on the Great Lakes, engaged in building non-magnetic minesweepers for the US Government, intends staying in Tahiti until late January when he will be joined by his wife for a short cruise of the Society Islands.

He and his wife will then return to the US via Australia and New Zealand by Matson Lines. After a short stay in the States, Mr. Peterson intends flying back to Tahiti to continue the world cruise aboard "Utopia". The vessel, designed by the owner, is equipped with the latest in electronic navigational aids such a radar, directional finder and fathometer.

● MAREVA (ex SEARCH), 55-ft. x 14 ft., 18-year-old motor-sailer owned by American James McConnaughey, resident of Tahiti, paid a visit to Rarotonga and Mangaia in mid-November under command of one of the Brun brothers of TAHITI NUI raft fame. The yacht was apparently under charter to anthropologist Don Marshall and his wife, well known in the Islands, who were landed at Mangaia November 14, MAREVA continuing back to Papeete. MAREVA arrived at Papeete from the East Coast of the US on June 18, 1954.



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● HAVFRUEN III, owned by Mr. and Mrs. T. H. Carr of Southampton, England, last reported as clearing Balboa July 23, called at Rarotonga November 7. The 60-ft. Colin Archer-type ketch was then bound for Papeete to Auckland via Nukualofa. Owing to bad weather only a brief call was made at Rarotonga. Also aboard were two other persons.

● SYDNEY-NOUMEA RACE: Our Noumea correspondent reports that a Sydney-Noumea yacht race is scheduled for June, 1958, and that already the following yachts have been entered —Lolo, Malohi, Anita, Niwami, Kurrewa IV, Siandre and Cyclone. The last yacht race, which was so successful, took place in New Caledonia's Centenary year, September, 1953.

● TAKI - O - AUTAHI (Maori translation Southern Cross) 21 ft. double-ended cutter of Poole, England, arrived Papeete November 13 with owner Bill Mangan (NZ) and companion Rick Mohun (US) aboard. This craft is the smallest, or one of the smallest, to cross the Pacific. Mangan reports an uneventful passage of 67 days from Balboa, CZ, to Taihae Bay, Marquesas, from where they sailed to Nuhahiva and then to Raroia, Tuamotus, where they stopped for two weeks. Rarioa will be remembered as the landfall for KON TIKI. Mr. Mangan's present intention is to stay in Papeete until March then proceed through the Islands en route to NZ.

● SKAAL, 25 ft. double-ended cutter, owned by John Yves Froment of Papeete, arrived from Raiatea via Moorea November 6. This vessel was originally built in France and shipped to Tahiti aboard one of the Messagerie Maritime liners. Until her recent purchase by Mr. Froment. SKAAL had lain at Raiatea for the past few years. Approaching Moorea Mr. Froment and his crew were caught unawares and vessel jibed and was demasted. However, they sailed into Moorea under jury rig where they made temporary repairs to the mast with some wire and a G-clamp and then sailed on to Papeete without further mishap.

---

† Papeete's argument for a bigger dock was advanced early in November when three ships were in port at once. The two liners, *Monterey* (arrived Nov. 1, departed Nov. 3), and *Southern Cross* (arrived Nov. 2, departed Nov. 3), were alongside the dock, and the freighter *Thorshall* was at anchor in the harbour. Great credit should be given to the Papeete harbour authorities for the skill and care displayed in bringing both these vessels alongside such a small dock without incident. Shortly it is hoped to extend the present dock as far as the marine base at Fareute. This will enable two or three vessels to be berthed at once.

† MV *Viti* was chartered by NZ Island Territories Department in November to uplift the season's first cargo of pineapples from the Cook Islands. The vessel cleared Auckland for Rarotonga on November 12.

† The Union Steam Ship Company's Nukualofa office, preparing for the visit of the Orient Line's cruise-ship *Orion*, on January 9, was advertising in Tonga for 50 motor vehicles and drivers prepared to handle the tourists on the big day. Motor trucks would become passenger buses for the event.

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N NEW GUINEA

Social Advancement by Regulation

VE cannot think of any other Territory in the South Pacific where "Papua-New Guinea ranch Circular No. 10 of 1957" ould have been necessary; or where ie Government would have done in such ham-handed fashion. Here it is:

INSTRUCTION TO MASTERS — PASSENGERS —

1.—As it would seem expedient, in order assist Masters to uphold and preserve the oper status of native officers of the Adminis- ation whilst travelling as passengers on lministration vessels, to issue instructions lative to their accommodation, treatment and neral welfare, it is directed that it is the ty of a Master of an Administration vessel, en if contrary to the demands or desires of ch other passengers as may travel, to ensure at native officers of the Administration travel der conditions not inferior to those applic- le to European officers of the same standing. ch native officers shall, if they so desire, entitled to European rations and similarly all have the same right of entry into blic rooms and places on board.

2.—Whilst Masters are expected to exercise ct, they are reminded that a Master may, as last resort, require a person irrespective race, to leave a ship for behaviour pre- dicial to the good conduct of the ship. In ch a case, full and detailed entries are to made in the log.

G. A. HAWLEY,
Superintendent of Marine.

In plain language it means that native public servants travelling on Administration ships should be treated in the same way as European passengers, and that if any European passenger objects to this, the Master should put him off at the next port.

The idea of racial equality is a pretty new one in New Guinea—it got going about 1946. Before the war, Europeans and natives lived in worlds apart—worlds that impinged only when and as it suited each community (although in Papua the impingement was a little more than on the Other Side).

It is hard to understand why these social distinctions should have been so fine cut because Australians normally lean over backwards to prove that they are no better than their fellow men. The fact that the natives on their local heath look like the raw material for the hewers of wood and drawers of water had something to do with it, we suspect.

The post-war desire to lift the natives from village level came from the theorists and not from a great push from the natives themselves. But when the theorists' ideas seeped down to plain Australians who had to implement them, some of the results were flat-footed in the extreme. And in the fight was enlisted the beloved tool of Australian bureaucracy, the circular instruction. Hence No. 10, now before us.

Although issued under the signature of the Superintendent of Marine it is a pretty safe bet that it did not emanate from men whose sole concern is ships.

Should New Guinea natives who live like Europeans be treated in the same way on public transport? Why not? Elsewhere in the Pacific these things are accepted as a natural social growth. But if the man who hatched our Circular No. 10 thinks that that will create the right climate in which it can happen in New Guinea, he still has a lot to learn about human nature.

Our sympathies go to the unfortunate native clerk who finds himself on an Administration vessel with a Master who "works to regulations", and a couple of died-in-the-wool Befores who have never heard that there is a social revolution currently in progress.—J.T.

Finish Work to Carry Blocks

NURSING sisters at the Makogai Leper Hospital, 80 miles from Suva, use a concrete mixer to make building blocks "in their spare time".

They send the blocks to Suva, where they will be used to extend a rest house and training centre that the hospital operates there.



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PORTS REVIEW

itione Lave May Fight Missionary in NZ

From J. P. Shortall, in Auckland.

ONGAN boxer Kitione Lave, now in London, may come home to meet a Mormon missionary in e ring at Auckland in February. The Auckland Boxing Association s in touch with Lave in Mid-vember, and it appears likely that e Tongan may accept the offer. The missionary is American Chuck odworth, of Niue Island, who has pretty distinguished ring record the US. Of 125 amateur and 24 ofessional fights he lost only four, on points.

But he hasn't had a fight since ving the States more than two rs ago.

Woodworth has been in training ently with the idea of taking further bouts when he's com-ted his term as a missionary. 's 6 ft tall, and weighs about lb.

Lave has been a great New Zea-d draw card in the past, so the spect of a lion's share of a 60-40 se, which might be worth a total up to £2,000, should be hard to ist. Especially since the Tongan s not seem to have been getting bouts he wanted, and hasn't n doing so well in England.

The terms have been mailed to ve following preliminary contact cable.

---

nd "Hellfire" on the Way Up!

OHNNY "Hellfire" Halafihi, Tongan light-heavyweight champion, at present creating oc among the British light-vyweights, has now been de-ibed by ex-world rated heavy-ght, Tommy Farr, of Wales, as uture world champion.

Only a cruel accident can stop lafihi from becoming world light-vyweight champion within two rs", said Farr, and the way which Halafihi disposed of British e, Johnny Sullivan, recently, ls weight to Farr's statement.

n the latest British Empire ngs, Halafihi is number 3, below mpion Yolande Pompey and n Durelle, of Canada, both of se boxes also being placed high the world ratings.

Hellfire" Halafihi is at the ment looking for a fight with npey, and if he can manage to t the Trinidad champ he should e no trouble in overcoming the over-rated American opposition (if he is lucky enough to get a fight in America at all).

Perhaps this is why Tommy Farr conservatively says that the Tongan should be world champ in two years. He is obviously a logical contender for world title elimination fights but he will have his hardest fight in getting rated Americans into the ring with him.

The hard-hitting Tongan, aged 24, has only lost one fight in 37 matches and has an imposing list of knockouts to his credit. He would have a harder time against Pompey than he would with the present world champion, Archie Moore, an ageing veteran of the ring, who seems to be world champ only because he is the best American in this division.

Papua Takes the Lightweight Belt

PAPUA-New Guinea's first inter-Territory boxing Championship resulted in a win for Papua.

Port Moresby lightweight, Russ Woolley (9 st) beat Alan Cross, of Goroka, New Guinea (9.9) on points —and there was no argument about the decision. Woolley, who fought in NSW under the name of Russ Woods before going to the Territory three years ago, was too ringwise for Cross.

Referee Jimmy Carruthers, former world bantamweight champion, made a special trip from the pub he keeps in Sydney to do the honours.

Woolley and Cross are both Australians, Woolley aged 30, Cross 26.

The title fight took place in a ring especially set up in Boroko Oval, under floodlights. Charter flights brought in New Guinea barrackers, who had whipped themselves up for the big event with enthusiasm.

Fijian Javelin Thrower Shows Them How!

FIJIAN javelin thrower Villiame Liga showed an Australian crowd in Brisbane in November that he could beat the Empire Games javelin record.

After two throws past the Queensland record, he managed to get his third attempt 9 ft farther—to reach 226 ft. But then he overstepped the mark, and fouled.

The Empire figures of 224 ft 9½ ins. were set by Queenslander Jim Achurch, in Canada, in 1954.

Liga is a divinity student at the Queensland University. During the Brisbane meeting he threw 217 ft 10½ ins., which is a new Queensland open record.



TOP: Mr. J. M. Moses (left) bound for Apia, and Mr. S. N. Sharma, of Fiji Customs Department, on November "Matua" from Auckland.
LOWER: Farewelling friends and relatives bound for Samoa, were (left to right) Mrs. N. Yandell and Danny; Mrs. A. Frost; Miss B. Hansell; Mrs. A. Ainuu and Albert.

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New Hotel Building In Suva

COMPLETION SOON AS THE CLUB HOTEL

AT long last, the construction o the new Club Hotel, at th corner of Victoria Parade an Gordon Street, Suva, has been re sumed. It should be completed i 1958. Thus will end a period o frustration and confusion.

Some four years ago, Messrs. Morri Hedstrom began to build the ne South Seas Hotel—planned to b large and luxurious—on the site o the old Club Hotel, destroyed b hurricane and old age. Then cam an earthquake, challenging th foundations and concrete pillar (already in, but not planned to re sist earthquakes) and a great in crease in building costs, challeng ing the soundness of the enterpris

All construction thereupon ceased

For a time, the part-complete ground floor housed a liquor bar where the old Club Hotel license wa exercised. It closed up when th Government said: "No bedrooms fo tourists, no liquor license".

After years of discussion—durin which Northern Hotel Limite undertook to lease both the liquo bar and the hotel, if and when re opened—Morris Hedstrom finall called tenders for completing th building, on a modified plan. The contract was awarded Messrs. Narain Constructions, and within three day they were at work.

Completed, it will be called th Club Hotel; it will have 16 bedrooms all with private baths and 13 o them air-conditioned; it will con form with highest hotel standards and it will cost £150,000.

This, and the completion of the handsome new Victoria Arcade (a Burns Philp-Queensland Insurance building immediately to the west ward) will mean that the northern side of Victoria Parade, from the Triangle half-way to the Grand Pacific Hotel, will be a continuous line of modern buildings, looking out over the harbour and the lagoon.

Northern Hotels plan to build an other modern hotel up near the Hos pital end of Waimanu Road.

The Government now is giving substantial aid to hotel-building, so as to assist the vital tourist in dustry. (See article elsewhere in this issue).

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* His Lordship Bishop Pearce, SM, Vicar Apastolic of Samoa and the Tokelaus, was to visit Samoan com munities throughout New Zealand, preside at the religious profession of Brother Felix, of Samoa, at Highden Seminary, near Feilding, then travel on to Sydney in November.

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iueans Get Variety nto their Religion

IUE Island's population showed little change between the censuses of 1951 and 1956, as the lt of a steady emmigration to Zealand. This is shown in the st Annual Report, just published.

t the time of the 1951 census, island had a native population 4,643 and last year the figure 4,650. Emmigration has been nly limited by available transation and the numbers departin recent years have been as ws: 1952, 120; 1953, 59; 1954, 1955, 179; and 1956, 207, or a l of 642 departures over the us period.

ne Report says that a number Niueans do return home after a od, but does not make it quite r whether the figure of 642 is t loss or whether some of that ber returned.

ne European population in the e period was reduced from 57 5, though these figures are of eal significance as they would ude temporary residents on the ective census days.

r reasons not indicated in the us returns covering religious ations, the 602 persons acknowed no religious label in 1951, in number in 1956 to a mere

the interim most of this unattached group seem to have become Latter Day Saints and Catholics, both new to this mission field since 1951.

Figures for the various denominations as of 1956, with those of 1951 in brackets, are as follows: LMS (Congregational), 4,188 (3,886); Roman Catholic, 83 (11); Latter Day Saints, 360 (nil); Seventh Day Adventist, 13 (5); Wesleyan, 2 (nil); Methodist, nil (3); Presbyterian, 1 (1); Church of England, 1, (1); not stated, 2 (602).

The figures are for Niueans only.

Royal Tongan Children at NZ Schools

THE children of Prince Tungi and Crown Princess Mata'aho, of Tonga, are to go to Auckland schools early in 1958.

Prince Taufa'ahau has been entered as a boarder at King's School, a leading Auckland private preparatory school. Princess Siuilikutapu will attend Three Kings Primary School, a public school (public in the NZ, not in the English, sense). She will live at "Atalanga"—the Tongan Royal residence in Auckland, under the care of her governess, Miss Luseane Tonga.

AN ISOLATED TERRITORY OF NZ

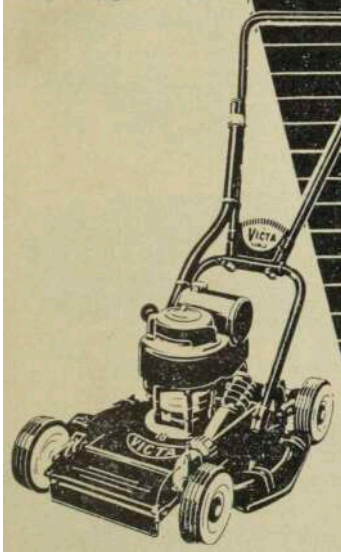
Niue's Developing Banana Industry

A VIRILE community of nearly 5,000, on the large island (100 sq. miles) of Niue, is usually overlooked when people are considering the South Pacific scheme of things. Niue is administered as a separate Islands dependency of New Zealand, with its own Resident Commissioner; but it is nearly always included, by political surveyors, with the Cook Islands. It lies far westward of the Cooks, and is nearer Tonga than Rarotonga.

The Resident Commissioner, Mr. A. O. Dare, was a prominent figure at the last session of the South Pacific Commission; and he told reporters that, although these are industrious Polynesians, producing copra, bananas and woven goods (Niue baskets are famous), New Zealand supports the Territory with an annual grant of around £100,000. Niue now is trying to increase its annual export of 6,000 cases, to meet New Zealand's apparently insatiable demand for bananas.

Niue was first reported in 1774 by Captain James Cook, and the reception accorded him by the natives was so unfriendly that he named it Savage Island.

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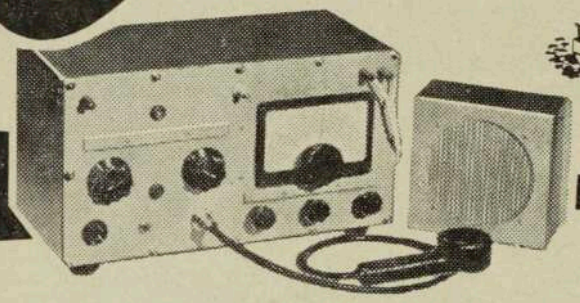
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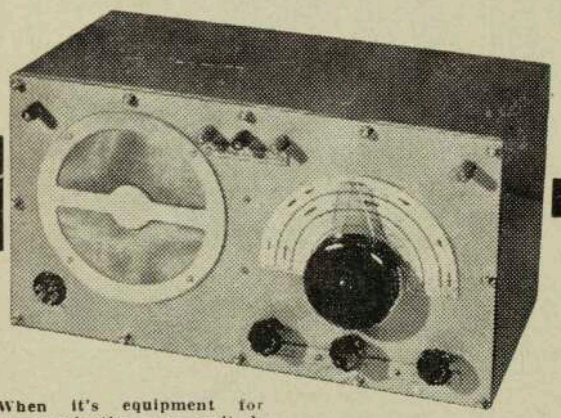
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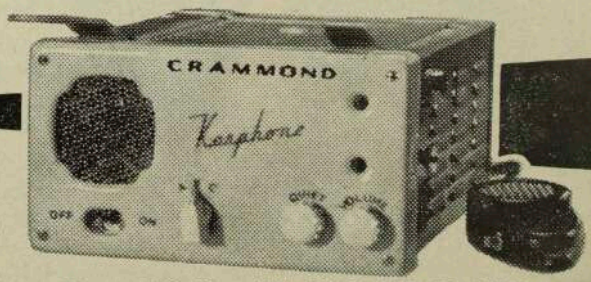


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DECISION ON GERMAN-SWEDISH-US CLAIM TO VAST NG CONCESSION

Claims by a group of German, Swedish and United States citizens to exclusive prospecting rights over about 5,000 square miles in the Morobe district of New Guinea, under a concession granted by the German Government before World War I, usually called the "Waria Syndicate", were again rejected by Papua and New Guinea Commissioner of Titles, Mr. C. P. McCubbery, at the end of November.

HE prime mover in pressing the claim of the Waria Syndicate, 43 years after World War I ke out, is Mr. H. R. Wahlen, of mburg, and prominent in Ger- n New Guinea between 1900 and 4.

n dismissing this latest claim, . McCubbery said that Mr. ihlen negotiated an agreement the prospecting right in the area h the German Government when was in Berlin on a visit from Pacific estates in July, 1914. He s acting on behalf of a syndicate, main other interest in which s held by Mr. M. M. Warburg, l a company of German bankers. 1919, Ragnar Erfass, a merchant of Stockholm, made an agreement with Wahlen, acting on behalf of a syndicate, to acquire a 75 per cent. interest in the concession.

AS part of the proceedings, under the Treaty of Versailles, by which German properties in New Guinea were expropriated (as part payment of German war debts), the Australian Government refused to recognise the validity of the 1914 agreement with the syndicate.

Between the two World Wars there was diplomatic correspondence between the Australian, German and Swedish Governments on the matter, but no legal action was taken by the syndicate.

Mr. McCubbery said that when he started to restore titles lost during the last war, which included documents of title to mining interests, claims were submitted to an interest in the Morobe concession by:

- Alice M. Warburg, F. M. Warburg, Eric M. Warburg and Ernest Spiegleberg, all United States citizens.
- Ragner Erfass (now dead), of Sweden.
- And later by Wahlen, on behalf of all the members of the syndicate.

Mr. McCubbery said: "The claims have been processed through various stages and I have finally rejected them."

The main ground for rejection was that if any right to the concession did exist, it was terminated by the First Mining Ordinance passed by the Australian civil Government of New Guinea in 1922, which he believed nullified any earlier mining rights and started off mining in New Guinea with a "clear slate".

Mr. McCubbery also stated that in his opinion, the actual Waria River (part of the claimed concession) was, in the days of German administration of New Guinea, subject to a concession granted by the German Government in 1912 to a man named Kempf.

Mr. McCubbery said the original concession granted by the German Government included all the coastal

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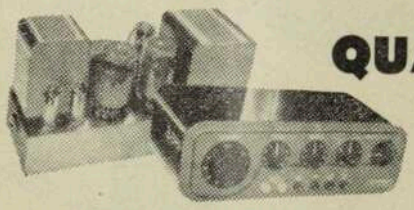
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river valleys from Salamaua to what was then the German-Australian border; and, on the internal border between Papua and German New Guinea, it included the headwaters of the Lakekamu and other rich goldbearing rivers.

THERE is little doubt that, under the terms of post-war settlement reached after World War I had concluded, all German property in New Guinea in 1914-18 was forfeited to the victors (which included the Australians who had occupied German New Guinea in 1914).

These repeated appeals to Australia and, inferentially, to the international authorities, were based on a claim that the Waria Syndicate was not German-owned, but was predominantly Swedish and/or American. According to the Commissioner for Titles, the transfer from German ownership to Swedish ownership did not take place until 1919, after the war had been fought and lost, by Germany; and in 1919 according to the Commissioner, the property, if any existed, was no longer the Waria Syndicate's, to dispose of.

ANOTHER ANGLE ON THE WARIA CLAIM

WRITING from Hamburg to *PIM* on December 2, Mr. H. R. Wahlen (who obviously had not then been advised of the new decision), says: "The property of the Waria Syndicate never was expropriated after World War I; consequently the German Government never paid compensation to the German members of the Syndicate... If Australia now is going to expropriate, it must sell these Waria rights, or offer them for sale (and we now know those rights include some very valuable metals) and the result of the sale should be transferred to the Reparations Fund...

Nugent-Beckett Wedding



Mr. and Mrs. J. Nugent leave the LM Church, Port Moresby, after their wedding o October 18. She was formerly Miss J. Becket
Photo: Papuan Print

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ome News From orfolk Is.

UICK "turn around": After having been delayed in Sydney for about a fortnight, owing to our troubles in dock, the *Tulagi* ived at Norfolk Island on Noember 6, and by night she was ne. A smooth sea and excellent operation by the local lighterage d launch-men speeded up the unding and work was carried on til 8 p.m., thanks to a full moon. e 12 hours or more saved by owing the ship to get away over ht helped to get the *Tulagi* back Sydney—but, alas, further wharf uble has delayed her there.

* * *

udge Simpson was at Norfolk nd from Australia recently to end to a light calendar.

ne case on which he had to adicate concerned a used motor car ught in by a new resident, who ected to paying the 10 per cent. y, claiming that the car could classified as personal belongings pon which there is a £300 exemn from duty.

he Judge thought otherwise.

nother case which was thrown on a technicality without going the jury concerned charges of lesting children. The Crown went he trouble and expense of bringing over a defending counsel from Sydney but neglected to send over a prosecutor, and the only lawyer on the Island—the official Secretary to His Honour the Administrator—declined the honour as not being part of his duties. The onus of presenting the case fell on the local police officer, at very short notice.

* * *

A local JP slapped a £5 fine on the skipper of a local ship recently for not declaring a stowaway on arrival here. The stowaway, wife of an acting member of the crew, joined her husband on the ship in Australia and left the ship here at dead of night and returned to her home on Norfolk Island—no charge was laid against her.

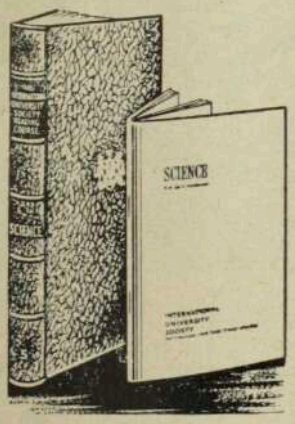
Mr. H. L. R. Niall returned to his post as District Commissioner at Lae, New Guinea, in December, after several months' leave. With Mrs. Niall, and Miss Niall, he travelled widely abroard, in Europe and North America; and arrived in Sydney from San Francisco late in November.

Mr. Peter Broman, Official Secretary to the P-NG Administrator, Brigadier Cleland, is shown here with his charming wife and family, shortly before they were due to leave Port Moresby for leave in December.
Photo: Papuan Prints.



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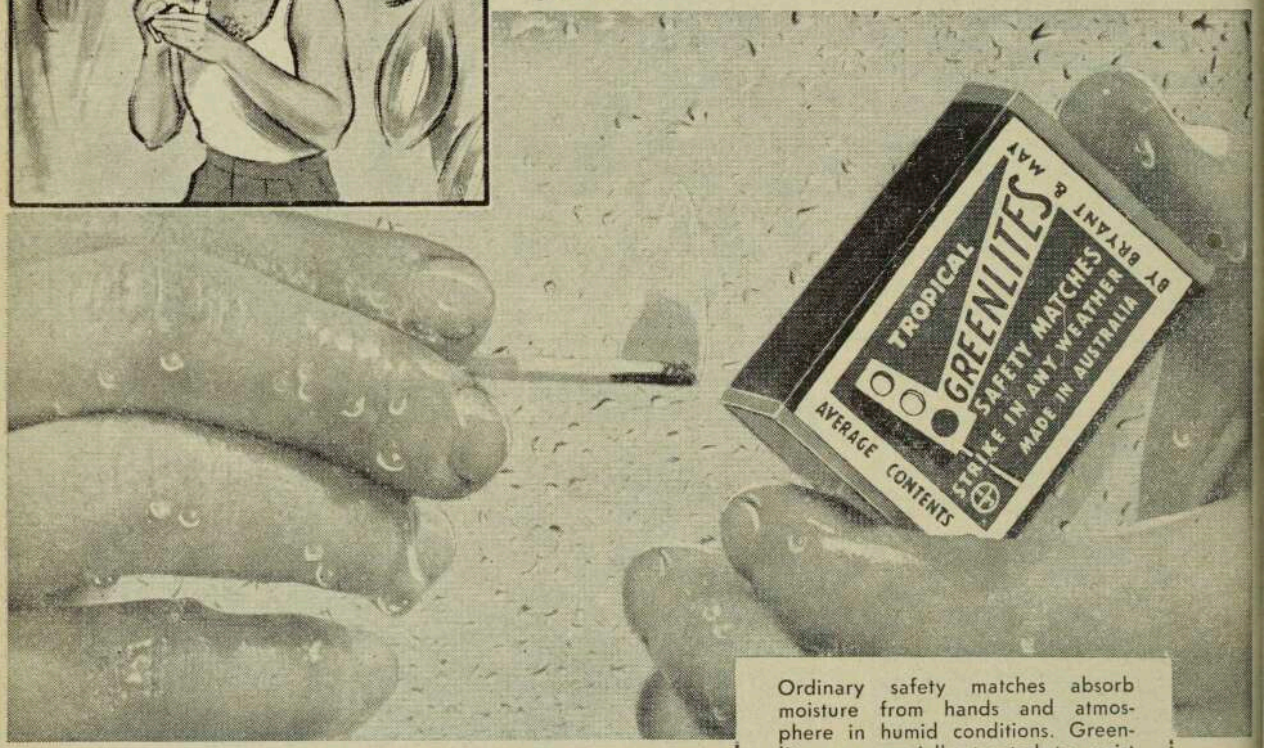
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...est Ends Four ...rs' Residence

...hornton Deported ...om Fiji

HE forcible deportation of Jack Thornton, from Fiji, in mid-November, shows the powers ...sessed by the Government of ... in regulating immigration. No ... may become a resident in that ...ntry unless he can prove he has ...quate means of support.

...hornton entered the Colony, at ...t four years ago, as a casual ...tor, under which he was auto-...ically allowed to remain three ...ths. He wandered around the ...nds, and did irregular newspaper ...k; and when the Fijian author-... eventually asked him to either ...e that he earned an income ...quate for his support or leave ... country, he did neither.

...hen Fiji officialdom became in-...nt, and initiated Court proceed-..., Thornton secured legal help. ...eedings extended over years. ... lower court issued an order ... deportation, and Thornton's ...rneys appealed to the Supreme ...rt.

...mplications were introduced in ..., when Thornton—through the ...e attorneys—issued a writ out ...he Fiji Supreme Court against ... R. W. Robson, publisher of ...*fic Islands Monthly* and, at that ..., managing director of Fiji ...es and Herald Ltd. Mr. Thorn-... claimed damages for libel.

...he alleged libel was not con-...ed with either the *Fiji Times* ...he *Pacific Islands Monthly*. An ...le was published in *Sydney ...etin* in June, 1956, traducing the ... Administration. Mr. Robson, in ...rticle in *Sydney Bulletin* of July ...56, said the June article was a ...e of exaggeration and falsehood, ... declared it was characteristic ...he work of a class of irre-...sible journalists, some of whom ... been attacking the Fiji Public ...tions Office.

...he case came before the Fiji ...eme Court in May, 1957. Thorn-... claimed that, because during a ... editorship of an inconspicuous ...ly newspaper in Fiji he had ...iently criticised the PRO, he ... identified as an irresponsible ...alist. The Court, after a hear-...xtending over a fortnight, found ... Thornton had been identified, ... awarded £10 damages.

...r. Robson lodged an appeal in ..., mainly on the grounds of mis-...tion of the jury by the judge; ...in November, when he learned ...quiry that there was no chance ...is plea being heard before the ...of 1957, he withdrew the appeal.

...e Fiji authorities apparently ...ed Thornton some latitude on account of this pending libel action. But immediately that hearing terminated, last May, the deportation proceedings were resumed. Thornton's appeal to the Supreme Court finally was heard in October, and dismissed. He was warned that he must obey the deportation order. He remained in Fiji.

He was arrested on November 15, taken to Nadi under police guard, and put on a Pan-American plane for London, on the 17th.

Thornton is believed to have come to Fiji from New Zealand; but, for some reason, he was deported to England—probably because he was reared in England, and travelled on an English passport. Apart from the various expenses of legal proceedings against him, the cost of transporting Thornton from Suva to London probably cost the Fiji Government about £300.

COPRA, COCOA— AND TAIPANS

TWELVE deadly taipan snakes have been hatched in Port Moresby—for export.

The taipans were hatched at the Animal Husbandry section of the Department of Agriculture, from what are believed to be the first taipan eggs laid in captivity.

They are headed for the New York zoo.

Thornton and Newspaper Publicity

AS was expected, Mr. Thornton has not gone quietly. He is "working the newspapers".

The day after he was arrested in Suva, there appeared in *The Herald*, of Melbourne, a story sensationally headed to suggest that a well known editor and journalist (Thornton) had been brutally seized and deported without good and sufficient reason. The *Herald's* "special correspondent" in Fiji supplied material which, as published, gave a one-sided description of the incident, plus an intimate biography and a photograph of Mr. Thornton in a beard and a hat, both highly decorative. According to this, Mr. Thornton had been crucified.

Within a few days of his arrival in London, some of the newspapers there published an article commenting upon the brutality of this deportation—the unhappy Mr. Thornton, it appeared, had arrived in London in mid-winter, garbed only in tropical clothes and sandals. (It was *not* stated that Mr. Thornton had had many weeks' warning of his pending deportation).

Knowing the ways of officialdom, we expect that the Secretary of State for the Colonies in London thereupon cabled to the Governor of Fiji for his comments upon this cruel deportation; and, knowing the facts of the case, we can imagine the kind of reply made by the Governor of Fiji.

Scores — probably hundreds — of persons have been refused permission to reside permanently in Fiji unless they could satisfy the Immigration authority there that (a) they had guaranteed employment into which they could enter immediately; or (b) they had sufficient private means to support them in a suitable way.

Thornton, who apparently came from New Zealand and had been in and around the South Pacific Islands for some years, was unable to meet the requirements of the Fiji Immigration officials. Except for a few months, when apparently he was employed by a small weekly journal in Suva, he had no regular job, and he did not show the officials that he had resources sufficient to maintain him otherwise. He defied the Government, and caused a lot of trouble and expense by appealing to the Supreme Court.

Neither officialdom nor courts could see why he should be treated differently from anyone else who could not satisfy Immigration requirements; and so he was forcibly removed.

The latter facts have not been presented by the newspapers which have published comments upon Thornton's deportation.—RWR.

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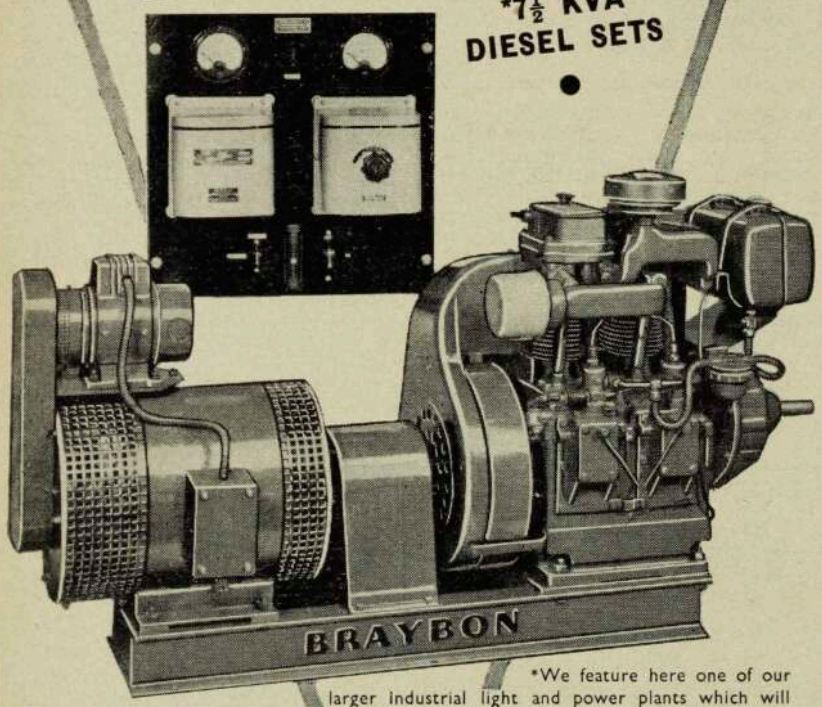
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Frank Discussion

In N-Guinea

ARE EX-SOLDIERS HELPED TO SETTLE?

THE question of whether the Papua and New Guinea Administration, as a matter of policy, is in favour of European soldier-settlement in the Territories, has been discussed in statements made by the Assistant Administrator (Dr. John Gunther) and the President of the Territories Branch of the RSL, the Hon. R. F. Bunting, MLC.

At the recent Hobart Conference of the RSL, Mr. Bunting said, quite bluntly, that the Australian authorities, despite their protestations, had done nothing worth noting to assist the settlement of suitable ex-servicemen in NG. He said the Government, in its eagerness to safeguard P-NG for unborn generations of natives, was discouraging European settlement and "treating the Territories like an anthropological zoo". (*PIM*, Nov., p. 30-31).

On November 1, Dr. Gunther declared (*PIM*, Nov., p. 31) that the Administration policy was to safeguard the land rights of natives; but that, "as Bunting well knows" wherever land was available and could be bought without causing ill effects to native owners, it was bought and released to farmers.

On November 15, Mr. Bunting made this reply:

MY appeal at Congress (said Mr Bunting) was for a *financially assisted* Land Settlement Scheme similar to the scheme in operation throughout the States in Australia. To this end we have been fighting for upwards of 10 years without result.

Contrary to Dr. Gunther's assertion, I made it clear to Congress that land *was* being made available to settlers. At no time did I suggest that the Administration had not, in certain cases, given preference to returned men.

It must be obvious that these concessions are of minor consequence as against a *financially assisted* scheme, particularly for those who are engaged in agricultural pursuits who are now finding it extremely difficult to keep going. These men must wait for the results of their labours until the land becomes productive.

The suggestion that the Administration, through the Commonwealth Government, has been sympathetic towards returned men in the Territory is, to my mind, an exaggeration. Dr. Gunther has stated "some scheme to assist them is constantly under examination".

As this state of "constant examination" has continued since the end

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the war the value of it must be ainfully apparent.

The only absolute Soldier Preference to my knowledge has been:

• *The sale of about 17 Expropriated coconut properties which had been previously "passed in". Values of the properties declared by the Custodians proved altogether excessive.*

At a meeting arranged by the Custodians, I, together with others, protested at such values. I was informed that the basis of my argument was groundless, since hundreds of returned men had applied at the assessed valuation.

Subsequently, it was established that only about 20 veterans had applied; and, ultimately, when allocations were made, many properties had not even been tendered for.

• *In the Wau area, ex-servicemen applied for agricultural blocks and were led to believe that the land in question would be made available. After about 4 years, the Administration has decided against the proposal to release these blocks.*

These two examples illustrate the result of having "some scheme constantly under examination". This is the total value of the consideration given to soldier settlers, so far as I am aware.

My comment (that the Commonwealth did not want Europeans) was based on the knowledge that some intending settlers have waited for two years in the hope of getting land.

It is my opinion that without a planned settlement of Europeans, the native will not prosper.

The natives *must* have enlightened example and, judging from the success of financially-assited schemes throughout Australia, no group is more likely to give this example than soldier-settlers.

Dr. Gunther expressed doubt that my statement to National Congress would have the support of the majority of returned soldiers in the Territory (concluded Mr. Bunting).

It must surely be apparent that I spoke as President of the Papua-New Guinea Branch, RSL. My points were made as the result of carefully considered decisions of the State Executive which, in effect, represents all members of the RSL throughout the Territory.

---

† A Japanese whaler which was travelling from Japan to the Antarctic to join the mother ship *Konan Maru*, put into Rabaul, NG, early in December to put off an injured seaman. He had fallen to the deck from a catwalk and sustained a fractured skull and leg injuries.

MYSTERIOUS FIRES PUZZLE MORESBY

MYSTERY surrounds the cause of two separate fires which destroyed books and irreplaceable records in Port Moresby on November 22.

The fires occurred four hours and two miles apart, but the type of material lost in both fires was similar—mostly legal notes and documents.

Police have been investigating the possibility of arson.

The first fire began soon after midnight and razed a block of offices at Konedobu, destroying the Crown Law Department library, records and files.

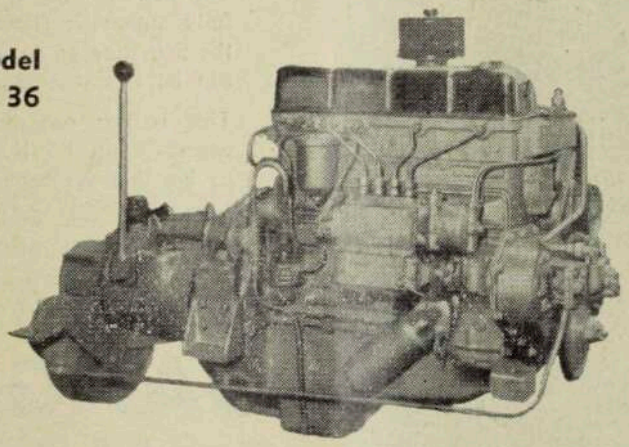
About 5 a.m., with the first fire barely extinguished, the Port Moresby Supreme Court building caught fire, destroying the chambers of Mr. Justice Bignold, where it had apparently started. Among the records destroyed were notes of cases going back about nine years.

Estimated damage in both fires is about £50,000.

Answering a question on the fire in the House of Representatives, Canberra, on November 27, Territories Minister Hasluck said he did not think there would be any advantage in arranging for files to be microfilmed to avoid similar losses in future.

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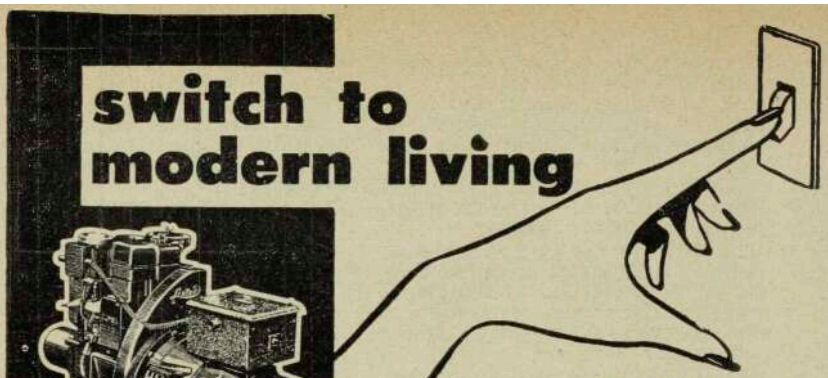
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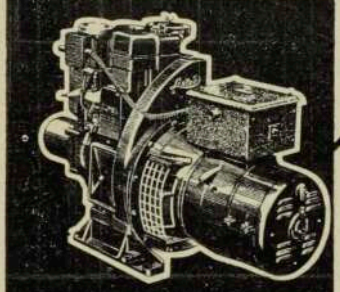
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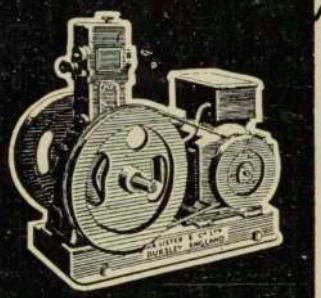
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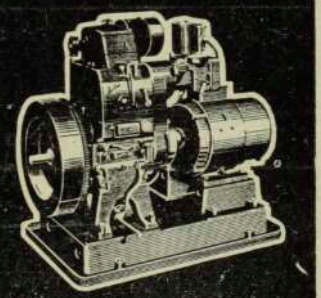
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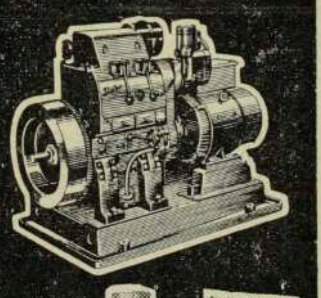
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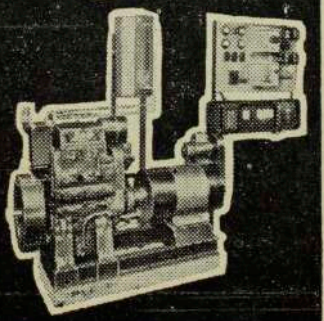












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IE PROBLEM OF
MURDERERS

IS IT A POLICY OF "GET TOUGHER"?

HE Papua-New Guinea Administration in November hanged its second native murderer ce the war—and possibly opened an interesting new question of icy in the process.

The man hanged was named Aro, m Wabag, in the mountains of far Western Highlands, who s convicted in August of the rder of his two wives with an . The death sentence was nounced at the trial by Mr. tice Bignold.

Details of the decision were as al forwarded to Canberra, ompanied, it is understood, by recommendation from the ministrator that the sentence be mmuted to imprisonment—which also been usual.

However, it was decided that the th penalty be carried out. The nging, carried out without prior blicity on November 14, was nessed by a number of lululais m the Western Highlands.

The Territory's previous hanging nd its first since 1938—was on cember 16, 1954, also at Lae jail and surrounded by more secrecy than the latest one.

The native hanged then was named Usamando, and the Administration was worried at the time that there might be a public outcry about the death penalty being carried out. But it needn't have worried, because Usamando was a native who made murder a hobby —with four convictions for it—and he continued to murder with every opportunity, even when he was serving jail sentences for murder. The public reaction was, good riddance.

But the same circumstances do not fit the case of this second hanging. On the face of it, Aro's murders were no worse than those perpetrated by many other Territory natives at present completing jail sentences.

Then why this hanging?

The answer quite possibly is concerned with the fact that lululais from Wabag had asked that the death sentence be carried out, so that an example could be set. And their request was not the first to be made by Territory natives, a fact which Canberra has been aware of for some time.

Territories Minister Hasluck was himself present in a primitive area about two years ago when a deputation of natives asked him that murderers be hanged as a deterrent to others. A move was made to put this request into effect in that area, but it was not followed up.

It now looks as if a "get tougher" policy is going to be followed. And since nobody could complain that the existing policy has been tough on murderers, there should be no real objections.

Writing Team Returns to Europe

LOADED down with 6,000 photographs, the MS for a book and reams of notes on Pacific affairs, two European journalists returned home in December after 12 months touring the Pacific.

They are Miss Katherina von Arx, a writer for *Sie Und Er*, Zurich, and Mr. Freddy Drilhon, a photographer for that paper, who also writes for a pool of European papers.

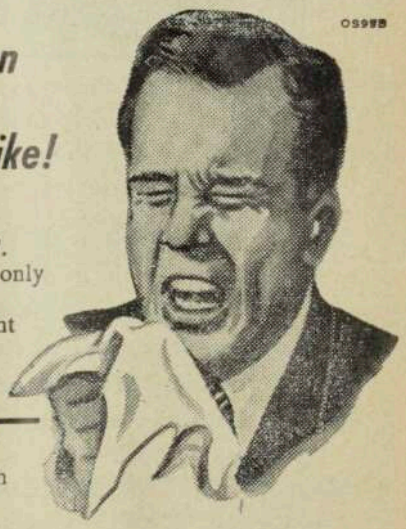
In their travels, they visited Tonga, Fiji, New Caledonia, New Hebrides, British Solomons, New Guinea and did some work in Australia on the immigration scheme.

Both Miss von Arx and Mr. Drilhon have previously published books.

† A motor launch, with two Papuan natives on board, which has been adrift in the Huon Gulf for 18 days, was towed into Lae on November 28.

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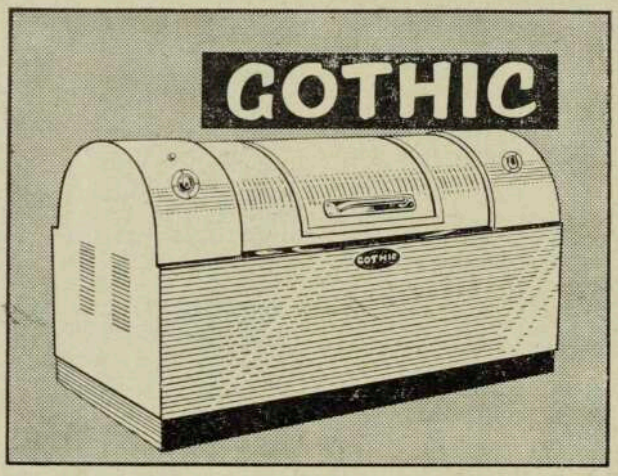
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Doubled Water Supply For Suva

PROBLEMS arising out of an inadequate water supply, caused by the rapidity with which Suva's population has grown to 40,000 and beyond, should be solved in mid-1958 with the completion of a supplementary supply scheme, under which more water will come in from the Wailoku area.

The work, which will cost at least £1,000,000, began in 1956, and is in three sections—construction of an additional section of the Savura Road to give access to the head-works, four miles in from the present pumping station at Wailoku; construction of an intake some 500 feet above sea-level, in the valley of the Savura Creek; and roads and mains to bring the new water to the pumping station, and on to treatment works near the Tamavua reservoir.

When the works are completed, Suva will have a minimum supply of about 6,000,000 gallons per day, compared with the present supply of about half that quantity.



Mrs. Doreen McKillop models a frock as part of the Port Moresby fashion show held in the Hotel Papua in November. The show was to raise funds for a pre-school play centre at Konedobu.

Photo: Papuan Prints

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ACIFIC AFFAIRS

n Parliament

4 round-up of comment and estions on Pacific matters heard the Commonwealth Parliament ring the month.

ENATOR Nancy Buttfield, speaking of New Guinea native schoolchildren: "The point I sh to stress here and to which I the Minister to give attention the fact that when these natives ne down to the coast and get o closer contact with European ilisation they appear to lose their ntaneous gaity and cheerfulness personality. They become what called up there 'sophisticated', d their cheerfulness is replaced a somewhat sullen attitude".

* * *

Mr. A. W. Luck, in a question to ime Minister Menzies: "I refer the introduction of income tax the Territory of P-NG, and the nciple of 'No Taxation Without presentation'. I ask the Right nourable gentleman whether it proposed that a representative of NG should take his place in this rliament?"—Mr. Menzies: "I am t aware of any such proposal".

* * *

Senator Justin O'Byrne: "The tive hospital at Kokopo, near baul, could be described as a l eye-opener. It is in a disgrace- state of disrepair. It keeps nding only because it cannot ke up its mind which way to l".

* * *

Mr. Paul Hasluck, Minister for rritories, speaking about Terri- ies Department staff at nberra: "I fear the officers at adquarters, like all headquarters icers, have sometimes received due criticism simply because they ppen to be at headquarters. The ne sort of thing happened during e war. The frontline soldier ught everyone at the base was bably a fool, and the brigade nmander probably thought he uld have won far more battles d it not been for someone at lbourne who was impeding the eration of his genius. The same t of thing happens in public ministration".

* * *

Senator Spooner, introducing a l to encourage search for roleum in Australia: "Approx- ately £50-million has been spent the search for oil in Australia d Papua-New Guinea during the t 50 years—no less than £33- llion of it in the last four years... erest in the search for oil ebbs d flows. . . In the Sahara, 2,000 holes were drilled before oil was discovered in commercial quantities. More than 3,000 holes were drilled over 30 years before the great oil-fields of Alberta were tapped. Including the recent West Australian drilling and the companies operating in P-NG, the number of bore holes put down in Australia in the search for oil is insignificant. The total is about 400".

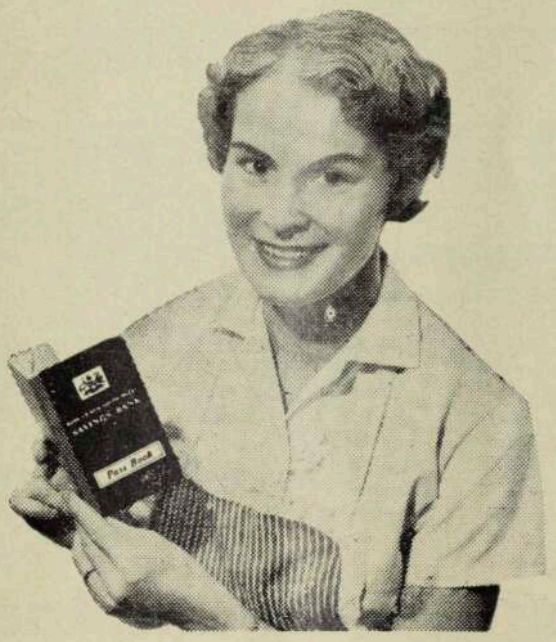
ANDERSON APPEAL IN HIGH COURT

THE High Court, in Sydney, in December, began hearing an appeal on charges involving a former P-NG ADO, Frederic Anderson.

Anderson was sentenced to a total of 21 months' jail in Port Moresby in September after being convicted on five charges—two of having assaulted natives, two of having deprived natives of their liberty by fastening them to a flagpole, and one of having unlawfully confined a native to Tapini prison.

Anderson was given leave to appeal against the severity of sentences on all five charges.

However, his counsel decided on December 11 to seek leave to appeal against conviction in three of the charges. Since in one of these three charges—the one of confining a native to prison—Anderson had originally pleaded guilty, the new applications meant the court would have to give Anderson permission to amend this plea to not guilty.



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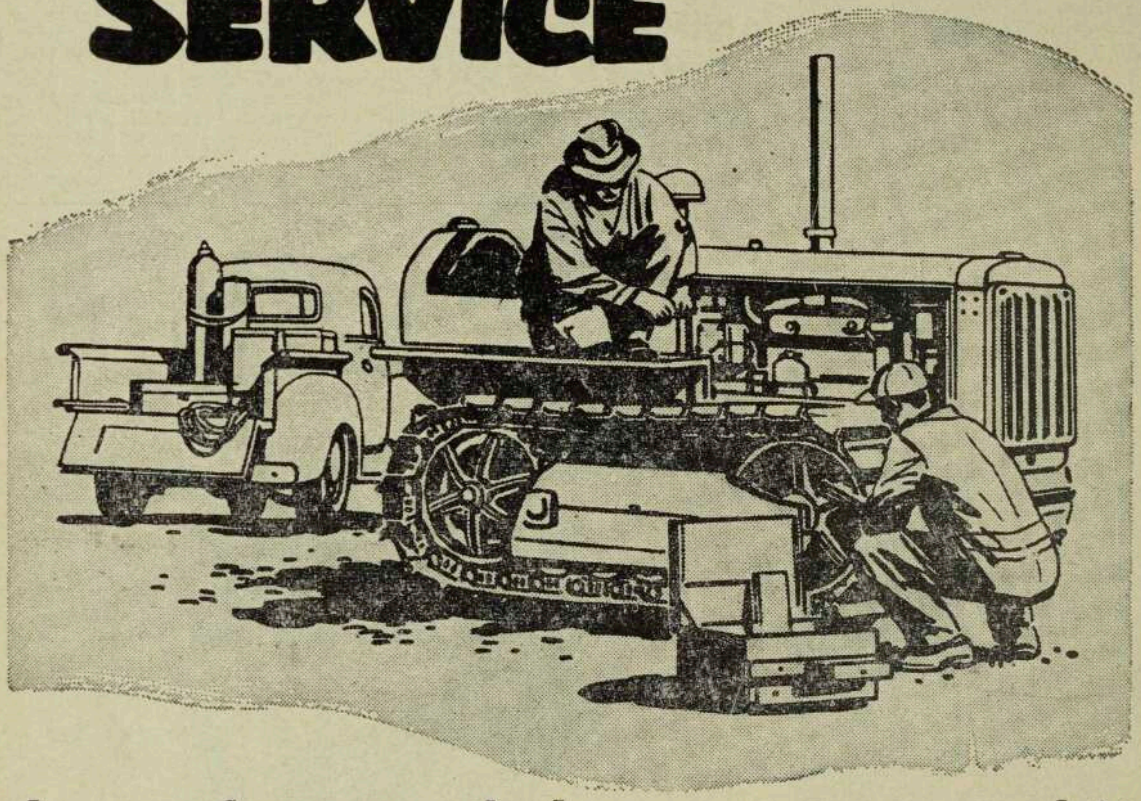
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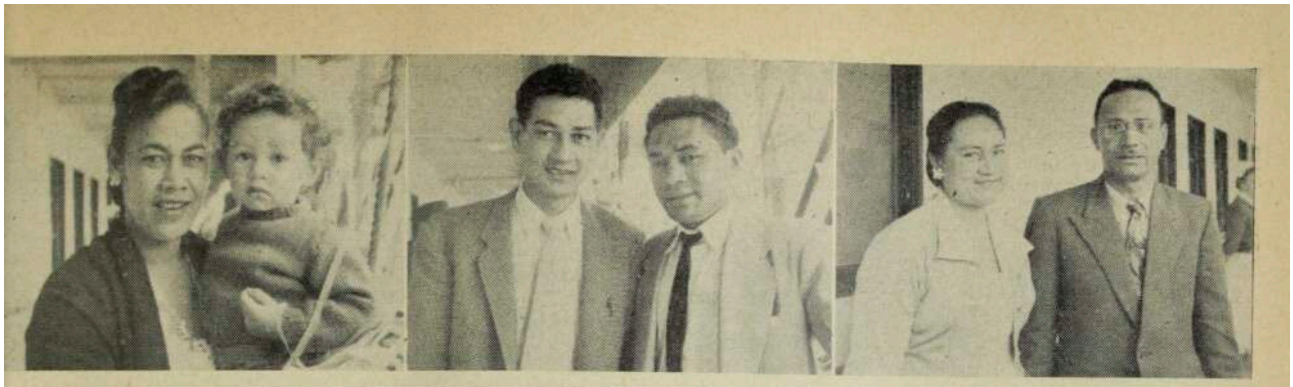
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Tahiti's Prince of Con-Men

ONFIDENCE men usually do not aspire to the priesthood, but there actually has been a case it in Tahiti. The true facts have y recently been revealed.

n 1954, a man calling himself count Pierre de Moulieres de augrand, landed in Papeete.

rmed with an imposing collection letters and documents, many of m on Vatican Secretariat letter-ads, he called on the Bishop of eanie. Amongst the documents mitted to the Bishop was one ling upon him to ordain the rer a priest. The letter certified t the bearer had finished his dies in a Catholic seminary.

The "Viscount" was duly ordained and for three years carried out the duties of a priest in various districts of Tahiti. During this time he did not let the grass grow under his feet, but collected from the faithful gifts of money and even land.

However, this was not enough, and finally he over-reached himself by applying to the local gendarmerie for a pension, stating that he was a lieutenant of reserve in the French Army.

The gendarmerie sent to France for his dossier so as to establish pension rights, and to the surprise of everybody, word came back that the "Viscount" was an imposter.

He has been charged with just about everything in the book.

Trace of the gentleman has been found in Noumea. It is believed that he spent 6 months in the barracks there in 1946. At that period his name was Demoutieres.

Travellers to Polynesia

Passengers bound for the Islands per "Matua" from Auckland in November included (left to right):

Mrs. M. Noel and Tony, who were bound for Apia; Mr. S. G. Helg and Mr. H. Shipps returning to Apia; and Samoan medical practitioner T. F. Leota and Mrs. Leota, returning to Apia from Dunedin, where Mr. Loeta has just completed a course at the Medical School.

+ Dr. C. Maszaros, eye-specialist of Lae, New Guinea, returned recently after being on leave since March. During his absence, people with eye trouble had to fly to Moresby for attention.

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SEAL MORNING, by Rowena Farre. 18/9 (post 1/-)

THE TURN OF THE TIDE, by Arthur Bryant. 37/3 (post 1/-)

CORAL SEA CALLING, by Ion L. Idriess. 21/- (post 9d.)

For Children

PICCANINNY WALKABOUT, by Axel Poignant—a picture-story book for all ages. 16/- (post 7d.)

A FISHY TALE, by Beryl Cooke. 13/6 (post 7d.)

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DEATHS OF ISLANDS PEOPLE

MR PAUL ("KARKAR") SCHMIDT

Mr. Paul Ignatius Schmidt, known widely and affectionately in New Guinea as "Karkar Smith", died suddenly at his home in Paddington, Sydney, on December 5, from heart failure. He was aged 74.

"Karkar" was a young West Prussian, who had served in the German Navy, when he arrived in what was then German New Guinea, about 1904. He soon became deeply interested in planting; and when World War I broke out in 1914, and the Australians occupied German New Guinea, he already had planted up Kulili Estate, on Karkar Island, with over 30,000 coconut and 10,000 cotton trees. Because of his work on that island, he became generally known as "Karkar Smith"; and, although he lost all his properties in the Expropriation which followed Germany's defeat in that war, he retained the name to the end of his life.

Mr. Schmidt re-established himself in New Guinea between the wars; and again was ruined when the Japanese invaded. He always was the proud and stiff-necked Prussian; and it was inevitable that he should be interned during World War II. After 1945, he was too old and tired to make another effort in his adopted country, and he retired to live for some years in the Gosford district, NSW.

He was a well-read and courtly old gentleman, and those who knew him well esteemed him highly. He had a wide knowledge of "the German time" in New Guinea, and his memory was remarkable. It is believed that he was married but he had no children, and no relations in Australia.

(Writing to *PIM*, about "Karkar", Tolala said: "After War I he was not repatriated to Germany like most of his countrymen, but got himself a job after internment, looking after a property on Karkar Island. And here he made good. Later he acquired the Neu Guinea Compagnie expropriated estate of Palmalmal, down the south coast of New Britain. He settled down to the orthodox planter's life and married a New Zealander. It was here he was living when War II broke. Later his property became famous as the Allied base at Jacquinot Bay".)

MR. T. M. O'CONNELL

Well known in Fiji as former manager of NZ National Airways when that airline was flying the Coral Route service, and lately general manager of Straits Air Freight Express, Ltd., Wellington, NZ, Mr. T. M. O'Connell was killed in an air crash near Christchurch on November 21. The company's operations manager, first officer and a passenger were also killed when the Bristol Freighter apparently lost a wing in mid-air. Metal fatigue was suspected and the company's other aircraft were temporarily grounded pending inspection.

Mr. O'Connell headed a company which has a very high standing in international aviation circles as one of the most progressive and modern air freighting companies in the world.

CAPT. A. LISTON-BLYTH

Very belatedly we report the death sometime ago of Captain (Boer War veteran—"10th The Kings") Alexander Liston-Blyth sometime of West Africa (WAFF) Jamaica and the Solomons before he joined the Magisterial Service of Papua.

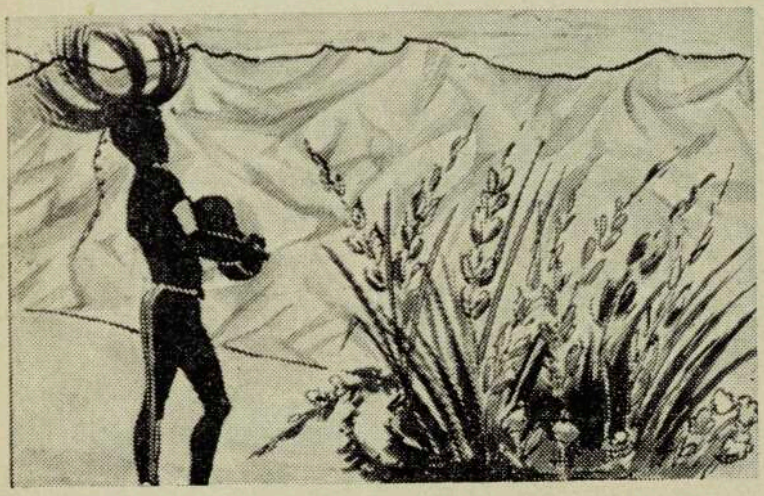
The late Captain Blyth was well known throughout the Territory where he was RM, Delta Division.

He returned to Papua later with the Natalite Co. which was going to make motor spirit from the Delta nipa palms (atap, in Malay) but of course, did not. He had been living in retirement at Gosford for many years before his death.

MRS. H. K. DRIVER

The death occurred in Milmerran Q'ld. on November 30 of Mrs. H. K. Driver, formerly a well known resident of Papua. Mrs. Driver, who was widowed in 1948, is survived by one daughter, Mollie, and four sons Francis, Fred, Jack and William—the latter being ADO at Lae, New Guinea.

Mrs. Driver was the daughter of the late Mrs. Elizabeth Mahoney who died in Sydney, aged 88, in 1943 and who was, during her long years in Papua, known affectionately as the Queen of Sudest. Mrs. Mahoney went to Sudest (an island off SE Papua) with her husband in 1889 shortly after gold was discovered there. Her husband died early in life and she carried on in his place as miner, trader, mariner and engineer. The story is told of how because of ill-health, she was once



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t south to Cooktown, and that as n as she had recovered sufficient ength she chartered a ship and nt back—taking with her her r children, a governess and a no—the first on the island.

Mrs. Driver was one of those ldren and she knew Papua in se early days when her mother s virtual ruler as well as friend 20,000 Sudest natives.

MR. W. C. NICHOLSON

The death occurred in Sydney ly in November of Mr. W. C. holson, who was well known for ny years in Suva, Fiji, as the ner and manager of the Club tel and McDonald's Hotel.

He went to Fiji about 1926, and n established himself as a ding sportsman—he was in- ested in horse racing, greyhound ing, a skating rink, clay-pigeon oting. Mr. and Mrs. Nicholson Fiji in 1935 and took over the ma Hotel, in New South Wales.

SISTER MARIE SUZANNE

The death occurred in Paris, on vember 16, of Sister Marie anne, who served for some rs as a nursing sister at Makogai rosarium, in Fiji.

he had worked for four years a new anti-leprosy vaccine, at Pasteur Institute, in Paris. She d at the age of 69, only an hour r she had been informed—by scientists of the Vatican, after intensive tests—that the vaccine was a success.

Qantas, in December, began its yearly chore of uplifting 700 school-children from Australia to P-NG in seven "Schoolboy Special" aircraft. In January, the mass uplift will begin again as the children return to school.

INTER SAMOAN TENNIS



Apia men won back the Ernest Reid Memorial Trophy and the ladies retained the Viopapa Trophy in the annual inter-island matches between Western and Eastern Samoa held recently in Apia. Players pictured at a cocktail party at the residence of the Hon. G. F. Betham are, left to right (men), E. Mann, R. Rankin, O. Crichton, G. Keil, S. Ho Ching, S. Sa'ili, R. Betham, H. Scanlon, R. Pritchard, B. Huff, W. Bryce, S. Scanlon, M. Westerlund. —Forsgren's Studio.

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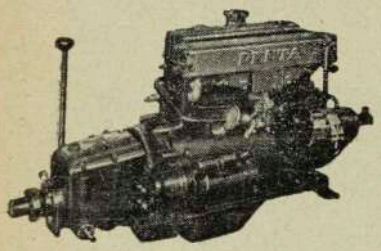
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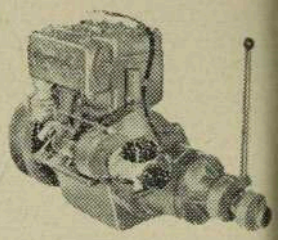
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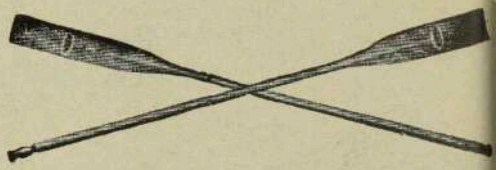
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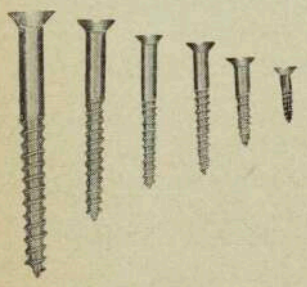
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¾ x 8 . .	25/3	1¾ x 10 . .	66/-
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All prices per lb.

¾ x 16 . .	28/9	1½ x 12 . .	24/9
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⅞ x 14 . .	27/9	2 x 12 . .	24/9
1¼ x 14 . .	26/3	2½ x 12 . .	24/9
1 x 12 . .	25/6	2 x 10 . .	24/3
1¼ x 12 . .	25/6		

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Apex Club—Service and Citizenship

THE Apex Club has extended its activities to Lae, New Guinea, and although the inaugural dinner was held only on November 30, an impressive number of community duties have already been undertaken by members.

The Club plans to rejuvenate the old swimming pool on the foreshore and has already been granted permission to raffle a car for funds. When the pool is completed, the surrounding area will be turned into parkland and a play area for children.

Apex has a number of ideals—such as the encouragement of high ethical standards in business. But perhaps it can best be summed up by another of its aims: Aggressive citizenship. This is something which most places can use, these days, and Apex is already giving Lae samples of how it is done.

† Mr. L. M. Stanford, who joined Burns Philp and Co. Ltd. in 1920 and has served in Sydney, Fiji, Tonga and Wellington (NG) in November took up duty in Townsville (Q'ld.) as manager of the BP branch there.

☆

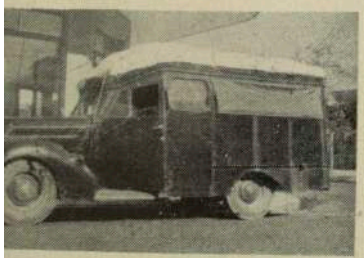
noan
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men basketballers Apia, W. Samoa, tly concluded a ssful season. Top: nment teachers' which won in B (left to right, au Loto, Nora May Banse, Fia popo, Tala Toa, Aumatagi, Louisa w l e y, Liutofaga gi, Lili Ieriko). A grade cham- s (front) M. rs, M. Swanney; e) T. Asi, Sister y (coach), F. n (capt.); (back) trickland, J. Ah R. Cook, L. Lan-

—Forsgren Photo.

☆





57-years-old Englishwoman, Mrs. Louise , recently arrived in New Caledonia Australia with this Ford V8 caravan in she is making a world tour. She has visited 37 countries.

† Teleprinter connections in New Guinea between Port Moresby and Lae, and Port Moresby and Rabaul are currently being installed.

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Built 1944 by Richard Dunston Ltd., Thorne, Yorkshire.

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P-NG Trade Figures

Copra, Rubber Cause Export Drop

• *Lower prices for copra, rubber and cocoa are one of the main reasons why the value of Papua-New Guinea exports have dropped by £171,344, for 1956-57.*

HOWEVER, it could have been worse—increases in primary products and a greater production of plywood and, surprisingly, gold, helped to offset the effects.

Total export figure for the year was £13,078,814.

Imports were £19,580,233, an increase of £324,370 over the previous year.

The new set of figures was announced in Port Moresby in December by P-NG Collector of Customs, Mr. T. Grahamslaw.

The figures show that main increases in imports were on food and fuel oils, including aviation petrol.

Value of copra and other coconut products exported was £7,104,88 (97,038 tons), compared with £7,649,818 (96,815 tons) for the previous year.

Rubber exports were 3,966 tons worth £1,148,542, compared with 3,78 tons, worth £1,386,787, for the previous year.

Export of 2,125 tons of cocoa brought in £462,180, compared with 1,289 tons, worth £360,864, the previous year.

Gold brought in £1,231,358, compared with £1,073,116.

However, coffee exports were also up, and earned more—274 tons (up by 103 tons) to bring in £183,45 compared with £93,829 for the previous year.

Wind-and-Water Plan for Tourists

UNDER an agreement between the Orient Line and trans-Pacific air lines, it has been possible for some time past to purchase a U South Pacific return ticket with the choice of either sea or air travel.

Matson Line has now made a similar agreement with Pan American Airways, though apparently not with other air lines.

Under the scheme, the alternative facilities only apply between the U and South Pacific ports and vice versa. It is not possible for, s Suva residents, to travel by sea to Auckland or Sydney per Matson Line and return by Pan American and it does not apply between Hawaii and the US or vice versa. The plan is intended primarily to serve American tourists.

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ISLANDERS IN SYDNEY

These Islands people visited the Polynesian Association recently in Sydney:
LEFT: Charles Poircuite, Pierre Pelletier, Robert Maestracci.
CENTRE: Miss Louisa Chan, of Rabaul, NG, who is training at St. Vincent's Hospital, Sydney.
RIGHT: Mr. and Mrs. Maafu Wilbanis, formerly of Tonga and Suva, now of Sydney.
—Photos by Telephotos.

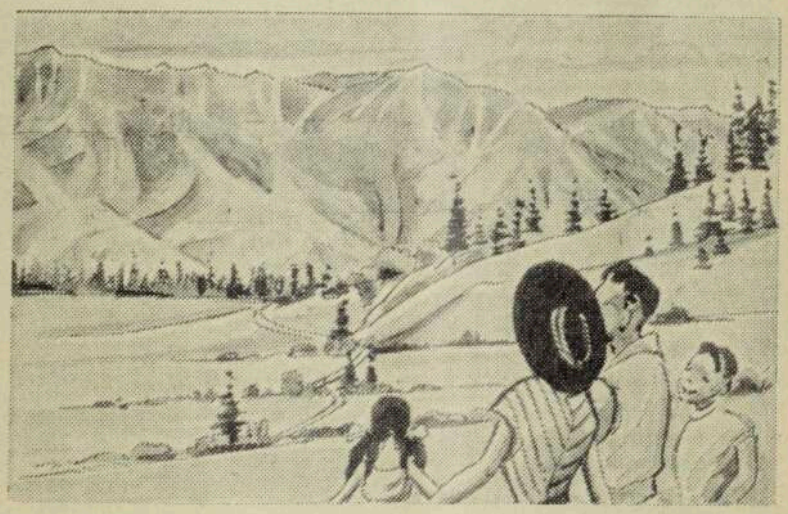
AT WAS
THAT BOX?

Mystery of H-Bomb Island

GINEER Les Livingstone, of the Cook Islands vessel *Melva*, who was one of the very few Euro- outsiders to visit Penrhyn during the British Pacific omb tests, series No. 1, told ething of the excitement caused e, at that time, when his ship hed Auckland, in November. probably the nearest inhabited to the test area, quite a lot nterest happened at Penrhyn, a whisper of which reached the ide world's press at the time. British and American military s set up camp near Omoka ge, radio masts shot up, canteens ed, and for a while the atolls ulation was swelled by several dred outsiders. What the Ameri- were there for no one outside aldom, which never releases information, however innocent, quite figure out. Considerable est surrounded an American "—not a "little black box", a huge stainless steel or alloy er, devoid of windows, which parked at the airfield a mile from the main camp. is was trundled out of the gap- naw of a big American freighter aft which dropped in, and tually it left the same way. . Livingstone said that one sing sidelight of social life dur- the condominium regime was while the Americans, with their rs, were ever welcome in the sh canteen, the "Limeys" with "soft" currency were totally ceptable from a business point ew in the American canteen. dollars, no service—so the only ce that British servicemen had njoying some of the amenities present in the British canteen as the guests of Americans who prepared to find the necessary l" currency.

Mr. Livingstone said that people were apt to forget all about the Pacific's war-time built airstrips.

Penrhyn airstrip, of plain packed coral, virtually abandoned when the Americans left after the war, proved to be capable of handling very large aircraft with practically no prior preparation for use.



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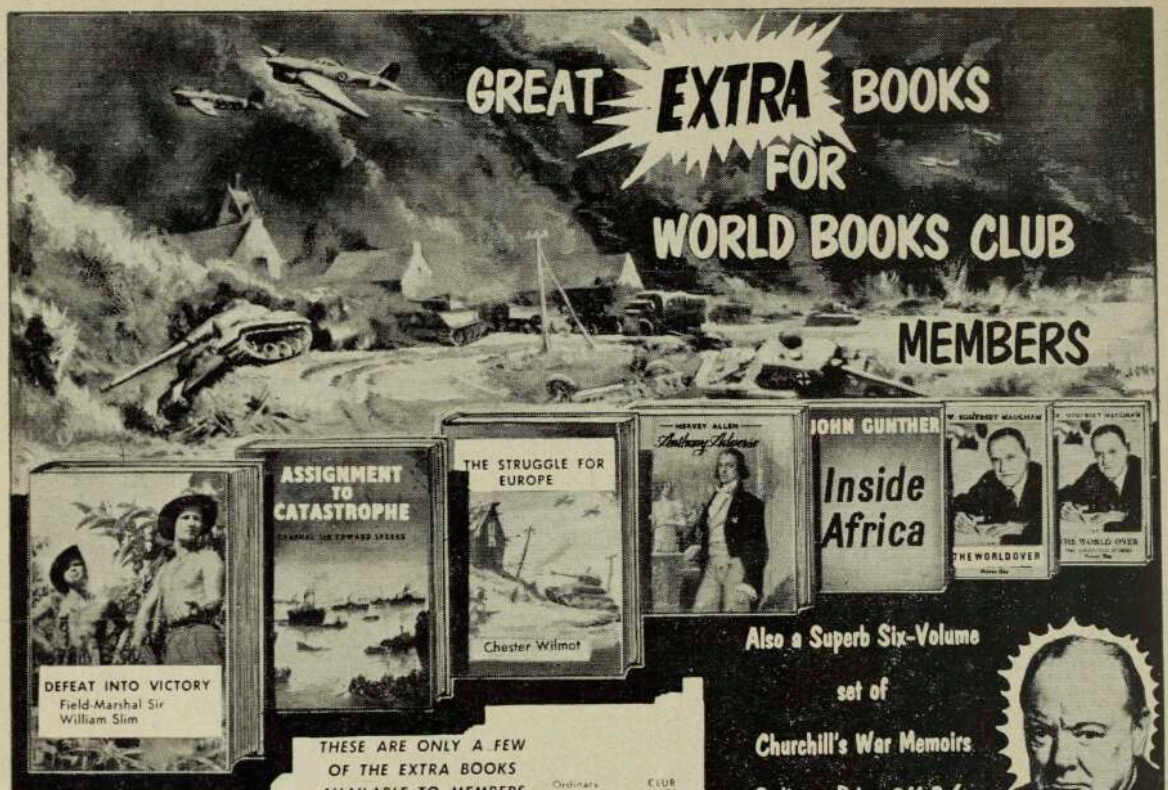
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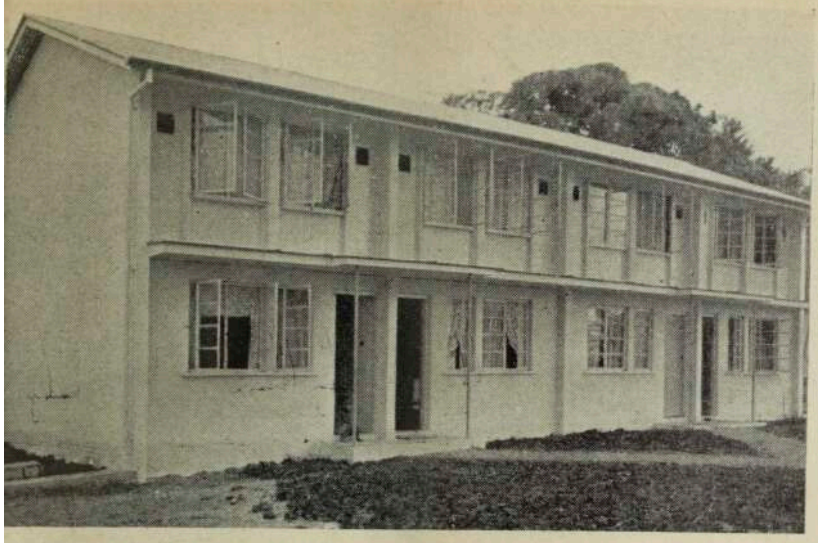
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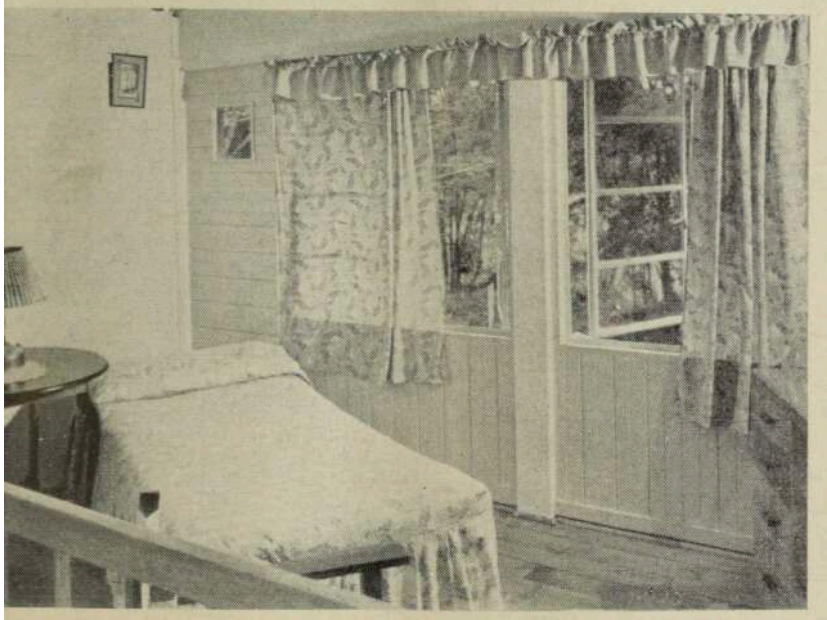
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HOME WAS NEVER QUITE LIKE THIS

NE new quarters for married members of the Fiji Police Force have been built behind the dquarters in Suva and at the ning depot at Nasova. Two blocks six flats and two of four have n completed at Nasova. The k behind headquarters contains units.

ach flat is fully furnished and rent free. The occupants have supply their own refrigerators, tric ranges, curtains, and a few er incidentals.

hoto shows, top, exterior view of s at Nasova; lower, one section bedroom.

—P.R.O. Photo.

N. Caledonia, A/asia Swap Scholars

TOTAL of exchange scholars arriving in New Caledonia towards the end of this year is now 53.

The party from Australia arrived December 6 by Qantas. It is composed of 14 girls and 17 boys. The party is in charge of Mr. Keith Hudson, teacher of French at Newington College. Mr. Hudson was the instigator of these tours.

From New Zealand will go 10 girls and 13 boys. The girls will arrive December 13, with a chaperon; and the boys arrive a week later under the care of a teacher.

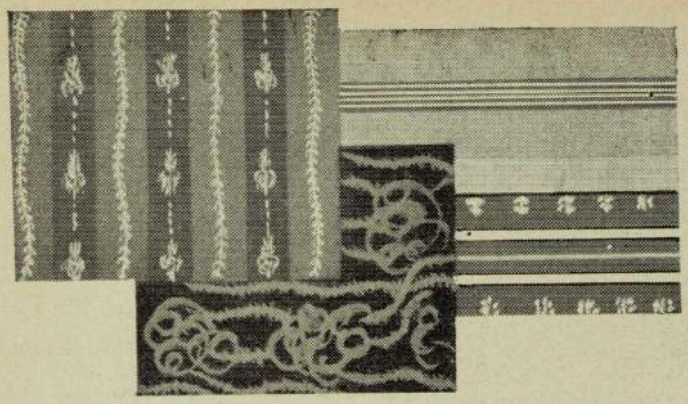
The youthful tourists will spend about three weeks in New Caledonia. New Caledonian scholars will visit New Zealand and Australia in early January. The Apex Club in Australia has organised tours for the scholars to Broken Hill and Adelaide.

¶ Mr. N. L. M. Hunt, an old identity of Fiji, has suffered a good deal of illness lately. He was treated for pneumonia and complications at the Savu Savu Hospital, and then was sent to Suva, where he now is a patient in the TB Sanitarium.





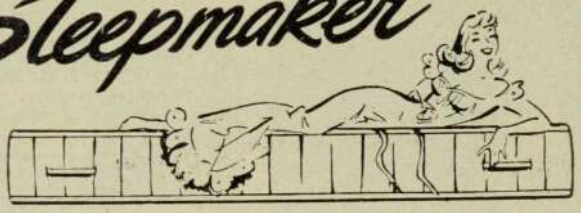
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MERRY XMAS

from

"Sleepmaker"



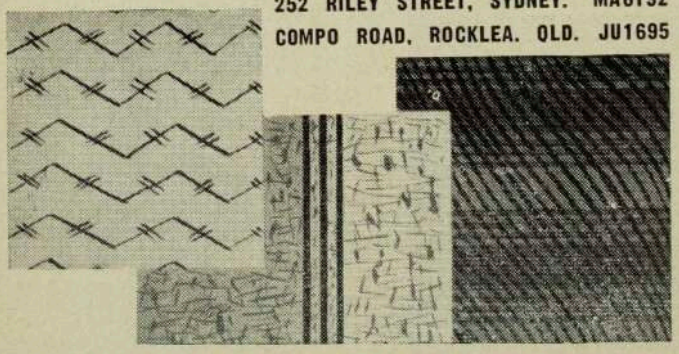
Well, 1957 is almost over. In many ways it's been a year of business ups and downs but, for the time being, let's forget business and really enjoy the Xmas Season. Soon we'll be back to business again—when you'll have the best wishes of all at Sleepmakers for . . .

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LAE AMATEURS

Have Fun in the Vicarage

A LOCAL surfeit of parsons, an escaped German POW, a Cockney soldier, an actress turned parson's wife, the snooping spinster and the maid, all combined to produce hilarious comedy in the Vicarage when the Musical and Dramatic Society put on the good old farce, *See How They Run*, in Lae, NG, mid-November.

However, an unscheduled stuck door on the first night almost undid actors and audience alike—and it is possible that if Vivienne Lane (the maid) had been unable to release her skirt and carried on skirtless she would have really brought the house down.

Schoolteacher Marie Edwards, as the old maid; Diana Nizette as the Vicar's ex-actress wife; John Bretag as her Lance-Corporal friend; and, of course, Ida the maid, played their parts with skill.

Brian Pearce, in the role of the easy-going Reverend Toope also did a lot of effective running.

After playing for three nights in Lae, the Society took the show to Bulolo, where an audience of over 300 received them well.

It is a pity that this band of hard-working young people do not obtain more support for their first nights—about 50 attended this show and not many more the first night of the last show, *Blythe Spirit*, produced some months ago.

There is not a wide choice of entertainment in Lae, but many residents still wait to hear reports from first nighters before giving their support on the following nights.

Miss Deidre Stanford, who was one of the "Blythe Spirits" in the previous show, produced and directed *See How They Run* and did a mighty job.—P.R.

New Automatic Copra Dryer

THE first of a new type of automatic copra-dryer, called the "American" dryer has been imported by Mr. R. J. R. Douglas, of Qacavulo Ltd., Taveuni, Fiji.

Green copra is loaded into the drying area, the machine is started and automatic controls, including thermostats, look after the process until the determined degree of dryness is reached.

Hot air may be produced from fuel oils, husks, wood or any combustible material, and the blower may be operated by petrol or diesel engine or an electric motor

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Fiji Basketball Season Ends . . .



Over 500 girls participated in the basketball competition in Suva in the season which osed recently. The captain of ACS "A" team is shown here receiving the McFarlane Cup om Mrs. W. W. Lewis-Jones, vice-president of the Association.

Shown in centre are Mr. H. Charman and Miss A. G. Naylor, who managed the Fiji touring sketball team in New Zealand last winter.

Photo: G. Honson.

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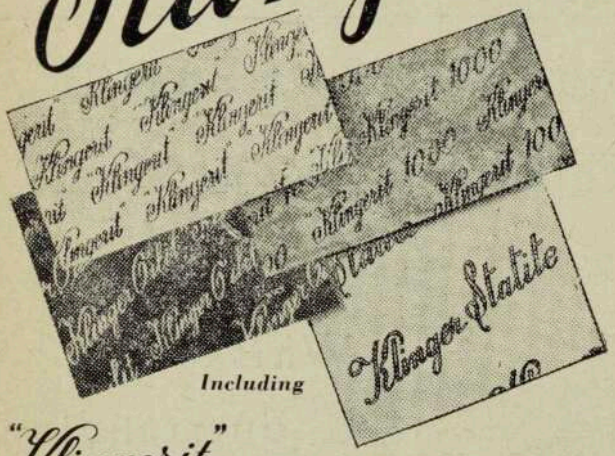
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S. Pacific Commerce and Industry

COLONIAL SUGAR REFINING CO.: An interim ividend of 4 per cent., equal to 16/- on a 0 share, has been declared. This 8 per cent. e compares with last year's 10 per cent.; the new rate was foreshadowed when the ent 1-for-3 bonus issue was announced.

* * *

ENTERPRISE OF NEW GUINEA GOLD AND TROLEUM DEVELOPMENT: The annual general eting will be held in Melbourne on December

The mine manager at the company's gold ses in Morobe, NG, reports that for the nth of November 28 oz of retorted gold lion was recovered from 28 tons of de- opment ore.

* * *

NICKEL CO.: It was announced in Noumea in vember that the new permanent director- eral of the company will be M. Rene Meyer that the appointment of Mr. Dewez, an- nced last month, was only in an acting acity. M. Meyer has recently retired from Steel-Coal Pool in Europe and now heads afrep, a huge company with many ramifica- s. It is financed by French banks and there also Belgian interests involved. This is company that is exploiting Sahara oil.

* * *

NORFOLK IS. AND BYRON BAY WHALING Declared a first dividend of 4d per share 6-2/3 per cent. for year ended October 31. company began operations in August, 1956, made a net profit of £31,047 for the

* * *

FIJI BREWERY: At the annual general meet- of Carlton United Breweries, Ltd., in Mel- rne, at end of November, the chairman ed that the brewery which the company run in Suva in conjunction with W. R. penter and Co., should begin operations about August, 1958.

* * *

KOITAKI PARA RUBBER ESTATES, LTD.: Be- se of the unpredictability of rubber price, company will develop a second crop— a. This was stated recently by the chair- of the company, Mr. Philip Pring. He that although rubber was being produced the estate at a much faster rate than last , the price had declined by about 10d per pound on the rate at the same period year.

* * *

PLACER DEVELOPMENT, LTD.: At the annual eral meeting in Vancouver, BC, on Novem- 12, shareholders approved the directors' rt and consolidated accounts; the re- tion of retiring directors and reappoint- t of Vancouver and Sydney auditors.

he special resolution for the amendment of company's articles of association was also ed. At a meeting of directors following annual meeting, the Hon. C. A. Banks appointed Chairman of the Board; Mr. Simpson appointed President; and Messrs. W. Austin and T. H. McClelland, vice- idents.

he report of proceedings at the meeting xcedingly interesting as it lists the many panies spread world-wide in which Placer nancially interested, and which account for company's strong position. In his annual rt, Mr. J. D. Simpson said (in part): 'ou will have noted in the balance sheet itted for the year ended April 30, 1957, the cash in hand and in banks for Placer lopment, Ltd. itself is recorded as $10,162,651. Particularly in these times of tight money this places your company in a strong position to bring into production properties which our extensive exploration programme might develop. In the meantime, a large part of these cash balances is earning interest for the company as time deposits."

* * *

TASMAN EMPIRE AIRWAYS, LTD.: In a glossy brochure, this Government-owned airservice, has presented its annual report for the year ending March 31, 1957. Net profit for the year is shown as £NZ235,880. Loan capital was reduced during the year under review from £NZ550,000 to £NZ450,000, and since balance date it has been reduced by a further £NZ300,000. The remaining amount is expected to be paid off long before due date—September, 1959. This company has, however, some problems of equipment ahead of it that are only touched on lightly in the report: the replacement of obsolescent flying-boats on the Coral Route; and also of the DC6 fleet by end of 1959.

CORRECTION

Due to a transposition in these columns, on page 155, in November PIM, an item which should have formed the second paragraph under Papuan Apinaipi in column two, was placed under the item concerning Enterprise of New Guinea Gold and Petroleum Development, in column one.

This made it appear that Enterprise was holding its Annual General Meeting on November 11. This was, of course, not so. The offending paragraph read:

"Annual general meeting of the company will be held in Sydney on November 11 to receive balance sheets and accounts and to elect two directors. Shareholders will be asked to consider the resolution that full power be given to directors to convert from time to time into stock units of 5/- each, all fully paid shares heretofore or hereafter taken up or issued."

We repeat, the paragraph referred to Papuan Apinaipi and not to Enterprise.

We apologise for the mistake.

W. R. CARPENTER AND CO.: A prepared statement on its capital issues since July, 1923, shows that the average price paid by a person who invested in 1923 and took up all his subsequent rights, would have been 1/3 per share. A purchase of 500 shares at 20/6 in 1923 would have grown to 1,986 shares costing £1,889 by the end of 1938. But in 1949 his total cost would have been reduced



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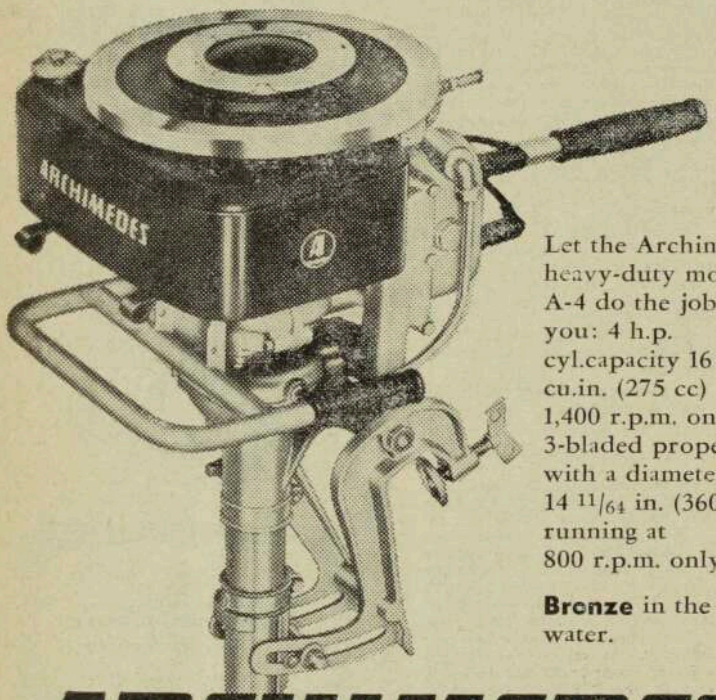


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increase your income!



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to £1,005 by capital return of 10/- per share in that year. Since then a share split, a bonus issue and a two-for-one exchange leaves the original holder of 500 shares with 15,888 5/- shares whose value is around 12/- (current market quotations are around twice that but include the latest one-for-one bonus).

* * *

OIL SEARCH, LTD.: Annual report released early December shows that Australasian Petroleum Co., of which Oil Search has 10 per cent. interest, has not planned for further exploration work in Papua beyond the four current wells, Barikewa, Puri, Komewu No. 2 and Kuru No. 3 (the last two to be spudded-in soon). Future of APC's exploration activities will be discussed with overseas advisers early next year. Liquid assets of Oil Search are £583,059; this is expected to be sufficient to meet commitments until late next year.

* * *

NEW GUINEA GOLDFIELDS, LTD.: Net profit for year ended June 30, was approximately half of profit for previous year. No dividend has been declared. Net profit is £70,349. Mining profit drop was caused by large amount of unproductive work in alluvial operations; and trading profit fall, caused by severe limitation imposed by P-NG Administration on timber to be cut (reported chairman at annual general meeting on December 16, in Sydney). Outlook in both departments is improving.

* * *

PAPUAN APINAIPI PETROLEUM CO., LTD.: The chairman, Mr. Bruce W. Graham, has announced that the company expects to spud-in its Kaufana well on December 11.

* * *

SYDNEY STOCK EXCHANGE

December 6.

	Buyer	Seller
Burns Philp	61/6	62/3
Burns Philp (SS)	44/-	45/6
CSR	£41¾	£42
Dylup Plantations	12/-	12/3
Hackshalls	38/-	40/-
Kauri Timber	21/9	22/6
Kerema Rubber	8/6	11/6
Koitaki	12/-	12/4
Lolorua Rubber Estates	—	8/9
Mariboi Rubber	6/-	6/6
Norfolk Is. Whaling	4/1	4/2
Queensland Insurance	65/-	69/-
Queensland Insurance (new)	—	—
Rubberlands	5/6	6/-
Sthn. Pacific Insurance	51/-	—
Sthn. Pac. Insurance (new)	51/-	—
Steamships Trading	48/3	48/9
Timor Oil	7/2	7/3
W. R. Carpenter	—	—

OIL AND MINING SHARES

FIJI

	Aug., '39	June, '57	Dec. 6, '57
Emperor	b/9/11	b10/3	b7/3
Loloma	s25/6	b27/-	n.q.

PAPUA-NEW GUINEA

Bulolo	b124/-	b45/-	s41/-
N.G.G. Ltd.	b1/10	b2/2	s2/4½
Oil Search	b3/11	b14/11	b6/11
Ent. of N.G.	—	s2/-	b9d
Oriomo Oil	b5/-	b6/6	b4/7
Papuan Apin.	b4/11	b3/6	b2/6
Placer Dev.	b68/6	b101/6	b88/-
Sandy Creek	b1/5	s6d	s6d

PROGRESS IN THE GULF

NATIVES in Iokea village, in the Kukipi area of the Papuan Gulf district, have started their own public utility—a water supply service which has ownership vested in the community.

They dammed a creek with a small concrete dam, and laid a mile of piping to their village.

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irways Timetables

(Continued from page 13)

FIJI INTERNAL AIRWAYS (Cont'd.)

va-Labasa-Suva: Daily.
va-Taveuni-Suva: Fri., Sun.
va-Taveuni-Savusavu-Suva: Wed.
va-Savusavu-Taveuni-Suva: Thurs.
va - Labasa - Savusavu - Labasa - Suva: Tues., Thurs.
va-Labasa-Taveuni-Labasa-Suva: Fri.
va-Savusavu-Suva: Mon., Tues.
va - Savusavu - Labasa - Savusavu - Suva: Sat., Sun.

21. N. Caledonia-Loyalty Is. Internal Service

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

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

22. Micronesia

Trans Ocean Airlines.

sing Grumman Albatross twin-motored phibious flying-boats, TOA operates a vice throughout the Trust Territory of ronesia on behalf of the US Government. Details from Trans Ocean Airlines, na, Guam.

23. French Oceania Inter-Island Service

Regie Aerienne Interinsulair (RAI), with Amphibious Catalina.

ice weekly service to the Leeward Group.
inesday: Papeete, Raiatea, Bora Bora, Raiatea, Papeete.
day: Papeete, Huahine, Raiatea, Papeete.
ooking agents in Papeete: Messageries ritimes.

w Conditions for NG Highlands Labour

N additional Highlands labour scheme began operating in Papua-New Guinea on Deber 1.

Under the scheme, native labour l be made available from the stern Highlands (and some from Southern Highlands), as well the Eastern Highlands. A new our centre has been established Mt. Hagen.

t the same time as the new eme began operating, the maxim term of agreement for labour- from high altitude areas was ended from 18 months to 24 nths, and other variations were de.

Castaway Now Stowaway

Robert Tomarchin came back into world headlines with another of his amusing pranks on November 27 when he stowed away on the New Zealand Shipping Co. vessel "Rangitata". He was discovered after the vessel had left Panama for New Zealand.

It is believed that he was trying to rejoin his chimpanzee, Moko, which he left behind on Pitcairn Island when he was "encouraged" to leave there Panama-bound on the "Rangitiki" on October 27.

"Rangitata" was due in Auckland on December 8. During the vessel's brief stay off Pitcairn, Tomarchin was kept out of sight. He was not permitted to see Pitcairners.

The Fiji Government's reaction to the news that Tomarchin was on "Rangitata" was immediate—on no account was he to be allowed to land.

Tomarchin and his chimpanzee have provided entertainment for newspaper readers for two or three months—since first he was sighted on Henderson Island, where he alleged he had been dumped by the owners of "Flying Walrus". It is doubtful if the Governments or the shipping companies involved find Tomarchin very amusing. It is about time that he was charged with being a public nuisance.

NEW DC3 PLANE

What Santa Brought Mandated Airlines

THE glamour DC3 of Mandated Airline's fleet arrived in Lae, NG, December 2 on a through flight from Sydney, Brisbane, Cairns and Lae. She carried a mixed bag of cargo, including company stores, and 20 bee hives and 2 pigs for Mr. Danny Leahy, of Goroka.

On Wednesday, December 4, she took off for her maiden Territory flight—to Rabaul.

The Manager of MAL, Mr. H. Hindwood, said "she is very clean now, but we'll soon make her dirty".

This is the luxury DC3 that MAL purchased from the Commonwealth Bank some months ago—the Bank used her for carrying VIP's.

But, alas, she has been in the Fairey Aviation Co.'s workships at Bankstown ever since purchase, undergoing tests and modification to suit NG conditions. This means she's now more freighter than passenger carrier.

WHO WILL KNOW THE DIFFERENCE!

Fire-walkers' Stones For a Film Studio

ONE of the most unusual cargoes ever to leave the Pacific Islands —namely, 16 drums of "firewalking stones"—was shipped from Suva to Los Angeles on the liner *Monterey* on November 22.

A Cinerama unit of the Dudley Pictures Corporation was in Fiji a few months ago, and it shot a quantity of film showing Fijian firewalkers in action. But when the film was tested in USA, it was found that the shots of the actual firewalking had been taken from only one angle, and that the picture was distorted and unsatisfactory.

It was decided that the stone-walking part must be re-photographed.

As it was not possible to take Mahomet to the mountain, the mountain must be taken to Mahomet. In other words, it was requested that sufficient of the stones actually used in firewalking be shipped to the studios to line a fire-pit there.

Presumably, a certain number of feet will be chosen, and dyed; and they will go into the pit, and imitate the actions of the firewalkers' feet in the spoiled film, while the thing is re-filmed.

It is not indicated that any heat will be applied to the stones in the studio. Heat effects will be obtained through the use of steam. It may be expected, however, that plenty of heat will be generated by the Fijian fire-walkers, if ever they see the film, which is unlikely as there are only about 20 Cinerama theatres in the world.

The shipment of stones was arranged, for the studios, by the Director of the Fiji Visitors' Bureau, Mr. R. A. Howlett. Mr. Howlett has an enviable local reputation as a humourist.

† The Papua-New Guinea Administration in mid-December ordered evacuation of Manam Island, Madang, because of severe volcanic activity. There are 4,000 natives on Manam.

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DISMAL IMPLICATIONS OF ASIAN POPULATIONS

60m Increase Since C/Plan Was Launched

SINCE the Colombo Plan was brought into operation (July 1, 1951), to try to cope with some of the acute politico-economic problems arising from the over-population of Southeast Asia countries (not including China or Japan), the population of the countries concerned has increased by 60 millions.

That statement (made in an official Australian publication) shows the hopelessness of the Colombo Plan, or any other idealistic conception of the kind.

Under the Plan, Britain, United States, Australia, Canada and New Zealand agreed to take part in a joint effort to raise the standard of life in the area of Southeast Asia covered by the countries of India, Burma, Pakistan, Ceylon, Indonesia, Malaya, Singapore, Thailand, Vietnam, and the smaller States thereabouts.

Britain promised £42 millions, spread over some six years; Canada, £50 millions, Australia, £34 millions; New Zealand, £3 millions, United States about £100 millions.

Between them, the Anglo-Saxon nations are spending about £45 millions per annum on land improvement, irrigation, electricity, municipal service, communication and transport, and food production projects in the countries named.

Within the latter countries there are about 530 million people (one quarter of the earth's population), and their breeding habits have not been disturbed by the Anglo-American Colombo Plan. As stated, since the Plan was launched, their population is up by 60 millions.

Australia's share of the Plan is £34 millions. Up to June 30, 1957, Australia spent £22 millions of it.

In addition, Australia's Universities are packed out with Asian students, many of them brought in under the Colombo Plan. In June last, the 2000th trainee under the Plan arrived in Australia. It was estimated then that there were 4,000 students from Asia and the Pacific Islands in Australia.

£45 millions per annum will not go far, when spread over 16 Asian countries, carrying 530 million people. Realistic observers will be pardoned if they fail to see how it is possible to achieve anything in the way of diverting, from these South Pacific countries, the inevitable southwards swarming of the Asians.

Behind the 530 million people in the Colombo Plan countries there are also 600 million Chinese and nearly 100 million Japanese, whose faces generally are turned southwards.



Coming of Age

The smile that Miss Clare Perichon (centre) is displaying is presumably over something Mr. Chris Normoyle has said as he presents her with the traditional key, during her 21st birthday party in Port Moresby. Miss Perichon's mother is on the right.

Photo: Papuan Prints.

FOOT ITCH HELPED IST DAY

Do your feet itch so badly that they nearly drive you crazy? Does the skin crack and peel? Are there blisters between your toes and on the soles of your feet? If you suffer from these foot troubles the real cause is a germ or fungus which you must kill to get rid of the trouble. Fortunately it is at last possible to end these foot troubles. Tinea and stubborn cases of Eczema, Ringworm, etc., with an American Hospital Discovery called **Nixoderm**. **Nixoderm** stops the itch in 7 minutes, kills germs and fungus and in 24 hours the skin begins to heal clear and smooth. Get **Nixoderm** from your chemist to-day under positive guarantee to return your money if not satisfied.

Melons, Bread-Loaves on Weather Charts

IN Auckland, where a weather chart covering a large part of the South-West Pacific appears in the morning paper, planters on leave and those interested in Islands weather generally keep a close watch on it and its curving lines of air-pressure.

When "something is cooking", large concentric ovals appear, soon to wear a letter L for "Low" in their centre. Next, the inner ovals develop into circles—and if the circles grow smaller and appear some morning with the letter-T (for "Tropical depression") in their centre, it's time to switch on the short-wave receiver and listen to what's going on up there—for this is when a hurricane is born.

This sequence of events took place north-east of the New Hebrides in mid-November, and it appeared as though the New Hebrides, New Caledonia, or Fiji, might be "for it"—depending on the unpredictable direction of movement.

The L became a T on the afternoon of November 15, when the circles were tightening in and moving steadily towards that Fiji hurricane playground, the Yasawas, north of Nadi.

Gale warnings were issued in Fiji, and were continued the next couple of days, but the T hesitated, slowly veering eastward north of the Group, then "filled".

The circles became melons, then loaves of bread, on the chart, and the danger was over—until the next one appears, as it surely will before this present hurricane season ends in mid-April.

Although this one did not produce winds above the 40-knot level, it was evidently the cause of a deal of wet, boisterous, unpleasant weather throughout the Gilbert and Ellice, northern Fiji, Tonga, and New Hebrides regions.

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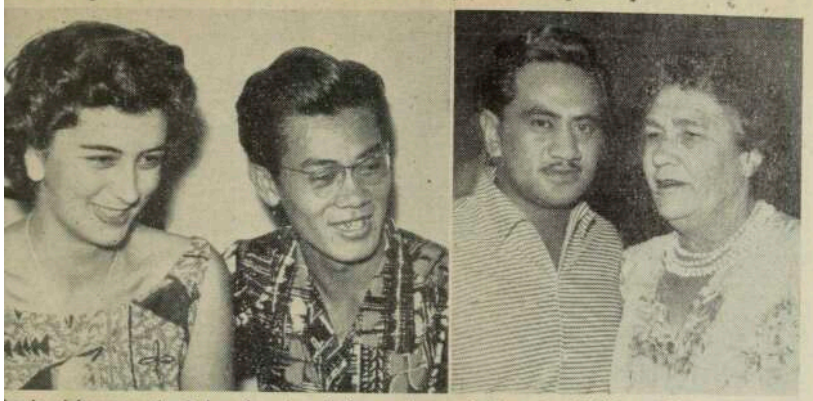
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t Polynesian Association Party in Sydney



lands visitors to the Polynesian Association ydney recently included, left, Mademoiselle yne Chodzka, of Noumea, and Mr. Robert Lee, of Papeete, Tahiti. Right, Mr. George Solomon, of Rotorua, and Miss Mona Menzies, of Norfolk Island. —Photo by Telephotos.

Rarotonga Store Burned Out

Shortly after mid-day, on November 5, a fire, believed to have been started by an unextinguished cigarette butt, completely destroyed the offices and store of the United Islands Trading Company of Rarotonga.

Mr. W. H. Watson, Manager of UIT, had only just left for lunch. He returned to his store a few minutes later and found the building blazing furiously.

The fire is believed to have started in the paint store, and gained a rapid hold due to a fresh NE wind. There are no water mains in Rarotonga, but the fire engine of the Airways Department arrived in an amazingly short time from Nikao Airstrip, two miles away.

When the fire engine's water supply gave out, water was pumped from the nearby lagoon, but it soon became obvious that the store could not be saved and efforts were concentrated on saving adjacent buildings.

There were no casualties as the fire occurred during the lunch hour, but some nearby Maori homes were damaged Extensions were being made to the store when the fire broke out.

Mr. Watson thanked the numerous people who helped in the fire-fighting. A much smaller store, situated a short distance away, was hastily converted to accommodate an incoming shipment of goods, and it is understood that a new store will be built on the site of the one lost by fire. —W.H.P.

The Messageries Maritime ship *Resurgent*, which has been on the Marseille-Noumea run for the last few years, is to be replaced by a chartered Italian motor ship, *Melanisien*. This vessel was constructed in 1927, is a motor vessel, carries 6,000 tons of cargo, 100 first-class passengers, and 80 in 3rd class. First voyage will be in January. Terminus will be at Noumea; the vessel will not continue to Sydney.

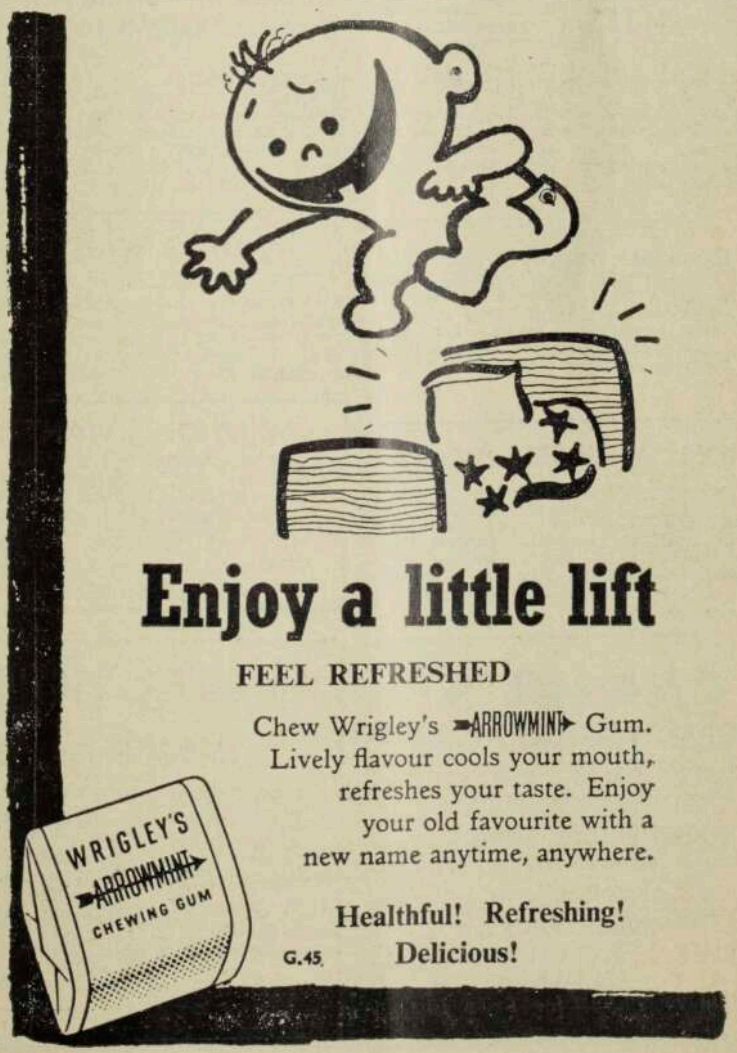
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(Founded 1937)

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

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

Address for correspondence:—
THE PACIFIC ISLANDS SOCIETY,
Box 2431, G.P.O., Sydney.



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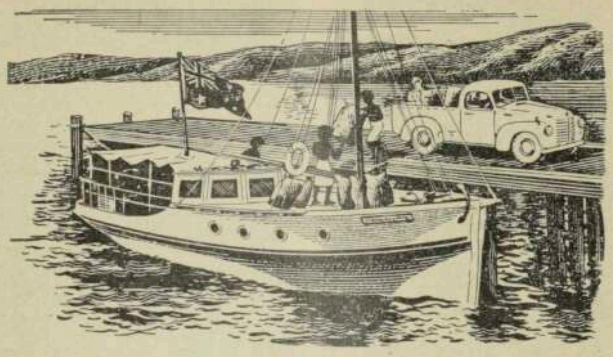
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ISLANDS PRODUCE

(Unless otherwise stated, quotations are in Australian currency. Aust. £ equals approximately 16/- Stg., NZ, or W. Samoa; 18/- Fiji; 20/- Tonga, Solomons & WPHC areas; 168 Pac. Francs; $US 2.23.)

COPRA

Price negotiated between British Ministry of Food and British South Pacific Territories for 1957 was £Stg.54 FOB main ports—a drop of 7½ per cent. on the 1956 price. Stabilisation and other charges reduce actual producer price.

PAPUA - NEW GUINEA:—Hot Air £A57/15/-; FMS (sun dried) £A57; Smoked, £A54/5/-.

FIJI:—Plantation grade £F53/10/6; FMS £F53/5/-.

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W. SAMOA:—Sellers: 22/6-23/6 per 100 lbs. Exporters: £S41 and £S47 f.o.b. Apia, for two grades.

E. SAMOA:—Producers receive 4 cents lb. ($US89.6 or £A40 approx. per long ton). Periodic bonus, if average proceeds exceed Govt. buying price and expenses.

SOLOMONS: — Honiara/Gizo Yandina: 1st grade, £A57/10/-; 2nd, £A53/10/-; 3rd, £A48/10/-.

NEW HEBRIDES:—Dec. 11: 7,000 Pac. francs (about £A42) delivered Vila/Santo.

TONGA:—1st grade £T48; 2nd grade £T42. Price adjustment to be made at end of 1957.

COOK ISLANDS:—Local price is based on £Stg.54 (£NZ54/4/1) per ton, f.o.b., with premium of 30/- (NZ) for top grade kiln dried. Shipping, handling, shrinkage and storage charges reduce the outer islands price to about £NZ30 per ton, basic rate.

COCOA:—Islands prices are based on the rate for Ghana cocoa which on Dec. 5 was £Stg.320 per ton, c.i.f. London.

P.-N.G.:—Dec. 6, no reliable quote available in Sydney, situation in state of flux following increased London prices.

W. SAMOA:—Dec. 5: £Stg.310 f.o.b. Apia.

COFFEE:—P.-N.G.: Dec. 5—Top grade within range 5/6 per lb.

PEANUTS:—P.-N.G., Dec. 5: Kernels 1/10; Virginia bunch, in shell, large, well cleaned, 1/4-1/5 per lb. del. Sydney; other 1/2-1/3 del. Sydney.

RUBBER:—P.-N.G. price is based on Singapore rate, which on Dec. 5 was: No. 1 RSS, spot, 78 Straits cents (27.08d Aust. approx.) per lb.

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on Dec. 5: New crop, c.i.f., Sydney, Tahiti White and Yellow label, processed standard packs 61/9, Green 59/9 per lb.

RICE (Australian):—Price from May 1, 1957—P.-N.G.: Dry brown and dressed, 112 lb bags, 5 tons and over, £61 per ton, f.o.w.; under 5 tons £61/10/- per ton. Vitamised and enriched white, 112 lb bags, 5 tons and over, £67/10/- per ton, f.o.w.; under 5 tons, £68 per ton. **Other Pac. Islands:** Dry, brown, etc., £70 per ton, f.o.w., Sydney or Melbourne.

PEARL SHELL.—Dec. 5, 1957, quotation by independent pearlers: Sound, £A865; D. £A650; E, £A450; EE, £A255 (in store Sydney). **Cook Is.-Manihiki:** Dec. 5: Export price, £Stg.725 f.o.b. Rarotonga.

TROCHUS:—Market still very weak, and tending to weaken further. Quote No. 1, NG. £A310; BSI, £A315; New Hebrides, agent reports "No business during past month"; Quote No. 2, NG, £A320. Prices are less rejects and based on Sydney weights.

GREEN SNAIL:—Difficult to sell; nominal price £A290.

LONDON AND U.S. PRICES

Copra:—London, Dec. 4: Philippines in bulk, Nov./Dec. 184½ dollars (seller); Straits/Borneo, fair, merchantable, del. weight c.i.f. UK-Nth. European ports Nov./Dec. £Stg.66½ (buyer), £Stg.67¼ (seller). New York, Dec. 4: Philippines c.i.f. U.S. Pac. coast ports, per ton 172½ dollars asked.

Coconut Oil:—London, Dec. 5: Straits, crude, bulk, c.i.f. Nov./Dec. £104 nominal; Ceylon, in bulk, fair, UK-Nth. European ports, Nov./ Dec. £109 quoted.

Rubber:—London, Dec. 5: RSS No. 1 Spot 23¼d Stg., April to June, 1958, 24d, Nov., 1958, 23½d.

EXCHANGE RATES

FIJI.—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. **Fiji-London**, basis £100 London: B. £110/15/-; S. £112. **NZ-Fiji**, basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA.—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: B. £A123/12/6; S. £124/10/9. **Samoa-London**, basis £100 London: B. £99/7/6; S. £101/10/-. **Samoa-NZ**, basis £100 NZ: B. £100; S. £100/10/-. **Samoa-Fiji**, basis £100 Samoa: B. £111; S. £110.

PAPUA - NG.—COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), **BANK OF NSW** (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka; agencies: Wau, Boroko, Kokopo), **ANZ BANK** (Port Moresby) and **NATIONAL BANK OF A/ASIA**, (Port Moresby) quote exchange rate Australia-Papua-NG: 10/- per £A100.

NORFOLK IS.—Commonwealth Bank quotes exchange rate **Australia - Norfolk Island:** 5/- per £A100.

FR. PACIFIC COLONIES.—Pacific francs, most valuable of the three franc groups in French Union, are used in New Caledonia, new Hebrides, and Fr. Oceania. **FRENCH BANK (Comptoir National D'Escompte de Paris)** in Sydney quotes: Selling Noumea: 168 Pac. fr. to £ Aust., Papeete: 166 56 Pac. fr.; Noumea-Papeete: S. 208 Pac. fr. to £Stg. Noumea-Papeete: B. 75.82 Pac. fr. to US $.

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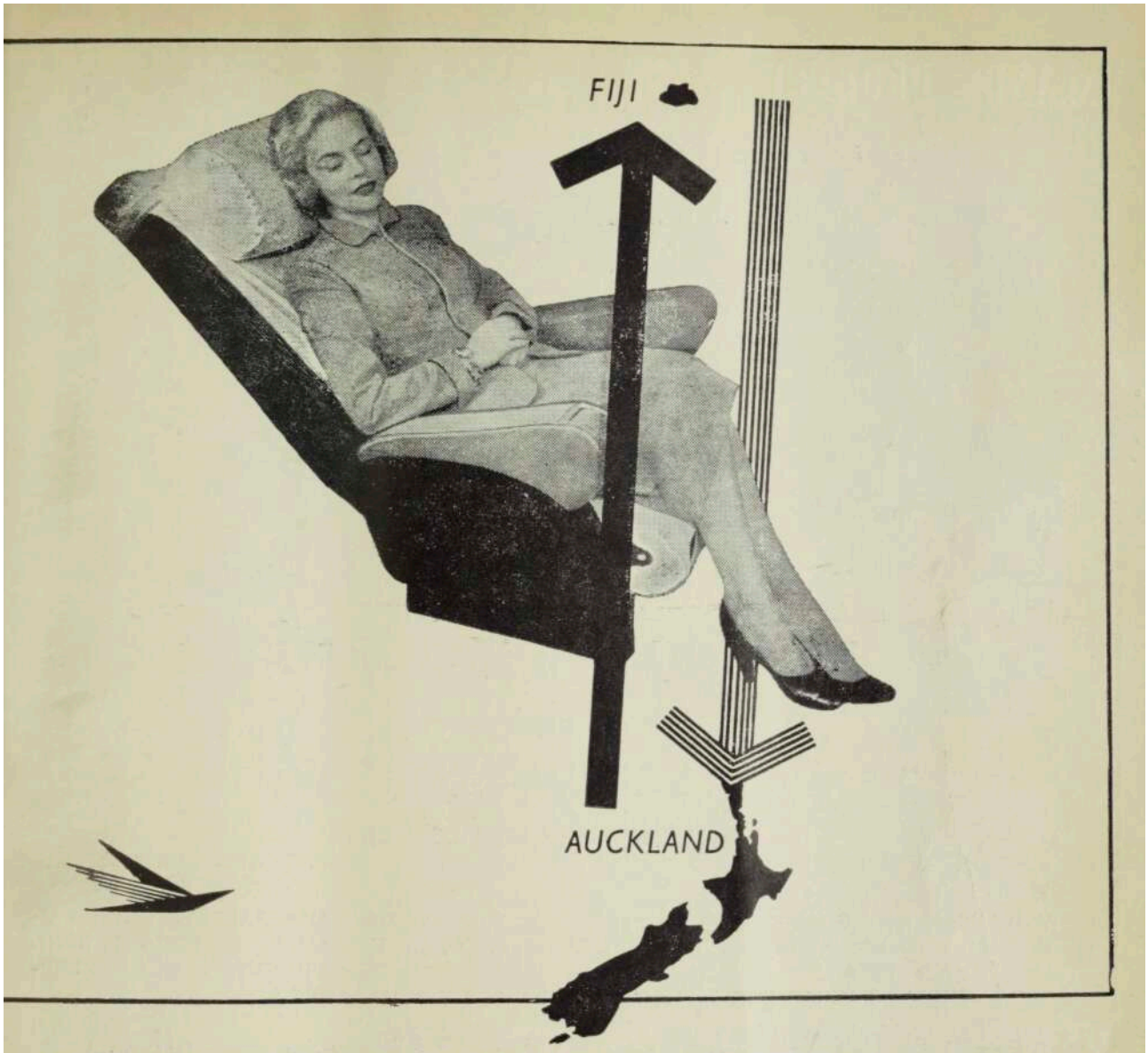
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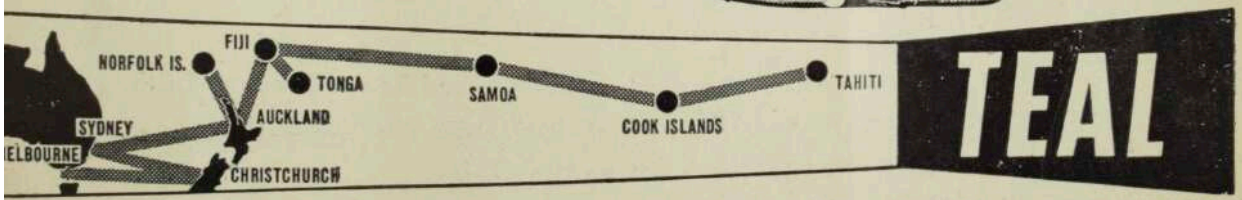
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