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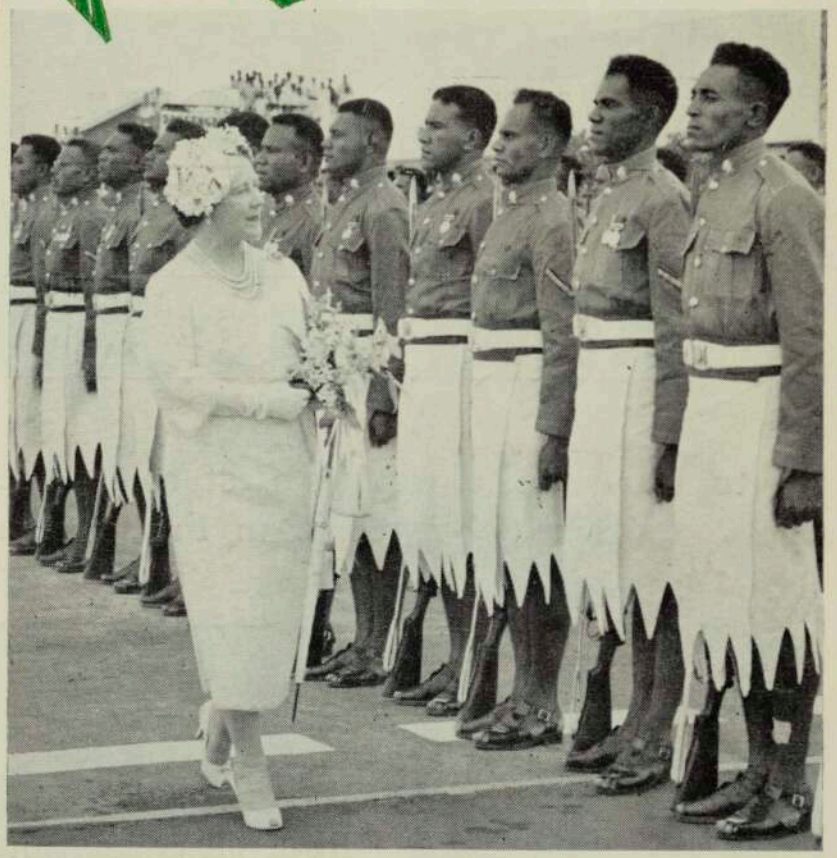
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NATIONAL LIBRARY OF AUSTRALIA

MARCH, 1958 Vol. XXVIII No. 8

PACIFIC ISLANDS Monthly



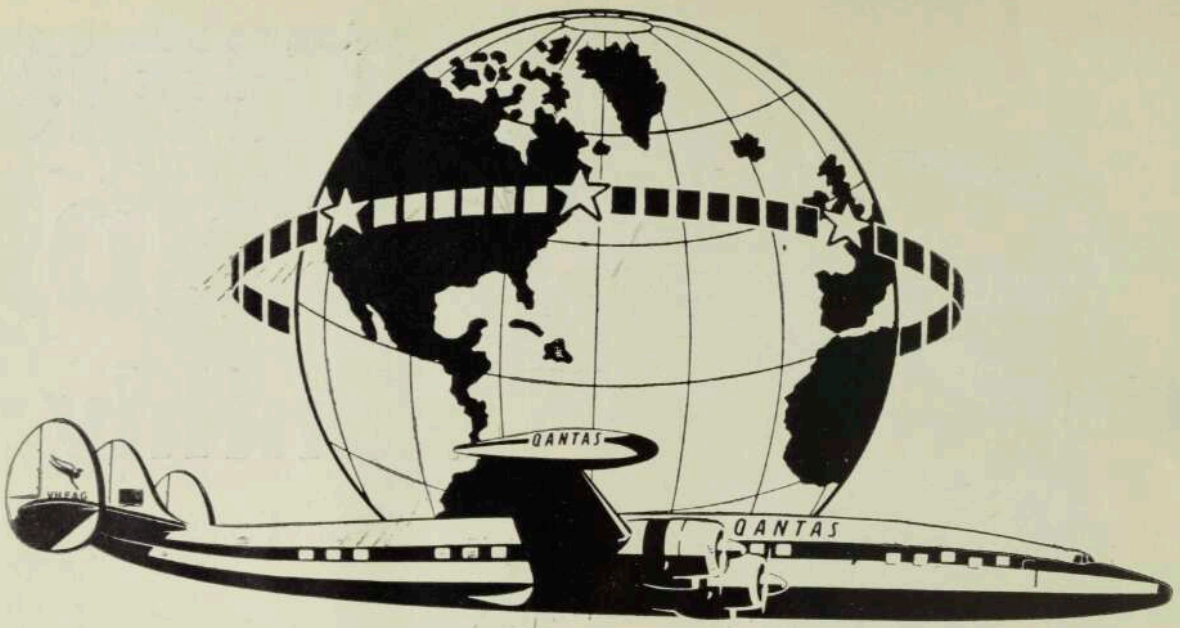
A colourful guard of honour from the Fiji Military Forces dwarfs Queen Elizabeth, the Queen Mother, as she makes her inspection during her brief visit to Fiji in February. The men are dressed in scarlet tunics, white sulus and sandals. There are more photographs of the Royal visit in this issue.

—Fiji PRO.

ublished 1930

istered at the G.P.O. Sydney
transmission by post as a newspaper]

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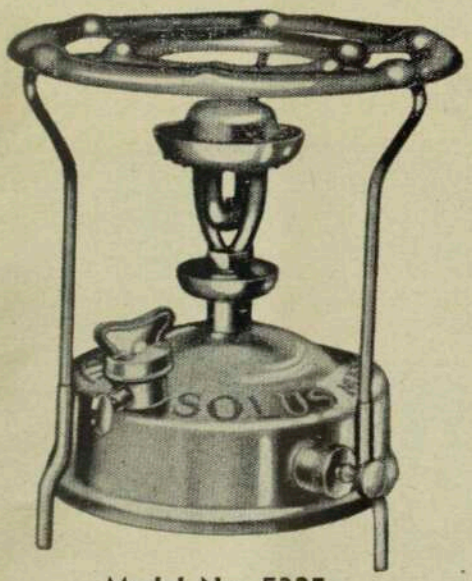
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Coleman

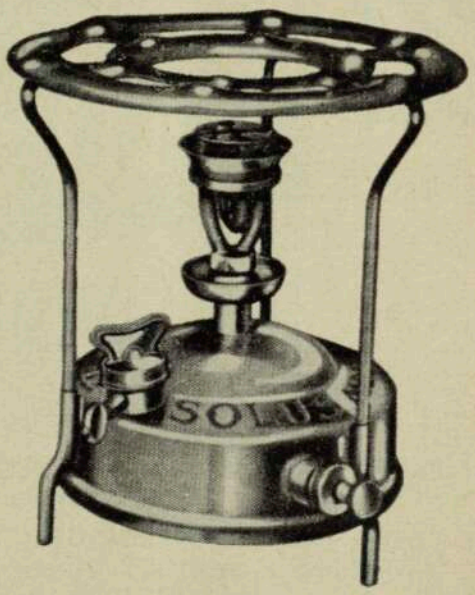
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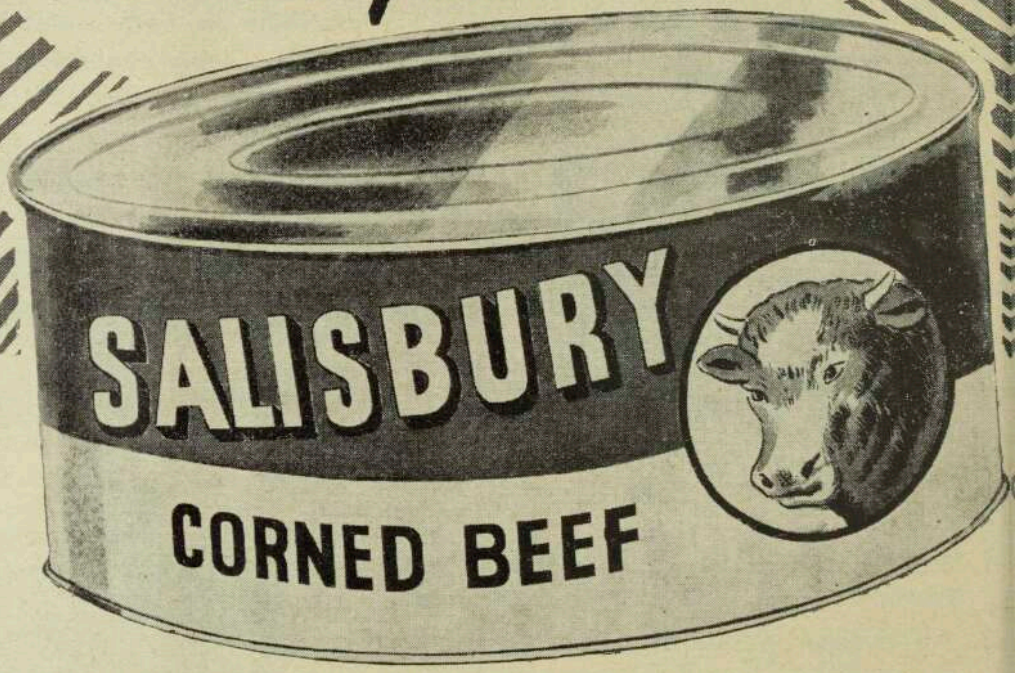
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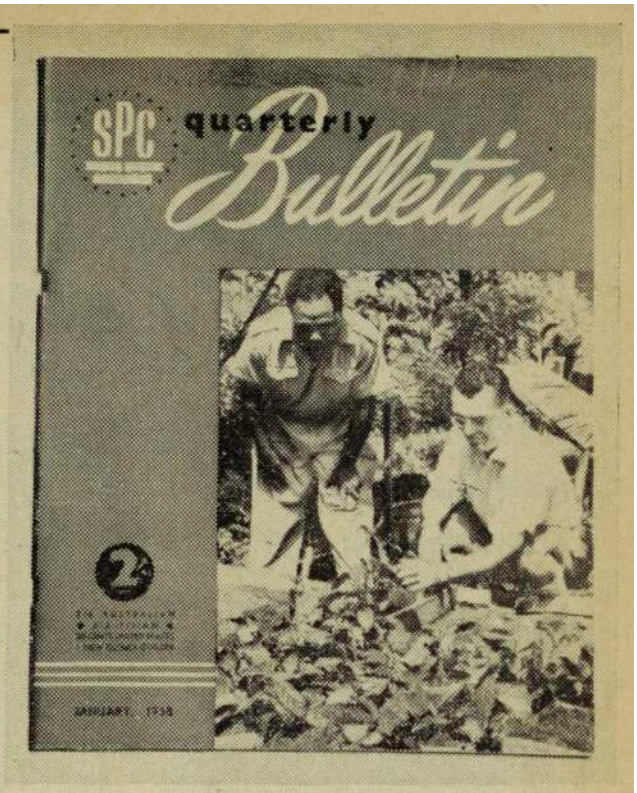
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JANUARY 1958 ISSUE. Plant Introduction and Exploration in the South Pacific — Progress Report on SPC Rhinoceros Beetle Campaign — Agricultural Equipment Demonstrated in New Caledonia — Pacific Copra Production Near Possible Serious Decline — Cyclone Prediction in the Coral Sea — Low-Cost Homes by Aided Self-Help — Mechanization of Tropical Agriculture in the Pacific — Breeding Cattle and Horses in French Polynesia — Essential Oils from "Tea-Trees" — Weed-Killing in Tropical Pastures.



OCTOBER 1957 ISSUE

Should Mechanization be the Aim of all Planters?—Building Small Ships for Pacific Waters — Weed-Killing by Chemicals in Tropical Crops — Rhinoceros Beetle Campaign in Fiji—Mechanization of Agriculture in the South Pacific—Low-Cost Homes by Aided Self-Help — Poultry Raising in Guam—Some Useful Food Plants—Cocoa Production in Papua and New Guinea

JULY 1957 ISSUE

Standardized Grading for Pacific Copra an Urgent Need —Mother-of-Pearl Industry in French Oceania — Co-operative Development in the Gilbert and Ellice Islands—The Coconut Industry in the South Pacific—Coconut Research Outside the South Pacific (2)—Shade Problems of Cocoa in Papua and New Guinea—Breeding Turtles for Profit—Transplanting Trochus in the Eastern Pacific.

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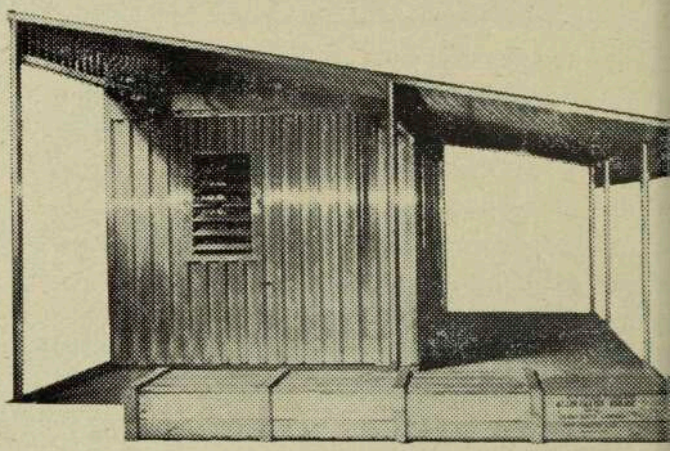
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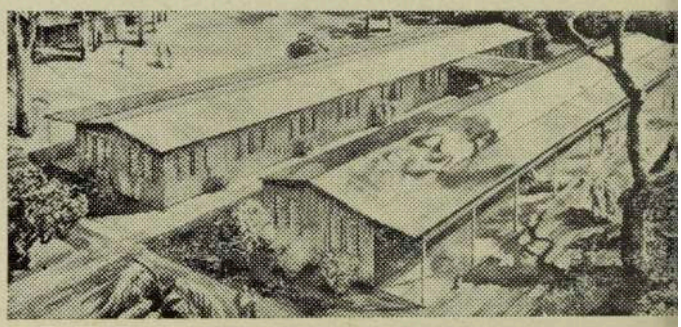
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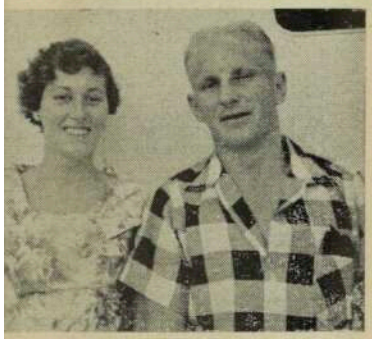
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PEOPLE

)ueen Salote of Tonga, who has n residing in Auckland for some e, returned to Tonga in late ruary. She spent a couple of s in Suva, as the guest of Sir ald and Lady Garvey, at Gov- ment House; and she made a cial visit to the famous Leper pital at Makogai. She joined the *ua*, for Nukualofa, at Suva, on ruary 28.

* * *

Ir. Hal Evans, who retired a year from the Papua and New Guinea lic service, where he had been 23 years (mostly with Native airs), now has joined the Sydney f of Messrs. Morris Hedstrom . He has spent the last year as yer for the Islands firm, Ventura ding Co. Pty. Ltd., of Sydney.



. and Mrs. J. C. Burnett, of Wellington, among the passengers in the January a" from Auckland. Mr. Burnett, lately e staff of the Wellington Boys' College, on his way to take an appointment with Suva Boys' Grammar School.
—J. P. Shortall.

anager of the Lae, NG, branch the Commonwealth Bank, Mr. h Bryant, and his wife, were leave in Australia in February.

* * *

r Harry Luke, KCMG, who was ernor of Fiji and High Com- sioner of the Western Pacific veen 1938 and 1942, arrived in ney in mid-March after visits Fiji and Tonga. He joined the *ntes* for London on March 18. Harry is engaged in the com- tion of a book, historical and riptive, for Oxford University ss, on the Territories of the th Pacific.

* * *

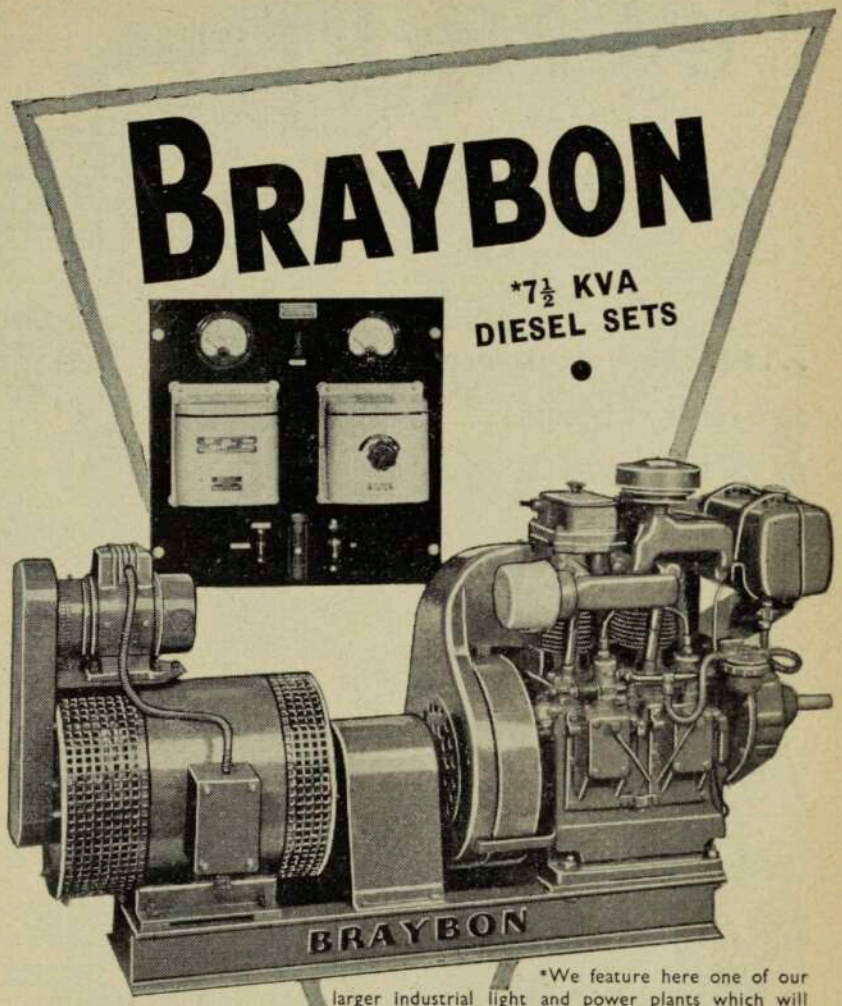
r. John Harrington, Cook Islands ness man, paid a business visit uckland, Sydney, and Hongkong February, purchasing stock for attractive new retail store which earing completion in Rarotonga.

* * *

lichael Saufale and Manitete iti, of Western Samoa, car- ters, in Auckland in February,

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PASCALL SWEETS MAKE LIFE SWEETER

each received gaol sentences fines for assaulting an Auck policeman.

* * *

Mr. Julian Dashwood, of M Island, has recently been vis Auckland.

* * *

General G. Fayet, head of French airline, was visit Auckland late February to di technical problems associated the company's intention to i duce DC7C aircraft to the F Auckland route. NZ Civil Avi authorities have declared Whenu landing strip as of insuffi strength for DC7C's.



Passenger in the "Tofua" from Au to Niue Island was Mrs. F. L. Flavell, husband is Education Officer, Niue. Flavell was in NZ placing her two dau in school. —J. P. Sh

Mr. Antony Alpers, of the *A land Star*, who has been kee Cook Islands affairs to the for New Zealand, is to conduc tutorial class on the Cook Isl under Adult Education at Unive of Auckland.

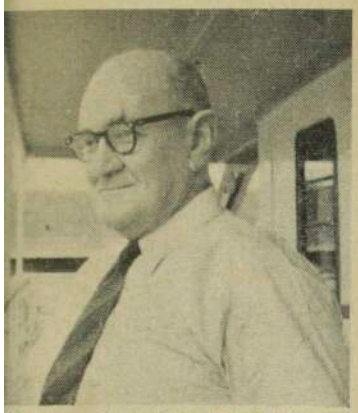


Aboard the "Matua" in February wer and Mrs. E. Curtis, returning to Suva leave in NZ. Mr. Curtis is attached t PWD engineering branch, Suva. J. P. Sh

Miss Elizabeth Lowndes, of W ington, and Sister Cathe Gillanders, of Auckland, left Zealand in February to join the of the Presbyterian Mission Tangoa, New Hebrides. Miss A Riach, of Waiuku, was to join mission's teaching staff at On New Hebrides.

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Mormon choir consisting en-
y of Pacific islanders sang for
Queen Mother at Auckland City
ncil's public reception in Feb-
y.



ibly the only British subject holding a
ment post in Eastern Samoa is Mr.
McKenney, who returned to Pago Pago
the "Matua" in February after vacation
He is with the Management Services
of the E. Samoa Administration.
—J. P. Shortall.

G. Nevill, Resident Com-
oner of the Cook Islands,
lled to New Zealand in an
AF transport aircraft in Jan-
and there was some specula-
n the Cooks as to whether he
be returning. His term of
was to expire in March but
xtension had been confirmed
he NZ Government last year,
ver, since then there has been
nge of Government.
Resident Commissioner's job is
a popular one, least so in
Cook Islands at their present
of development, so the job
not be rushed by friends of
resent Government.



ng bride and bridegroom are the former
. Sye, and Mr. B. Blackie, after their
e at the Taurama Chapel, Port Moresby.
—Papuan Prints.

L. G. Usher, executive di-
r of Fiji Times and Herald
and publisher of *The Fiji Times*
Shanti Dut, arrived in Sydney
March 6, from New Zealand
plans to return to Fiji in mid-
h. The publishing and job-
ng business of Fiji Times &
d Ltd. has increased consider-



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ably in the past two years; and
Usher is examining plant usag
other establishments, as a guid
the Fiji Company in purcha
necessary new equipment.

* * *

Mr. T. R. Smith, the new
retary-General of the South Pa
Commission, spent the first wee
March in Canberra and Syd
dealing with Commission mat
before going on to Noumea to
sume the duties of his new o



Mr. A. Riechelmann, a leading busines of Tonga, was in Auckland in February, returned to Nukualofa in the "Matua".
—J. P. Sho

Mr. Paul Harricks, who m
many friends during the ten y
he spent in Fiji as manager t
for Pan American Airways, has
been appointed sales manager
PAA in southern New Zealand,
headquarters in Wellington. He
been succeeded in Fiji by Mr.
B. Lemdrum, who for several y
has represented PAA in New C
donia and New Hebrides.



Major E. Stent and Major R. L. Corn of the Salvation Army, were aboard "Malekula" in February, bound for W New Guinea. But they weren't on the —they were on holiday.

General manager of Tasm
Empire Airways, Mr. G. N. Robe
has resigned, his resignation to
effect at the end of May. Said
Roberts, "I think 12 years in a
executive position of the air
operating business is enough".

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Mr. W. Craig, veteran telegraph-
le man of the Pacific, and super-
endent of the Auckland cable
tion, has retired. Mr. Craig
ved at Fanning Island and Fiji
periods during his 45 years of
vice under the Pacific Cable
rd and Cable and Wireless Ltd.

* * *

r. and Mrs. A. T. Wotherspoon
daughter Anne returned to New
land in January after two years
Pitcairn Island, where Mr.
herspoon was headmaster of the
d's school of 25 children.

* * *

alian journalist Sergio Borelli,
ting for the Milan newspaper *Il*
no, doesn't let the grass grow
er his feet. Arriving back in
ney in January after a round-
world Qantas flight that took
hours flying time, he promptly
off again for New Guinea. "It's
of the last frontiers of the
d," he said in Lae in the middle
e month, as he headed for the
lands.



John Beaumont, of Sydney, will arrive
Moresby in mid-March as AMP Society
inspector for P-NG. He succeeds Mr.
Bourke, who opened the Society's first
y agency. Mr. Beaumont holds the rank
tenant-commander in the RANR. He has
and two young children.

sbane teacher Miss Dorothea
ens left Brisbane for Fiji in
ary to become headmistress of
Mary's School, at Labasa. Her
teaching experience has
ded 12 years in India and four
in New Guinea.



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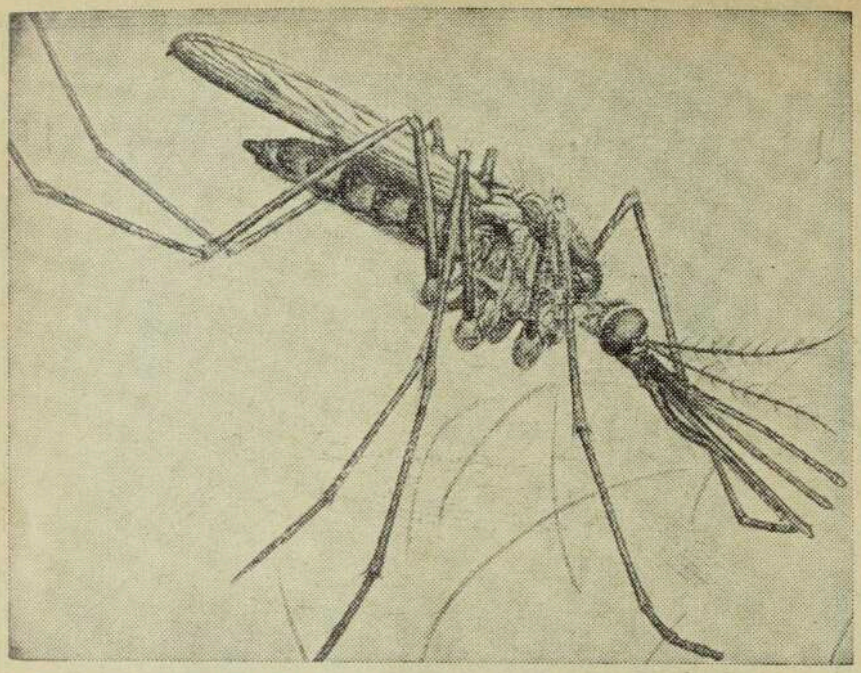
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For Children:

1-2 years, one INFANT FORMULA TABLET once weekly or half-tablet twice weekly.

3-5 years, two INFANT FORMULA TABLETS once weekly or one INFANT FORMULA TABLET twice weekly.

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For Adults:

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.

For Children:

1-2 years, one INFANT FORMULA TABLET as a single dose.

3-5 years, two INFANT FORMULA TABLETS as a single dose.

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Mr. Hugh H. Hickling, for Director of Education in the Is. and Resident Agent of Ait and more recently a canvass tor for Wells Organisations Pty —an organisation which co funds for religious bodies on a mission basis—has resigned t tablish a similar business orga tion on his own account in Zealand.

* * *

P-NG Police Commissioner C. Normoyle, will be in Melb on March 17 to attend the a conference of police commissi for Australia, New Zealand an Pacific.



Mr. and Mrs. J. Sagaitu, returned to L Fiji, aboard the "Tofua" in January leave in NZ. Originally of Rotum Sagaitu is attached to the Public Department, Lautoka.

—J. P. 9

Mr. Sadaraka Metuakore, Islands student at Victoria versity College, Wellington, N successfully completed Stage of a BA Degree and requires one further Stage Three subj complete his degree. He we New Zealand as a scholarship in 1947.



Headed north for marriage in Febru Miss M. Scharf, a passenger on the "M from Sydney. Her husband-to-be is in New Guinea.

Lae, NG, telephone inq will not be deprived of their courteous attention from tele ist Jill Potter following her riage to Mr. Bevan Murphy i

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February 21. Mr. and Mrs. hy will make their home in

* * *

ne Kilisimasi of Tonga, who shown considerable talent as a l trainee at Central Medical ol, Fiji, has been awarded a arship to take a three year e for a degree in dentistry at nsland University, Australia.

* * *

iate Hingano and 'Anitelu a of the Department of Agri- re, Tonga, are to undergo al training in forestry in New nd, joining Cook Islands nts who are already training . The course is essentially ical and applicable to the is.



manager of Morris Hedstrom and Co. , Mr. A. L. Lambourne, was in NZ s wife in February, on holiday. They to W. Samoa in the "Matua". —J. P. Shortall.

Judy Tudor, a *Pacific Islands ly* editor, spent February in Guinea. Having a week to and seeking a rest, she ed from Lae to Rabaul by a, visiting Madang, Lom- Lorengau and Kavieng, and arked at Rabaul to catch a s plane to Port Moresby and arch Legislative Council meet- he found herself, instead, at ttom of a hopeless waiting- nd she finally got out of New n by riding an MAL plane o Kavieng, etc., etc., to Lae, xactly the same route as she avelled leisurely by ship. The vocabulary fused when try- describe the vagaries and udes of travel in New Guinea. ns to be completely Australian aracter—too many would-be gers for the existing facilities.

* * *

members of the Nauru police -Constables Detea and Daniel gone to Suva for six months, dy police work there. The s have given them a warm ne. There now are about 4,000 on Nauru, and a police force

* * *

Zealand's Island Territories tment could hardly have a better choice than the

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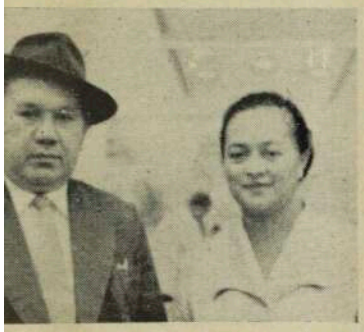
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ction of Mr. Ronald Thorby as Resident Agent for Aitutaki, k Islands.
r. Thorby will have the of implementing the govern-t's policy of a general health--housing clean-up of this nd island of the Cooks.
r. Thorby proved himself a ible, understanding, and popu-resident agent at Atiu where as been stationed for the past n years.
e is a keen agriculturalist, many essful projects having been ated at Atiu under his direc-These range from a thriving estation scheme to the produc-and sale to other islands of us strains of poultry. A num-f potentially useful crops have introduced there on an experi-tal scale.
e name of the new Resident t for Atiu had not been an-ced to late February.



and Mrs. D. C. Brown, of Rarotonga, slands, were passengers in the Norwegian liner "Bergensfjord" when it reached nd in February. —J. P. Shortall.

E. R. Fordham, Sydney man-of the Rice Growers' Co-op-ve Mills Ltd., was on a visit Noumea, Vila and Santo in h. In Noumea he will nego-for the re-introduction of alian rice imports to New Cale-. They were stopped because port cuts from sterling areas, at present New Caledonia's must come from Saigon—re-dly at a dearer price.

* * *

e world Chief Guide, Lady n-Powell, spent a week in in March, visiting most of nain centres, including Manus Kavieng.

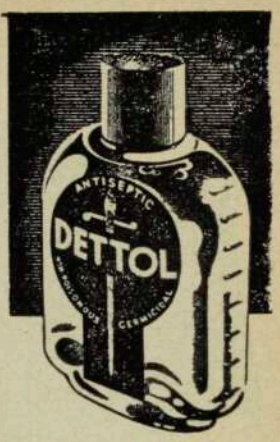
* * *

and Mrs. Roderick Maclean, were married in Sydney on h 12, will live in Fiji. Mr. Mac-is the elder son of the late C. I. Maclean, of Rabaul, and rs. Maclean, now of Sydney. wife was formerly Barbara

* * *

neral Manager of Fruit Dis-tors Ltd., of NZ, Mr. Ross er, was recently in W. Samoa, ssing with the Administration the growers the future of the an banana industry.

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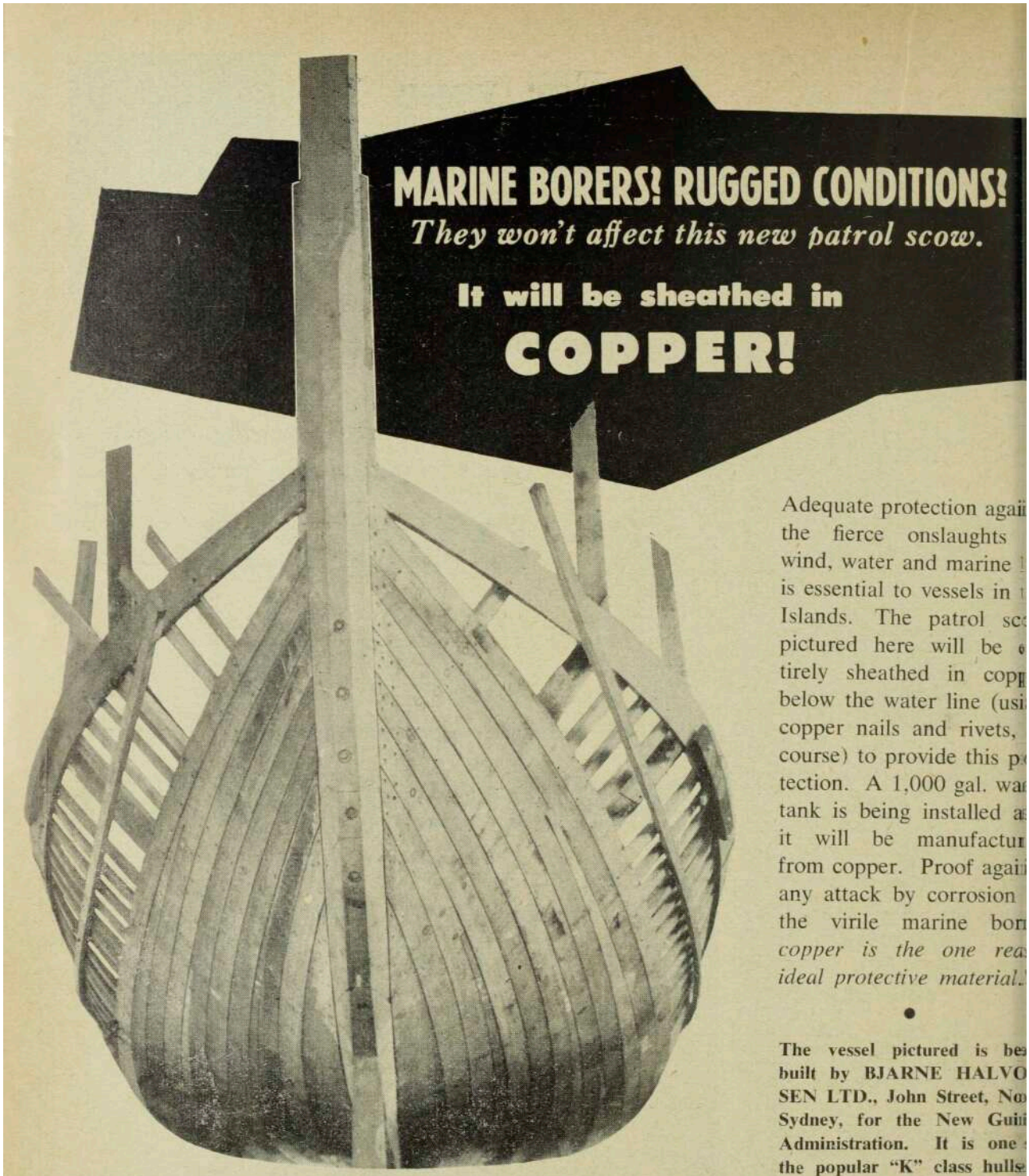
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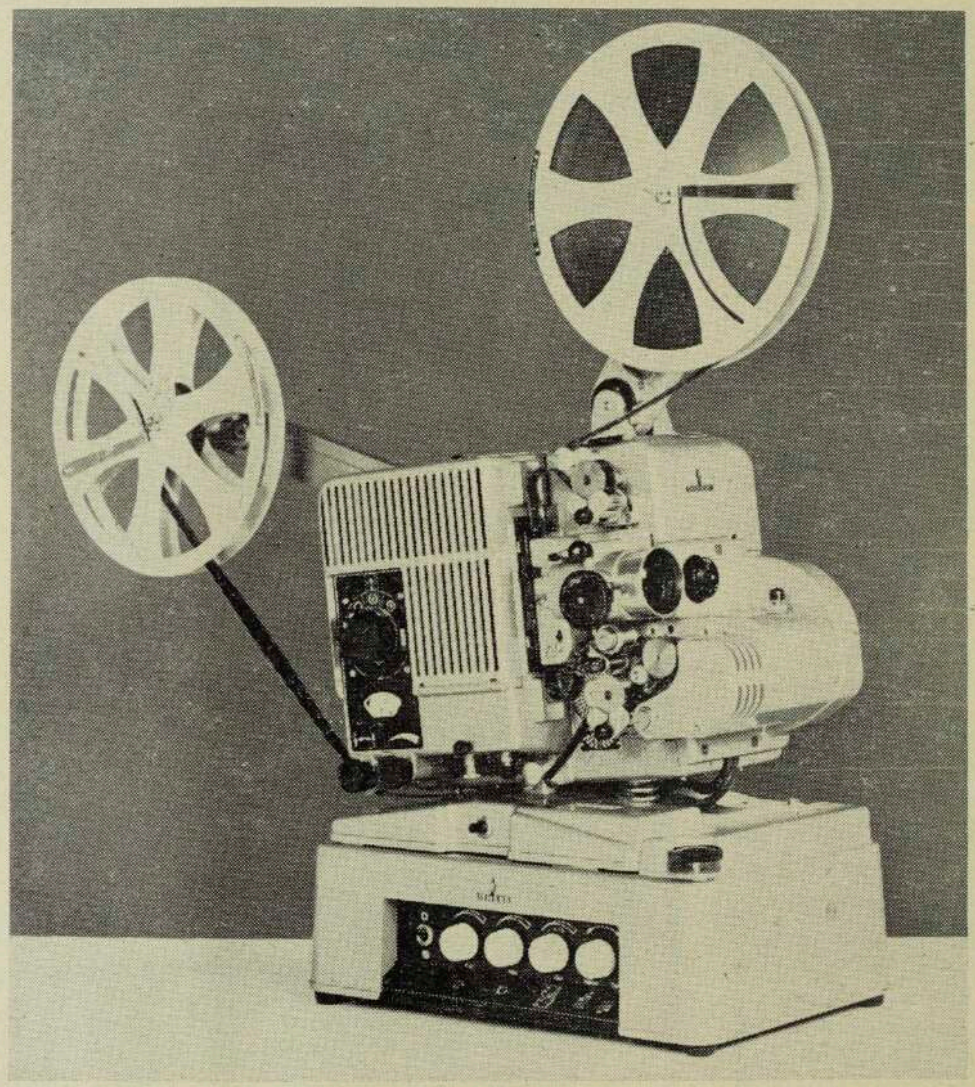
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ody Has a Good Word to Say For It

NG's "Ridiculous and Extravagant" tive Labour Legislation Under Fire

From Judy Tudor, in Port Moresby

On few occasions has the official majority of the Papua-ew Guinea Legislative Council so ostensibly solicited the ofticial minority to save it from itself as during the debate the five inter-related Native Labour Bills presented again the March meeting in Port Moresby.

of the bills had their first iring at the last meeting in eptember, and debate had adjourned.
ere followed a conference of nterested parties in January, this must have left no doubt e minds of the Administration tmental chiefs that the pro- had almost unbridgeable

was thought that the bills then have not been pro- d with, but for some reasons own this was not so; and the were given the full treatment ilting in a four days' spate of that turned even the cynical ers dizzy.
n each bill suffered the same all were adjourned until the meeting of Council.
t people take it that this s that they will not be seen for at least a year, and then with considerable amendment. t unofficial members took Dr. nther's assertion, in his intro- n to the Native Employment hat its fate would be decided e Council, as a polite fiction; onetheless they gave all their es to the debate.
s, the first and probably most tant of the five bills, has been e stocks for five years, passed and forth between Port by and Canberra, and the ions as presented for Coun- consideration were a monu- l work, set out in 118 typed ap pages.
covered everything from the vitamin intake of native to a two-page description of nd of latrine required.

"Major Social Tool"

ntroducing the bill, Dr. Gun- described it as a major social to cover both the primitive native and the skilled Papuan g £30 per month.
this, he remarked, was not n one document.
t of the non-official members evidently prepared to regard s the understatement of the and most attacked the bill is ground.

In framing the bill, said Dr. Gunther, the Administration held that its duty was to regulate the rate of native social change, to prevent the unskilled breaking away from village life and creating a landless proletariat. At the same time the Administration had not been unmindful of the ability of big industry to pay. The bill was designed to ensure that both the employee and employer carried out their obligations.

Mr. B. Fairfax Ross, by far the most vigorous speaker at this meeting, was first at the attack.

The proposed legislation was, he declared, written round the wrong ideals and "sprinkled like hundreds-and-thousands with the principles of ILO".

At the same time, his impression was that it was out of date by about 20 years, and centred around life as it was then in old New Guinea, around Rabaul and the Bainings. It did not take into consideration present working conditions in

AFTERMATH OF A HURRICANE





HAVOC. The South Pacific's recent hurricane almost wiped out the village of Lomati, on the island of Cicia, Northern Lau, Fiji. Top picture, taken by Ben Pickering, shows one house off its foundations and another overturned. A minor tidal wave added to the villagers' troubles. Bottom picture, taken at Apia, W. Samoa, shows a tidal wave pounding Apia's main beach road, near Aggie Grey's hotel. The mountainous seas caused damage along the waterfront (Gladys Edwards Studio).

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Papua or in new New Guinea (the Highlands).

It made the mistake of trying to cover in one piece of blanket legislation the primitive villager and the advanced native. There was nothing in it to improve on the old native labour ordinance; it was too complicated—particularly in its association with four other bills.

Greater Restrictions

Its restrictions on casual labour were greater than had existed in Papua for 30 years. It was fine to maintain village life, but if he were a native of the Delta swamps he wouldn't want to be made to stay there if he could get work away where he could better himself.

Mr. Fairfax-Ross criticised the proposed restrictions on recruitment, the sudden closing of areas to recruiting by local officials, the prohibition on payment of head money to new recruits, and particularly the new requirements for native accommodation.

He maintained that the dwellings provided should be in conformity with the earning capacity of the natives, and that it was useless to provide lined and ceilinged houses for natives just out of the bush who were just as likely to poke a hole in the walls to store their possessions there.

Other speakers called the proposals confusing, cumbersome, too detailed. Mr. E. A. James said that the architect of the legislation had been so many years compiling it that he had become confused and that there were plenty of men of experience in the Territory who were capable of drawing up a satisfactory code in months, not years.

(Continued on page 139)

PIR "Whitewash"

PORT MORESBY, Mar. 7.

Brigadier D. M. Cleland's statement from the Chair regarding the PIR riots has produced a mixed bag of reactions from the general public here. Some of these are:

- *It was an untimely attempt to whitewash the PIR.*
- *The announcement that 15 PIR ringleaders have been dismissed from the service is extraordinary in view of the fact that only four of the 58 accused could be identified in Court and were found guilty.*
- *It was being wise after the event to find that the court should not have been held at Taurama—a point upon which the Army was apparently most determined at the time—and it placed the Secretary for Law in an embarrassing position.*

See stories, pages 22, 131.



Mr. N. H. Foxcroft.

PACIFIC ISLANDS SOCIETY

New President On 21st Birthday

● *At the February gathering members celebrated the 21st birthday of the Pacific Islands Society which was formed in 1937 with a small membership. Two foundation members (Messrs. R. W. Robson and Fred Hennings) were present.*

Mr. A. E. Stephen retired from the office of President, owing to health reasons, and Mr. N. H. Foxcroft was elected.

Mr. Foxcroft went to New Guinea in 1918 as a radio-telegraphist with the Australian Expeditionary Force. In 1922, when Amalgamated Wireless (Australasia) Ltd., took over communication services throughout the Territory, Mr Foxcroft was stationed in Rabaul; and he served AWA in New Guinea for many years. Mr. and Mrs. Foxcroft (she is a sister of New Guinea Education Director W. C. Groves) have given much personal service to organisations connected with New Guinea and Pacific Islands affairs.

Other members of the new council for 1958-59:

Vice-Presidents: A. E. Stephen, H. Sabben, N. Casey, Dr. G. Mackaness, and L. A. R. Howell.

Hon. Secretary-Treasurer, Miss M. M. McGann. Assistant Hon. Secretary, Mr. L. T. Haynes.

Councillors: Mesdames H. Sabben, N. H. Foxcroft, B. Sylvester Jones, Mrs. J. Edwards; Miss E. Courtney; Messrs. T. W. Wignall, and H. J. Christoffersen.

NEW SOUTHERN CROSS LAUNCHED

Southern Cross VIII, new ship in the old tradition for the Melanesian Mission, was launched at Ballina, NSW, on March 8, as scheduled. For details, see Shipping, page 106.

The Naval Base Without a Navy

THERE'S NOT MUCH DEFEND AT MANU

From Judy Tudor

● *They have a fine swim baths at Lombrum, Australia' called defence base on Los N Island but the women on station are not permitted to u Not till they have built a around it. This is so that natives will not see what Euro ladies look like under their dr*

HOWEVER, if any of the natives have any cur about this they have on go a few miles away, get a loading copra at Lorengau, s a bouncing surf boat at the bo of the gangway in this b north-west weather and soon later all will be revealed to the

Lombrum is probably the friendliest place in the South fic. The place bristles with "Ita notices and the restrictions equally to Europeans.

A large notice on the wharf v against taking photographs sketching—penalty seven And at that, photographs cou revealing—of what the base ha got. Unless those acres of qu huts left by the Americans now seemingly empty co secret weapons, Australia's ba in the north can be taken in glance.

A couple of water or oil ten a small floating dock, a wharf a new deck but shaky unde nings. All the facilities for ho and feeding probably about 50 Some bulk oil tanks.

Paper Work Navy

The Navy at Manus doesn't sea. It occupies itself with work and refuelling and ente ing visiting American navy ve In this it probably fulfils a u function—if people would only talking about a "Naval Base" conjures up ideas of massive fications and dozens of battle riding at anchor.

The story here in the Territ that it is gradually being down and that in its place Americans are going to open war-time airstrip on Los N and use it as a jet base.

It could be just wishful thin

As well as the Navy, Aus has the Army and the Air For residence at Manus. The Air has its being at Momote, wh maintains. The Army is repres by one company of the P Islands Regiment which lives place opposite Lombrum wit

(Continued on page 141)

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ent Irresponsible Strikes

ED INFLUENCE IN FIJI UGAR INDUSTRY

There was a bad strike among Fiji's sugar mill workers Lautoka and Ba last December; and, in the course of it, nsiderable lawlessness and hooliganism occurred.

E circumstances were such that he hooligans and rioters should ave been sternly dealt with ie police, and made to realise formal agreements, formally ted and put into legal form, be observed.

tead, the Government dealt rly with the strikers and in- l them to go back to work, on omise that the circumstances unding the strike should be ined by a Special Commis- r, in the person of the Chief e (Sir Ragnar Hyne).

e special circumstances which Ragnar especially examined rned the outcome of two pre- strikes; and in one of them was made of the strikers' tions to the continued em- ient of two sirdars, or Indian ien.

e CSR ended the second strike omising that one of their lead- executives would enquire into charge against the sirdars. inquiry was made. The CSR (Mr. J. M. Aitken) found ng against one sirdar, but sted that the conduct of the was such that it might be able to put him in other em- ient. This was done.

wever the third strike oc- d, attended by considerable ler, and led by obscure people union officials—and at first s impossible to learn the cause. , the men claimed that they dissatisfied with the CSR Co. ons regarding the sirdars.

Chief Justice was authorised to enquire into the latter rs. If his references had been , more valuable information have been obtained about actors causing unrest.

Chief Justice's report to the rnor, dated January 17, com- y supported the enquiry and igs of CSR Co's Executive—the n of the CSR Co. was entirely nable, and the action taken ie Co. quite adequate.

Chief Justice, in forthright age, indicates his opinion that tion to the sirdars actually not the cause of the third in December—he points out the subject of the sirdars was rought into the picture by the rs until quite late in the piece: do not believe that the real of the second strike was the ict of the sirdars. It has been made to appear that their conduct was the reason, but I am quite convinced that the reason goes much deeper; and I agree with the submissions of counsel that the sirdars were merely chosen to divert attention from what are the real reasons for the strike."

The Commissioner then goes on to present certain facts which clearly indicate that there has been active communication between some members of the Mill Workers Union and the official Communist Party. He especially quotes statements in articles in the Melbourne Communist paper of December 12 and the Sydney Communist paper of December 18.

The situation therefore is left thus: There appears to have been no justification for the strike in December and there is no call upon the CSR Co. to do anything more in relation to the sirdars than has been done already. The strike was called by irresponsible mischief-makers.

This in turn means that no further action need be taken by anyone to placate the mill-workers, who struck in December and who went back to work on the condition that the enquiry by special commissioners was held.

It has been noted that a son of a prominent Communist trade-union official is a member of the crew of the CSR Co's ship *Rona*, and the possibility that he maintains contact with Fiji sugar-mill workers is being investigated.

A close observer of recent events in Fiji sugar industry writes under date March 1:

"I forecast a lot of trouble in the sugar industry this season. If these irresponsible elements remain in control of the union, and if (as seems clear) they are taking instructions from Australian Communists, there is likely to be a series of rolling strikes which may be more disastrous than a straight-out fight."

The responsibility is placed squarely in the lap of the Government of Fiji. There need be no further trouble if (a) the Government shows the necessary strength in dealing with the irresponsible and hoodlum elements among the sugar mill workers of northwest Fiji and (b) sees that the Fiji police are properly instructed and efficiently directed, especially in relation to subversive activities.



FIJI INDIANS' LOYALTY TO FIJI

The new Commissioner in Fiji for the Government of India, Mr. K. D. Bhasin, was warmly welcomed in Suva at a series of functions, and made an excellent impression.

MR. and Mrs. Bhasin were guests at a dinner in the Grand Pacific Hotel, given by the Fiji-Indian Citizenship Association, and attended by representatives of all communities.

In the photograph above, are, left to right, Mr. R. B. Sharma (a well-known Indian resident of Suva), Mrs. Bhasin, Mr. Shankar Pratap (president of the Association), Mr. Bhasin, Mrs. Pratap, and Ratu Edward Cakobau.

Speaking at this function, Mr. Bhasin commented that there appeared to be no racial problems in Fiji—the three major races were living together in harmony.

Mr. Pratap said that the purpose of his Association was the study of the cultural background of other racial groups, to foster good citizenship and inter-racial friendship.

Speaking at a Town Hall welcome given by the Indian Association of Fiji, Mr. Bhasin said he was proud to learn of the contributions which had been made by the Fiji Indians to the political, economic and cultural life of the Colony.

Mr. Abdul Lateef said the Colony had been built up by the three races—the Fijians provided the land, the Indians the labour and the Europeans the capital.

Other speakers stressed their loyalty to Fiji, while paying tribute to their mother country's cultural background.

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LIVELY POST-ROYAL-VISIT INCIDENT IN FIJI

LAUTOKA'S INDIAN MAYOR ON THE WARPATH

Never were the difficulties and embarrassments of Fiji's racial mixture shown more clearly than by a row which occurred in the Lautoka Town Council on February 17, wherein the Council, by five votes to four, declared no-confidence in the mayor, Councillor Choy Gopal, and demanded that he resign.

It was over the arrangements made for the visit of the Queen Mother to Nadi and Lautoka on January 31—Feb 1.

ON December 20, the Western District Commissioner's office telephoned and asked Mayor Gopal to a meeting, to be held December 30, to discuss the Royal Visit programme. Mayor Gopal noted the meeting as for December 31.

No one ever has discovered who made the error—mayor or official.

The meeting was held without Mayor Gopal. He learned of it that day, soon after it was over, and naturally was perturbed.

Western Commissioner J. A. C. Hill telephoned apologies, but said the meeting arrangements would come for confirmation before another meeting on January 8. Mayor Gopal said he would be there.

Probably, no one explained to the mayor at that stage that this Royal Visit really was very difficult for Fiji's high officialdom.

It was not "official" — it was merely to be a break in the Queen Mother's long air journey from Canada to New Zealand. Presentations were "out".

She was to be greeted at the airport by the Governor, as a matter of course. As it was Fiji, it was deemed wise to introduce also the senior Fijian notable—Sir Lala Sukuna.

As the Royal visitor planned to spend the night at the Governor's *Bure*, some 20 miles from the airport, she had to enter the Lautoka area. Lautoka, which is predominantly Indian, in its turn became officially stirred.

Hence, as they say in some tropical places, the milk in the coconut!

(They only *thought* "presentations" would be out. Before Her Majesty left, she had had to shake hands with scores of eager people.)

Before January 8, the mayor got the minutes of the Dec. 30 meeting. He was angered by what he found—he thought that he, as mayor, should have been consulted about Lautoka arrangements.

He said so at the Jan. 8 meeting—said that provision should have been made for the presentation of Lautoka Councillors by him to the Queen Mother; and that he objected to the mayor of Lautoka being placed in the second row on the dais at the park ceremony in Lautoka, while Sir Lala Sukuna and Ratu Edward Cakobau were with

(Continued on page 143)



Mr. Eugene Paul.

Important New Post in W. Samoa

● *Leader of Western Samoa's political party, Mr. Eugene F. Paul, has become Leader of Government Business in W. Samoa.*

He was elected to the important new post after defeating two other candidates (Mr. M. Tualaulelei and Mata'afa Fiame) during the special Legislative Assembly meeting.

In addition, Mr. Paul, who is a prominent Apia businessman, will have the Secretariat, Police and Economic Development portfolios.

A reshuffle of Ministers also results in Tuatagaloa Leutele relinquishing Broadcasting, but taking over District Affairs besides Education; Mr. Faalavaau retains Postal and Radio, and takes over Broadcasting; and the Secretary to the Government, Mr. H. Levestam, ceases to be an official member of the Assembly and Executive Council.

Mr. Amoa Tausilia, member for Aleipata West, has been elected Deputy Speaker of the Assembly.

Some Machinery, After All

NETHERLANDS AI P-NG TO HAVE LIAISON OFFICER

Netherlands New Guine Papua-New Guinea are to a "liaison officers" in each c territory.

THEY will be stationed in Moresby and Hollandia, a ing to a Netherlands anno ment on February 28.

This is one—and a very in ant—result of last year's Netherlands-Australian stat which pledged the two Govern to "continue and strengthe operation" in their administ of the two territories.

Just before the declaratio made, the Netherlands and tralian Ministers for Terr said, in Port Moresby, there be a full exchange of inform *but no machinery would be to handle it.*

Apparently, though, this lat nouncement means that mac now is being set up, and cer it will be needed if the joint d ation is to mean anything at

The latest Netherlands anno ment adds: "An Attache for A Overseas will be posted in Ca as a member of the Royal N lands Embassy.

"Apart from normal and r consultations on diplomatic between the two Governments cerning the affairs of New G there will be periodical discu for the first time, in the mid this year, between Netherland Australian officials of both ad trations of New Guinea, and resentatives of those departme both countries who are con in matters of policy with reg New Guinea."

At the time the Netherlano nouncement was made, no nouncement on the matter ha made by the Australian G ment.

ON OTHER PAGES

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n Speaking in New Assembly

Western Samoa Faced With "Race For Production"

From a Special Correspondent in Apia

Apia, Feb. 23.

"The main criticism against the Government is that we rried on too long before reducing sail," High Commissioner Western Samoa, Mr. G. R. Powles, told the special session the Legislative Assembly here this week.

told the council, which was called together to do something about getting increased ue to help Samoa out of its nt financial plight, that the em was an urgent one, and the budget (to be ready for the n session) could not be com- i until some matters were ed up.

Powles said that Government ue, which began to drop in would probably show a further decline in 1958, with the drop opra prices a contributing .

e Government services meant expenditure, but the money ot available unless there was ady increase in agricultural cts for export.

seemed, he said, the fate of a depended on whether the se in production could keep with the increase in popula- and therefore it was a pro- n race. The production of en seemed to be winning the t present.

The result could be a drop in living standards, and a curtailment of Government services.

Mr. Powles said copra production per head of population dropped from 478 lbs in 1948-52, to 326 lbs in 1953-56, to 322 lbs in 1957. Cocoa figures for the same period were 60 lbs, rising to 73 lbs, but back to 69 lbs in 1957.

Yet during the same 10-year period, the population increased by about a third, from 75,000 to 100,000.

Mr. Powles said that it could be suggested that instead of carrying sail for too long, the Government should have dismissed 200 teachers and other staff in 1956, instead of 1958.

But this would have done no good. The Government had done the best possible, and after all the ship was still afloat.

Consultant Appointed

The High Commissioner announced that the NZ Government had appointed a constitutional consultant, Prof. Colin Aikman, to advise the NZ Government on the steps required to give West Samoa full self-government and terminate the UN trusteeship agreement. Prof. Aikman (who is already in W. Samoa for talks) is Professor of Jurisprudence and Constitutional Law at Victoria University, Wellington.

He also announced that three Samoan representatives would be invited to attend the June session of the Trusteeship Council in New York, to discuss problems.

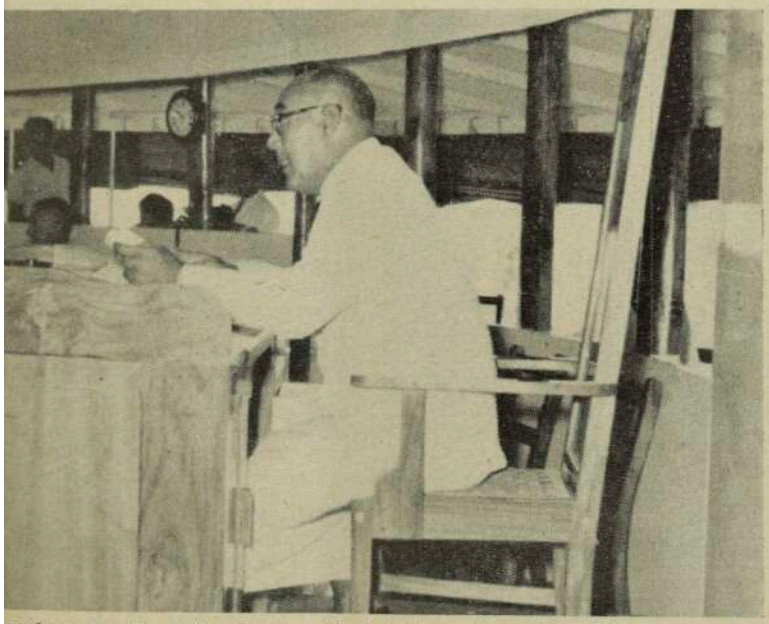
Higher Duties

One of the more important bills to be dealt with at this special session is one proposing to increase import duties. Increases would be a 10 per cent. surcharge on some items, and various fixed amounts on 14 other items.

These include matches (an increase of 1/- a gross); cigarettes (6/- a 1000 for British, 8/- a 1000 for foreign); tobacco (5/- a lb British and 7/- foreign); ale and beer (1/- and 1/6 a gallon respectively); spirits (25/- and 30/-); wine (5/- and 6/- for less than 40 per cent. proof, 25/- and 30/- for more than 40 per cent.); motor spirits (4d a gallon); kerosene and fuel oils (1d); timber would also go up.

The bill also proposes an increase in export duty on bananas from 6d to 1/- a case.

(See "Trouble Comes in Cycles", page 115)



peaker of the W. Samoa Legislative Assembly, the Hon. Mr. fatasaga Kalapu, occupies the chair after the opening address by High Commissioner, Mr. G. R. Powles, on February 18.

Arson on "Bulolo"

Arson Squad detectives were called in when seven fires broke out on the Burns Philp liner "Bulolo" berthed in Sydney on March 9.

Three cabins were alight, there were three fires in the dining room and another on a staircase. They were all put out quickly by firemen and little damage was done.

Detectives said an inflammable liquid was used to start the fires. Investigations were continuing as "PIM" went to press.

COASTAL VESSEL SINKS

The 40-ton New Guinea coastal vessel *Nuguria* filled up and sank off the coast of New Britain on March 8, but all the crew got safely away. The *Nuguria* earlier had reported that she was leaking, and for a while the pumps were able to cope.

She was anchored off Long Island when the leak increased and she sank.

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No Fireworks, But
Plenty of Interest

SOME PERTINENT QUESTIONS AT BRIEF P-NG LEGISLATIVE COUNCIL MEETING

From Judy Tudor, in Port Moresby

No fireworks marked the opening of the March meeting of the Papua-New Guinea Legislative Council. This perhaps, was because of the absence of Treasurer Harold Reeve, who has a reputation for sitting up nights thinking of measures for stirring up his fellow Territorians.

OTHER absentees were Mr. A. A. Roberts, Director of Native Affairs, on leave; and Mr. R. Bunting, nominated member, whose plane was delayed.

He arrived on the second day of the sitting.

Only $64 question on the agenda was the fate of the five related native labour bills, which is dealt with elsewhere.

The debate "on adjournment" during the first afternoon of the session lacked the fire and brimstone of the last meeting in September, 1957 — although several members touched on the recent Pacific Islands Regiment shenanigin.

Mr. Ian Downs, elected member for New Guinea mainland, described it as a case of the Army having "saved 54 faces but not its own".

Few Territorians disagree on that one.

Mr. Downs had other things to say about the Administration of justice in the Territory — and suggested that it was often on the side of the person with the biggest financial resources.

There were frequently two purposes of administrators in the Territory, he said—firstly to carry out their duties, but secondly to increase their own powers. In addition, two administration instrumentalities sometimes found themselves with conflicting interests and between them the court found itself powerless to convict—with very bad results, particularly for the native people.

"Cannot Understand"

Papuans firmly believed that during the recent PIR troubles, a large number of native soldiers did invade the court room. They cannot understand why four of these were convicted and sentenced while 54 were discharged. (Native member, Mahuru Rarua Rarua, later spoke in support of Mr. Downs on this matter).

Referring to the Anderson case, Mr. Downs said that a European officer who was able to employ learned counsel in Australia and appeal to the High Court had his 18 months sentence reduced to six weeks.

However no appeal had been made on behalf of a native police sergeant who had been involved in the same case, was convicted and was now serving his full sentence. It was the duty of someone to take some measure to appeal on behalf of the sergeant and have his sentence reduced. The time for an appeal had passed, but there some other machinery that be employed.

In reply, Secretary of Law W. Watkins, said that Mr. D was misinformed; what he sai completely fallacious and in of his past magisterial experien should know that accused always provided with a defen he could not pay for it, and was particularly so in the ca natives.

The matter of the sergeant been fully investigated by highest tribunal and it was sidered that justice had been an appeal was not justified.

Mystery of Missing 3,71

No one bothered to put Downs' mind at rest over his problem—the alleged 3,716 that the Department of Agricu livestock stations should have in excess of their present ack ledged 2,879.

The Department has nine stock stations, employing Europeans and 460 natives fo annual pay check of £50,000. the period under review, 1,857 have been imported. Over year period, it is calculated by Downs' experts that the na increase should have brough total up to over £6,500.

Taking into consideration and losses, present stock fi

(Continued on page 141)

Brigadier Cleland's
Statement to Legco

PIR "IN NG TO STAY"

In a statement made to the P-NG Legislative Council on March 4, the President (Brigadier D. M. Cleland, P-NG Administrator) spoke on the matters raised by Mr. Ian Downs on the previous afternoon.

BRIGADIER CLELAND reiterated what Mr. Watkins had said in relation to the Anderson case, but dealt at some length with the PIR riots.

He said that Mr. Justice Gore had recorded the fact that as the PIR men rushed down on the temporary court house at Taurama they had shouted "What right have the Administration and the magistrates to come out to Taurama and interfere with the PIR!"

Mr. James had construed from that—and he did not blame him—that the PIR regarded themselves as sacrosanct. (Mr. E. A. James, elected member for Papua, speaking on the adjournment, had also referred to the matter).

Brigadier Cleland said that the impression had been created in the public mind that it was now a matter of Army versus Administration. This was far from the truth. There was a clear recognition on the part of the Army that the

(Continued on page 139)

Legco Protest: To Much, Too Late

Ten bills were sprung Legco members less than hours before the meeting w due to begin—bringing a pr test from Mr. E. A. Jam elected member for Papua, the continuing flouting standing orders that requ (except in exceptional c cumstances) that all new bi be in the hands of membe 21 days before the meetin

Mr. James has been prote ing for six years—but n even he believes that his pr tests will this time at le bear fruit.

The 10 new bills we almost all amendments correct "minor errors" past legislation—which pro ably more than anything e proves Mr. James' perenn point: that legislation is i troduced too suddenly a pushed through too quick to allow proper considerati of either the wording or t purport of the proposed leg lation.

Hours of members' time wasted on these amendmen

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OMMENTARY . . .

Lunacy In P-NG, BSI

s an obligation upon Britain d Australia to take every rea- nable step to develop the re- es of the South Pacific Islands pelagoes. Thus they will better conditions for the in- ous peoples growing to hood, and greater protection ll these isolated European unities, lying in the Pacific ose to overcrowded Asia.

re is no quicker and more nt way of doing this than raging investors to go into slands, and build up more bigger plantations, farms, -stations, industrial establish- , mines.

re is no better and quicker f introducing new capital than eping it clear of income tax.

lorable things have happened e field of Islands income tax and Solomons). Worse things hreatened (Papua and New a). The responsible bureau- seem to have lost vision, pers- e and a sense of what is fair.

re was no income tax in Fiji, y of note, until World War II nded "emergency measures". latter should have been re- because much overseas capi- d gone into the Colony in the that, thus avoiding taxation, ld gain additional rewards. the "emergency measures" ; and now the Colony's non- entative Government is ning the screws. New powers eing sought for a set of tax- ors trained in the merciless tion methods of Australia. his in spite of a promise by overnment, not long ago, that ing capital need fear no r imposts.

Income Tax Bill which the axation authorities tried to through the last Legislative il in 1957 (and which is now hands of a Select Committee) very bad taste in the mouth. arries a clear threat to uce double tax, and undistri- profits tax—than which there hing more iniquitous in Aus- s iniquitous tax machinery.

Papua and New Guinea, there is come tax. Despite the hostility e present regime to the in- alist, investment funds have l in there for years in an in- ng stream, and developmental h has been phenomenal.

the hungry bureaucrat can- eave well alone. Already, he has Governmental approval of taxation of income—implementation being held up only because the unhappy wretches cannot find a way of taxing the income of private enterprise, while leaving the incomes of the swollen public services untaxed.

But it will come—and right on top of import duties which we were told, not long ago, were more than equal to the imposition of income tax!

If ever there was a pitiful example of bureaucracy's inability to plan a developmental policy it is in the British Solomons.

The big, potentially-rich archipelago, undeveloped to the point of misery, had—of all things—a ferocious income tax fastened upon it by the Colonial Office bureaucrats soon after World War II. Consequently, there has been no new enterprise and no introduction of capital for several years. It is right alongside Australia, which has both money and enterprise.

TABUA COMES HOME TO FIJI



This tabua was recently returned into the custody of the people of Fiji by Lady Rodwell, wife of a former Governor of Fiji. Holding it here after the presentation ceremony is Leone Batigai, of the Fijian Affairs Department.
—Fiji PRO.

It is rumoured that the Lever interests there plan considerable extension of coconut planting. If that is so, it can be taken as certain that some guarantee about future taxation has been given Levers by the Colonial Office.

Observing these things, one can only assume that development of Islands industries is a matter of indifference to the bureaucrats. Their future is not in the Islands. They have a job to do, requiring money. Therefore, tax the people who are making a living out of the country. For them, it is as simple as that.

In the case of New Guinea, where many civilians have gathered huge rewards from planting and trading, one sometimes suspects that the judgment of petty officials with too much power is coloured by jealousy.

There is no future for these Islands countries if incomes are to be taxed. But let them all be freed from income taxation, as deliberate policy, and capital will go galloping in, away from the oppressive measures imposed on enterprise in Australia and New Zealand —and that in turn would mean development and progress.

These things are fixed by immutable laws of economics. Punitive taxation of income inevitably means, sooner or later, paralysis of enterprise and industry.

If there is no other way of escaping the taxation plans of power-drunk bureaucrats in Australia and Britain, then these South Pacific countries should begin soon to seek more independence, and some representation in their own government.

How Does Uncle Sam Do It?

THE 160 million people in United States carry, in the defence of the free world, a financial load that is almost beyond computation.

The Communist world maintains enormous forces, equipped and poised for domination of the non-Communist world, when the chance comes. The only factor which keeps them off our throat is the powerful forces maintained throughout the world by United States.

In addition, USA gives free military aid—and a lot more military aid disguised as economic aid —to most of the anti-Red nations. The total is staggering.

Take, as one single instance, Korea. A large North Korean army and air force has been maintained in North Korea ever since the

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an armistice, years ago. The military force numbers 750,0000, yed in a great arc north of 38. Behind that is a huge Soviet orce, including thousands of jet es. To counter it all, President man Rhee maintains large s in South Korea, chiefly with ican money. Actually, the de- support being given to South a by USA costs USA more than t donates to the defence of pe, Near East, Africa and Latin ica, combined. That is because man Rhee is now very old. It nsidered likely that when he s on, the Reds will try im- ately to occupy South Korea; orces are maintained in South against that day.

le wonder that American tax- s are beginning to grumble!

eration": They Run y From It

the so-called expert com- nentators on Pacific affairs simply turn their backs and when asked to say something he suggested South Pacific ation.

Federation, in its simplest would be a political re-align- of the British-governed Terri- of the South Pacific. In more ex form, it might include h, Dutch and American Terri-

either form, it would simplify Pacific Islands administra- provide a solution for several domestic problems, more ally those connected with implantations in some of the Territories; and might finally e the reproaches inherent in several "trusteeships" — New a, West Samoa and Nauru— n the Condominium of New ies.

ently, in the House of Com- someone asked the Colonial ary (Mr. Lennox Boyd), er the South Pacific Commis- could be requested to report he question of forming a Territories Federation; and was the typical Ministerial r:

e purpose of the inter-Gov- ntal conference was to review rk of the South Pacific Com- n, not to consider the political of the South Pacific Terri-

e South Pacific Commission is sultative and advisory body ned with the economic and development of the non-self- ing South Pacific Territories, ould not be an appropriate o initiate talks on Federation."

ch, of course, carries the on precisely nowhere.

yone knows that the Com- n has a set and limited field ich to work, and that it has accomplished a limited amount within that limited field.

But everyone knows—or should know—that this is the appropriate body to initiate talks on Federation. But before that, a few responsible Ministers must see the pathetic political confusion represented by the 16 separate Administrations in the South Pacific Islands, and must develop enough initiative to give the necessary instructions to the South Pacific Commission.

Rome Fights Bitterly For Church Authority

THERE is nothing of greater significance in world affairs today than this fight between the highest authority of the Roman Catholic Church and the civil power in Italy.

An Italian couple, baptised Catholics, were married by civil process, and did not seek a religious service. The Church condemned them, and said openly they were living in sin. They thereupon charged a Bishop with libel; and an Italian civil court found the libel proved, and penalised the Church accordingly. The reaction of the Church has been extraordinarily bitter, and the Vatician has adopted extreme measures.

The incident does more than highlight the contest between Church and State that has been developing in Italy. It reminds us that this struggle is going on all over the world. It represents a new phase in the evolution of human society.

Once the Church, supported by the State, had supreme power over all the people in matters affecting religious observances, and social customs connected with birth, marriage and death. It could arrest and punish. Century by century, that power was reduced and in many cases withdrawn altogether.

Even without the State's authority, however, Rome has retained great moral power over its people—usually because of childhood training. Although they argue and plead, and urge the hopelessness of the human outlook without religion, most Christian Churches (except the Roman) have steadily lost ground. An agnostic*, rather than an atheist outlook, is taking the place of simple faith.

But Rome carried on, powerful and proud—until it collided, head-on, with this world-wide Marxist revolution. The Muscovite creed, increasingly thrust upon us since World War II, from behind the Iron Curtain, is frankly atheist. Control over the people through religious teaching, implanted from childhood, is completely against the totalitarian plan, where the individual is sacrificed to the State.

Now the war is on. Rome, fighting generally for individualism, but especially for the Church as an institution, will accept no compromise. If Communism conquers the world, it may be over the dead body of the ancient Church.

So the spotlight is upon Italy, already nearly half Communist. But a similar struggle is going on in every so-called Christian country. Rome is not fighting Communism so much as materialism, and the rejection of Church control.

The non-Roman Churches talk much about this ideological struggle —and their utterances range from clamorous hope, through suggestions of compromise with the Reds, to sheer despair. There is no suggestion of compromise or despair in the attitude of the Roman Church—it seems to be all for fight. It has survived some great socio-political storms in the past thousand years—but nothing so ugly as this Moscow-directed campaign for the enslavement of the world.

** An agnostic acknowledges a supreme spiritual power (God), but says he is unable to comprehend it, and so rejects creed and dogma. An atheist positively rejects all belief in spiritual power.*

The Future Of Collapsing Indonesia

FUTURE events in Indonesia are hard to foresee. Yet, whatever their shape, they must affect New Guinea and the South Pacific.

Both Soekarno and his empire are in process of disintegration. Fighting is beginning; and—unless a *coup d'etat* in Jakarta removes Soekarno and his Communist-dominated Government — it must get worse.

Part of Sumatra, part of the Celebes, some of West Java are under the control of rebels. The economic life of the archipelagoes is semi-paralysed. If no other country intervenes, Indonesia must collapse.

There is not a sign of intervention. If a Western Power, or UNO, makes a move, Soekarno will appeal to the Nasser bloc, who probably would bring in the Soviet. If the latter make a move, the West and UNO surely will counter-move.

Indications are that all interested parties (the Westerners, with which Australia is associated; the neutralists, like Nehru; the Communists, who now are strongly represented in Djakarta) will simply sit by and let nature take its course.

That will mean a period of considerable political turmoil, and much playing at soldiers—perhaps a bit of real fighting. The East Indies then may settle down as a series of related but disunited Indonesian administrations.

Someone then will move to create a Federation of some kind. Thereupon the real struggle will com-

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FIJI GOVERNOR TO RETIRE

The Governor of Fiji, Sir Ronald Garvey, KCMG, has announced that he will leave Fiji for England, at the end of August, on retirement.

It was expected, when Sir Ronald accepted the Fiji Governorship in 1952 that he would move on from Fiji in 1957 or 1958 to a higher-grade Governorship, and retire from that post, thus ensuring him a higher retirement pension. But, since World War II, the British Empire has shrunk considerably, and there simply are not enough Colonial Governorships to provide posts for the oncoming men who have earned them. Sir Ronald Garvey is one of many.

Sir Ronald Garvey was the only Governor, in 40 years, who went to the top job in Fiji with a prior knowledge of Fiji and the Pacific Islands—he spent the early part of his life in the Colonial Service in Western Pacific High Commission and Fiji. In Fiji, he married a daughter of Dr. McGusty, the Chief Medical Officer, and she accompanied him to positions in Central Africa and the West Indies, and on to British Honduras, where he became Governor and received a knighthood.

The Fiji appointment was heartily approved in Fiji, and Sir Ronald and Lady Garvey have been very popular there. At the request of the principal residents, Sir Ronald's term of office was, in 1956, extended for two years.

---

mence, between the more responsible sections grouping themselves under the Moslems (Masjuma party) and the irresponsible factions—especially certain followers of Soekarno—who probably will look to the Communists for leadership.

Each side is trying to get the support of Dr. Hatta, the respected leader of the Rightist or Moslem sections. But the wary Dr. Hatta is keeping aloof from them all.

THE EDITORS' MAILBAG

'Jehovahs' Are In Papua

A reader in Papua writes:—

In a recent mail I received a screed from a gentleman who lives at 40 Tebbutt St., Leichhardt, Sydney, and who says: "We are interested in contacting people who would like to see world peace come in our time."

He goes on to quote Biblical texts and says he will be pleased to answer any questions I may have. I gather from the pamphlets he enclosed that he is one of the "Jehovahs Witnesses" sect.

I remember that Jehovahs Witnesses had a caravan between Redbank Camp, Queensland, and the Railway Station in 1940, and used to waylay passing troops and call them potential murderers and similar names. One morning I saw them being taken to hospital, but it was never known just who had dealt with them.

These Jehovahs Witnesses are in this country now, and are causing trouble already.

A campaign to keep all "splinter" religions out of this country should be inaugurated. They cause only confusion among the natives—as indeed they do among Europeans.

One of the publications this sect sent me is called *AWAKE* and is the April issue, 1957. In it is an article *When Animals Heed the Mating Call.* It is quite remarkable to find a thing like this in a religious paper. I cannot see how it has any bearing on religion.

Maybe It's Trouble With the Rye

We've got a letter from a fellow in the British Solomons who is not at all happy about the way those New Guinea doctors are conducting their inquiries into the mystery disease, "Kuru", which has been killing off a lot of unfortunate Fore people in the NG Highlands. He has a few suggestions, and we quote:

"I cannot believe that all the medical officers concerned are of the mind that nothing is known of the disease and nothing can be done about it. Surely this Laughing Death is of the same type of virus which depopulated what was left of European cities following the Black Death?

"History records whole populations laughing and dancing themselves to death as the disease swept through Europe. A medical officer at Vila recently discussed this with me and said that only those ate rye were affected, and the is connected with a mould develops on ill-kept rye grain

"Perhaps these New G people consume a home-gro imported cereal on which a s mould has developed. Sure medical authorities are *au fai* these clues given us by histo

Well, we don't know if th or not, but we don't intend ourselves involved in it. It's c Drs. Zigas and Gajdasek.

Anybody Here Seen a Cross?

An old P-NG hand, now liv Brisbane, is looking for a n cross. He writes:

"The young man sent from bane to cover the visit to the tories of the Duke of Edinbur ported that, whilst flying fro Moresby to Lae, he spotted a cross on the side of a mo and added that nobody seem know anything about it.

"As he was just what w timers call 'another journal checked to see if he had se cross of Pere Jules Dubuy o Albert-Edward.

"No, he hadn't gone that w west of Mount Yule.

"As a matter of Territory h cal interest, does anybody about this 'cross on the side mountain'?

"Exactly where is it and h is it? Is it anything to do wi rescue of some American a by the Kunimaipans? This wa reported on by *PIM* years a is it anything to do with 'the on the crag' which Fr. Bern raised at the scene of the t of the wreck of a wa bomber?

"I get this information fro November, 1957, 'Walkabout' bourne printed). For futur torians I think all these n should be recorded in *PI* where will you find a medium? I would appreciat fullest possible particulars photograph and locality pl possible."—*SANASI.*

Old King Cole Revised

A Fiji correspondent, presu pondering recent taxation de ments in the Colony, sends u

Old King Cole was a merry ol
But a cunning old soul w
Faced with the facts of his I
Tax,
He called for his fiddlers t

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...PUA'S OIL HOPES ARE IN THE BALANCE

...nouncement that Vacuum Oil ...ests, after 20 years, are re... ...nt to continue providing funds ...able the search for oil to con... ... in Papua came as a severe ... not unexpected—shock to the ...tory of Papua and New ...ea.

...PENDITURE (between £2m. ...nd £3m. per annum recently) ...annot, of course, go on in... ...itely, unless the interests con... ...ed have some reasonable ...ise that they will find oil. ...um says the promise has faded. ... others have not disclosed ... intentions.

...e oil industry's most skilled ...tists and technicians have been ...he job in Papua for over 20 ... (except 1942-45). It seems ... all the signs and portents in... ...e the presence thereabout of a ... oilfield. This would be of in... ...lable economic and strategic ... to the South Pacific.

...t, so far, they have failed to ...it.

... far, 14 wells have been sunk ...apua by this group of com... ...s. Three or four more wells ...ow being put down, in accord... ... with an engineering and ...ce programme adopted last

...at will happen after the com... ...n of those wells, no one knows ...he moment of this writing ...ch 4). An announcement by ... Pty., Ltd., is momentarily ex... ...d.

... understand what is going on, ... necessary to show the struc... ... of the organisation that, so ...has spent close to £30 million ...) on this search for oil.

The Structure

...ck in the 'Thirties, after much ...ng and filling among the ...r oil interests, it finally was ...d (with Australian Govern... ... backing and approval) that ... should be boring for oil on ... scale in the Australian Terri... ...of Papua (*not* in the Trustee... ... Territory of New Guinea); ... that the respective interests ...sented therein should be:

	Approx. Share per cent.
...*RICAN*—Vacuum Oil ..	45
...*TISH*—D'Arcy Explora... ...n Co. (a subsidiary of ...tish Petroleum Co. Ltd.) ...ually referred to as "Brit... ... Exploration", or "Brit... ... Petroleum"	45
...*TRALIAN*—Oil Search ...d.	10

For purposes of carrying out the job in Papua those three companies or groups formed two operating companies:

Island Exploration Co. Pty., Ltd., registered in 1936.

Australasian Petroleum Co. Pty., Ltd., registered in 1938.

The three groups named above hold that percentage of interest in the two operating companies (namely, 45, 45 and 10); and for many years now the operations have been carried out in the name of Australasian Petroleum Co. Pty., Ltd. (APC, for short).

The latter has a huge establishment in Papua. The APC staff alone occupies a whole suburb (Bairiki) of Port Moresby.

The drilling programme had no sooner got under way, when in 1942, the Japanese invasion forced the evacuation of Papua. Operations were resumed very quickly soon after the surrender of Japan in 1945; and have continued without interruption ever since.

Expenditure on the oil search, at the rate of between £2,000,000 and £3m. per annum, has been a very important factor in the economic set-up in Papua for several years. Papua always has felt confident that it would be followed, even more happily, by the establishment

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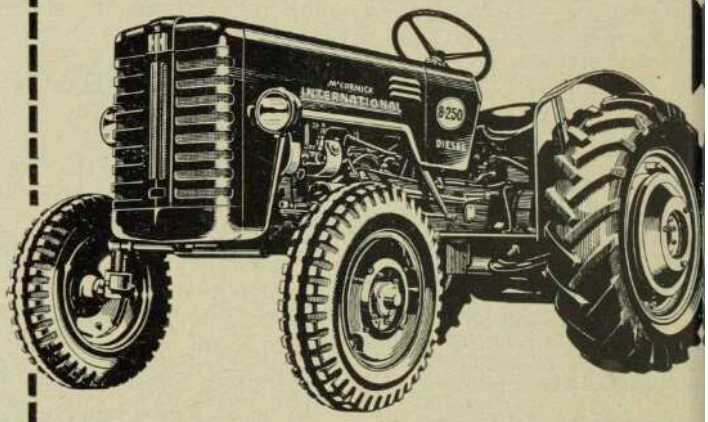
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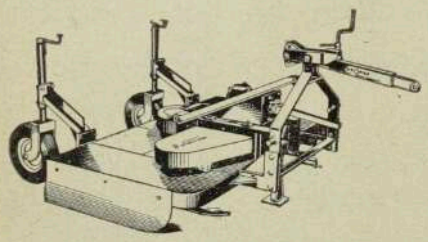
Most of this new line of 3-pt. linkage implements has been designed for tractors with either No. 1 or No. 2 type linkage systems. Made with the best materials and produced in Australia's most up-to-date farm equipment works, these implements sell at an amazingly low price. They have been rigidly field-tested under all types of conditions and proved strong, reliable and efficient. For the work they will do, the money and time they will save, McCormick International 3-pt. linkage farm implements are a wonderful investment. You can use these implements with almost any 3-pt. linkage tractor on the market but they work best with the best tractor—and the amazing B-250 diesel tractor is the best.

THE TRACTOR WITH ALL THE FEATURES . .

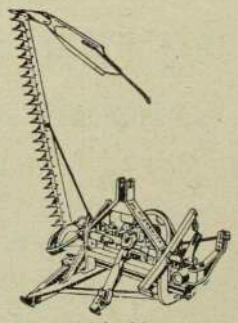


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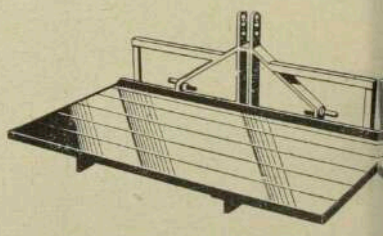
PAPUA AND NEW GUINEA
Steamships Trading Company Limited, Port Moresby and Samai
Dealers: New Guinea Goldfields Ltd., Wau and Lae.
Rabaul Trading Co. Ltd., Rabaul.
DUTCH NEW GUINEA: H. Englebert n.v., Hollandia.
SOLOMON ISLANDS: Mr. K. H. Dalrymple Hay, Honiara.
NEW CALEDONIA: Agence Automobile, Noumea.
TAHITI: Hintze & Company, Papeete.
NEW HEBRIDES: Kerr Bros. Limited, Sydney.
FIJI: Niranjan's Service Station, Suva.



A4-1 Rotary mower

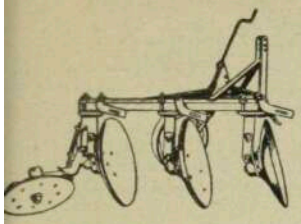


GL-223 Mower

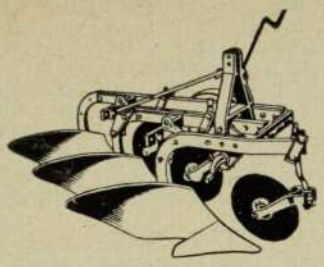


GL-326 Carry-lift platform

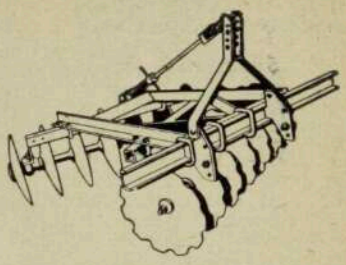
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GL-221 Disc plough



GL-220 Mouldboard plough



GL-325 Offset disc harrow

LIVE HYDRAULICS. Built-in sealed hydraulic system with separate oil reservoir operates completely independent of transmission clutch operation.

DUAL LINKAGE. Simply by reversing the linkage arms you can use either No. 1 or No. 2 type 3-point linkage implements. This is a wonderful money-saving feature and the B-250 is the first tractor with it.

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"DIFF LOCK". Completely safe and can be used in **all** conditions when extra traction is required. Wheel spin is no longer a problem.

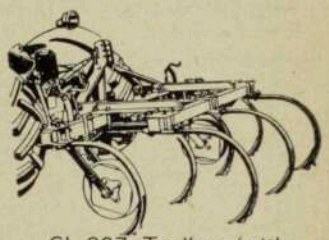
30 H.P. DIESEL ENGINE—economical, trouble-free and accessible.

INTERNATIONAL HARVESTER

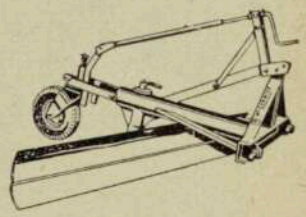
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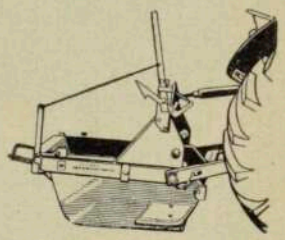
P.I.M. 974.



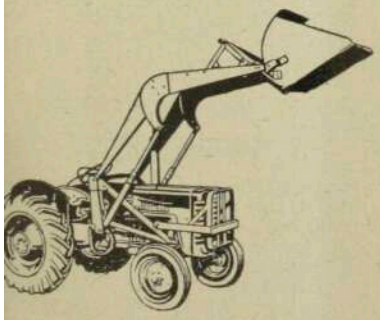
GL-227 Toolbar (with double bar and flat shanks)



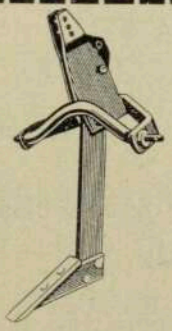
GL-226 Light rear blade



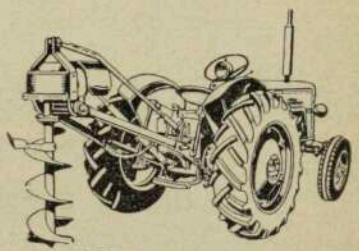
GL-330 ½-yard scoop



GL-240 Power loader



GL-224 Agricultural ripper



GL-225 Post hole digger

of an oil industry. Cessation of all income from that source would be a grievous blow to Papua.

£800,000 Needed

The announcement came from London on February 6. It had been found that, in order to complete the present uncompleted wells, or bores, £800,000 would be needed, over and above the amount provided in conference last June. The Directors of Vacuum Oil had decided that they would not contribute to that £800,000.

That left it to the other two partners—the British group known as D'Arcy Exploration (a subsidiary of British Petroleum Co. Ltd.) and Oil Search Ltd.

It has been assumed that the latter two will find the money (perhaps by introducing another partner) and carry on. But how they will find the £800,000, or whether in any event they will continue beyond the present boring programme (boring is proceeding at Barikewa, Puri, Komewa 2 and Kuru 2) had not been disclosed up to March 4.

Vacuum announced in early February:

"This does not mean that the company has abandoned hope for an oil strike in commercial quantities in Australian territory.

"Total cost of oil exploration in Papua since Island Exploration Co. and Australasian Petroleum Co. were formed has exceeded £27 million, of which Vacuum contri
more than £12 million.

"While the possibility of com
cial oil in Papua has not
eliminated, the enormous co
oil search in this forbidding
tory has forced Vacuum to
conclusion that it cannot ju
further exploration expenditur
yond that required for the
wells now drilling unless result
encountered during the compl
of these wells sufficiently enco
ing to cause us to reassess
position.

"The presence of considerabl
at Kuru and Barikewa is of int
and the commercial possibiliti
these gas reserves are under e
ination."

Directors of Oil Search said
felt that the full programme sh
be completed and decided to
BP within the limits of the
pany's resources.

Any extra money subsc
would slightly increase Oil Sea
percentage interest in the oper
companies, directors said.

"Wells currently drilling ar
on promising structures, so the
certainly a chance that oil pro
tion may be proved and thus t
form the whole picture,"
added.

Prospects Seem Blue

As at this point (March 4)
prospects seem blue. Vacuum
said, in so many words, that
is not enough evidence of the
tence of an oil-field to justify
ther expenditure on boring.

There are two bright spots i
picture.

The official references to the
sence of large quantities of
might mean that gas is prese
commercial quantities. But
locality (behind Gulf of Pa
means that the gas will have
very good in quality and qua
to make it workable.

The other encouraging thi
the persistent report in Sydney
the staff of APC in Papua
sent orders for the purchas
every Oil Search share coming
the market. Shares are quote
between 3/- and 4/- (they
been up to 40/-).

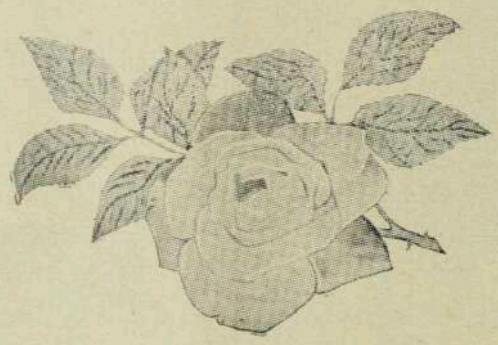
If, as Vacuum says, prospec
not justify continued boring,
are worth nothing. If prospect
good enough to justify the
partners carrying on, they s
are worth more than 3/- or
The staff should know.

Air Announcement Soo

Recent proposals concerning
future of air services in Papua
Guinea are expected to be
nounced by the Commonw
Government soon.

The Department of Civil Avi
has been making investigations
various aspects of air service
some months.

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'G's NEW COPRA TAX

'ST WHAT THE ?EEK ORDERED

f the Papua-New Guinea Ad-istration thought they were ding something to Territory nters on a platter with their basis of assessing copra ort tax, they were soon dis-sioned.

R. T. GRAHAMSLAW had scarcely finished his last word in introducing the bill he March meeting of Legislative ncil when Mr. B. Fairfax-Ross, dian of planters' interests, was his feet declaiming, with the of battle in his eye: "When Greeks bring gifts—beware"! he Greek in this case—meaning surer Reeve—was away on e but the gift he was offering not what it seemed to be and, rding to Mr. F.-R., would not the Treasury anything.

he new ordinance was believed ssary because copra marketing entered a new era since the of the MOF contract in 1957. l now, the tax has been levied a declared, "in store" price—h was, of course, based on the l MOF price. The tax and stab-tion contribution are now to be ulated on a true f.o.b. value.

n the surface, the new scale s to be much in favour of the ucer—tax under the old scale n when copra was valued at per ton, and Stabilisation Fund ributions began when it hed £27 per ton. Under the new , tax does not begin until the value of copra is £49 per ton, Stabilisation Fund contribu-only when it reaches £53 fob. looked good; but Mr. Fairfax-quickly showed that the key he mystery was in the letters

explained it this way: Under present system of paying tax stabilisation contribution on declared value for FMS at £A46, NG planters pay £3/5/- for tax £2 into the Stabilisation Fund. hen basing his calculations on quivalent c.i.f. value of £Stg.65, Fairfax-Ross worked back to that the final f.o.b. price on h the planter would have to duty was £A56/14/8 (the c.i.f. *less* freight, insurance agency ges, commission, shrinkage; the premium for good grading, 25 per cent. Australian ex-ge). It was on this amount the final payment of tax d be paid—*and this amount ding the cost of running the G Copra Marketing Board.*

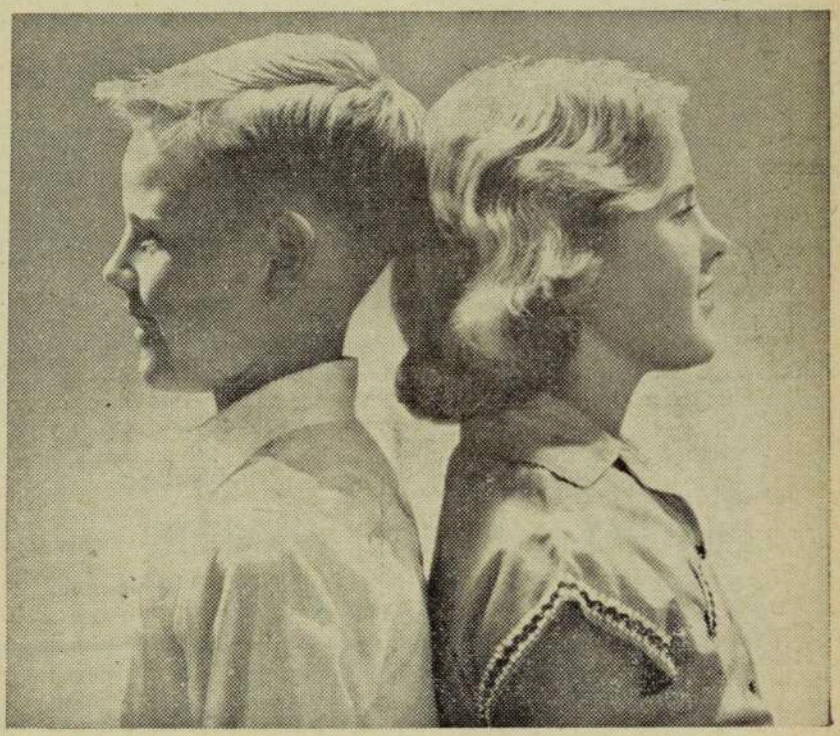
r. Fairfax-Ross described this as one of the cherished dreams of the Greek come true.

The Tax deductions from this £A58, according to the new scale, would be £3 export tax and 10/- for stabilisation. This meant that the planter is getting only 5/- relief in respect of copra export tax but £1/10/- in respect of Stabilisation Fund relief. At the same time, the Treasury was losing only 5/- per ton—contributions to the Stabilisation Fund having been outside Treasury control.

The new ordinance provides for the exporter to pay tax etc. on the declared value, at time of export and then within 60 days produce evidence of the final f.o.b. value—and have the final amount of tax adjusted.

The Copra Tax Deductions compared:

Value Per Ton	OLD DUTY Export Tax	OLD DUTY Stabilisation Contribution	OLD DUTY Total	NEW DUTY Export Tax	NEW DUTY Stabilisation Contribution	NEW DUTY Total
£A	£ s d	£ s d	£ s d	£ s d	£ s d	£ s d
46	3 5 0	2 0 0	5 5 0	nil	nil	nil
49	3 12 6	2 0 0	5 12 6	13 4	—	13 4
55	4 7 6	2 0 0	6 7 6	2 13 4	7 6	3 0 10
60	5 0 0	2 0 0	7 0 0	3 16 0	1 0 0	4 16 0
65	5 12 6	2 0 0	7 12 6	4 10 0	1 0 0	5 16 0



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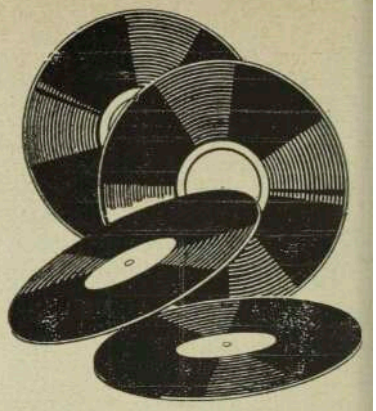
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SIX-POINT PLAN FOR NEW GUINEA PROGRESS

If the present Australian policy of benevolent neutralism indefinitely continued, the political future of New Guinea ill be exposed to all the perils and hazards which the new nall nation imperialism and communistic expansion in South ast Asia present.

ose of us who like to feel that re part of Papua-New Guinea the view that Australia must lop a new strong and politically artisan programme for the tory.

e eventual plan I would pro- would include these things:

A referendum which would it all the people of the Terri- to express or not express their to become Australians. This d establish the moral right for alia's future course of action.

The granting of Australian nship and nationality to all nhabitants who wish to become alians.

A system of incentives towards g eligibility, such as literacy, would give an ever increasing er of the people the right to

Numerous alternate qualifica- could be set up—not only as eans of achieving the right to but as a means of accelerat- he acquirement of skills and mprovement.

Representation for New Guinea e Federal Parliament and a elective New Guinea Legisla- Council. The present Council farce of democracy and a bad ple for the people.

The granting of State status mmigration.

A Customs union.

se proposals must be put into ice in a firm and continuous Too much too soon will prove stible. Too little too late will e enough. Australia will have ve up a little to gain a great

e danger of an influx of cheap r is more imaginary than real. people of Papua and New ea own their own land and will s cling to their own country. within the Territory per- nt immigrants from one dis- to another are a mere hand-

ial segregation and colour lousness will not become prob- if we do not indulge in onalism and remain stead- objective.

re are all sorts of obvious ds and obstacles to the im- ntation of such a plan, but I to you that Australia's real er is the Dutch New Guinea border, whether Australia wants that frontier or not, and that you in Australia have no security and no political future as a nation if you do not proceed with a plan which will make Australia and New Guinea one country.

A beginning must be made through the mixed blood people who are capable of exerting a profound influence.

Every year, you admit as New Australians thousands of people who become citizens of Australia. Very few of them know as much about Australia as the people of New Guinea.

None have so many common interests.

For years thousands of Papuans and New Guineans have yearned for the Australian flag to become their flag.

I do not believe that Papua and New Guinea can achieve successful separate nationhood. I agree that, on their own, Melanesians as a race have already shown themselves incapable of mastering the challenge of their own environment to a degree which would permit them to stand alone in the face of world competition and ambition. They need sincere Australian help and acceptance as partners.

In times of stress and war, people of all countries are forced into realism. In the last war, New Guinea in practice became part of Australia. That will always have to be true in similar circumstances.

Together, Australia and New Guinea have some chance of survival. Separately they have none.

CANBERRA CONFERENCE

The reports on this and the following pages come from proceedings at the Australian Institute of Political Science conference held in Canberra in January. Speakers were invited to discuss the problems of Papua-New Guinea. "PIM" published other reports on the conference in the February issue.

A Psychiatrist Says:

Natives' Natural Resentment to White Man "Heavily Suppressed"

• *Melbourne psychiatrist, Dr. Alex. Sinclair, was in Papua-New Guinea last year as one of a team charged with the task of finding out the incidence and causation of neurosis among the natives.*

The team's report is at present with the Minister for Territories, Mr. Hasluck, but some of the conclusions reached by the specialists were outlined by Dr. Sinclair during an address to the Australian Institute of Political Science summer school in Canberra in January.

The main portion of his address is published here.

IN the native's own culture, his chief stresses are fear of attack, subsistence fears and the fear of supernatural forces. Disputes between individuals are mainly in relation to property—either of land, chattels or women.

The normal psychological adjustive mechanisms include a high degree of aggression—at times physical and destructive and at times verbal.

Socially acceptable behaviour from the cradle to the grave is ensured by a rigid group control vested in the clan. Conformity in behaviour is demanded and achieved by group pressure within this clan.

Failure to conform is punishable both by internally self applied forces or reprobation, such as "shame", and externally by public reprobation. The final, awful sanction on social deviation resides within the universally accepted belief in the supernatural.

The social system is further preserved by a highly embellished ritual observance and complicated systems of precept and practice. The ingredients of leadership are age, wisdom, strength and material possessions. Members of a cultural group are bound closer from time to time by marriage-contracts, and systems of matrilineal and patrilineal land tenure.

Overall, sits the powerful monitor of the spirits who are everywhere and omnipotent.

We do not know whether these

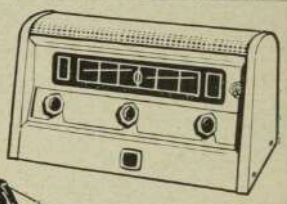
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For thundering drums....









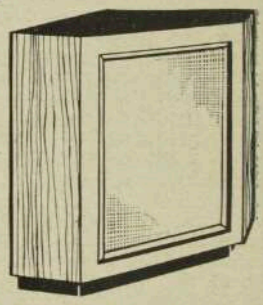


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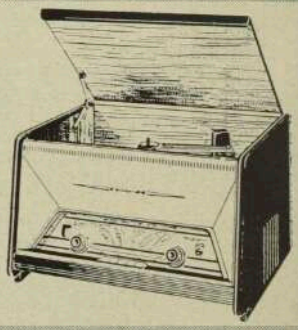
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Societe Franco Oceanienne, *Papeete, Tahiti.*

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le are happy or not—no more we know whether we are elves. One thing we do know hat it is almost impossible to in relatively untouched native re any evidence of the neurotic ern of behaviour and thinking h is the predominant ill of our so-called enlightened social ture.

ming now to the effects of act or urbanisation, we see ges in the pattern of the stress of the reaction.

ar of attack has been largely ved by administrative action, by improvement in communica-

Overt aggression is controlled rongly imposed sanctions. Sub-ce worries are still there, but less acute.

sternisation is disturbing the ocial systems. Most import-of all, the responsibility for ontrol of the young is passing the group to the parents. In connection I need hardly d you that problem parents problem children.

e old monitors of group viour are giving way to the nistration and to the church. clan council is being replaced cal government councils and force of the supernatural is d strongly by the church.

Rituals Disappearing

tective rituals are disappear-The disappearance of olism is for the time being g some of the relevance and ing of life for the native. The e from shell to paper money eft the native with a system terchange which lacks much ritual, social significance and power possessed by the old icy.

formation of native labour s has broken down inter-clan lice and fear, and has laid undation for the development v mechanisms of interpersonal ment. On the other hand, labour groups have posed ms of detribalisation.

customary avenue for the sion of aggression has been ed. Contacts with Europeans made it necessary for sion to be suppressed. New es must be discovered for the y acceptable channelling of gression.

aps, most importantly of all, inevitable uneveness in the of acculturation within the ories. Blueprints in generalisa-firm time-schedules for the tion of so-called "civilisation" tives, could wreck prospects tional evolutionary develop-

important site of action of uration is at the growing edge new culture. Fortunately, dministration has very able men in forward areas in the ories who are attacking this lt job with wisdom, energy nderstanding.

The changes consequent upon contact are inevitable.

Like all other human beings the native is making his own psychological adjustments. Some of these are healthy and some are not.

There is a tendency for aggression to be heavily suppressed under a facade of agreeable compliance and smiling dependency on the white man. It would be foolish to take this compliance and dependency at its face value. It is unhealthy and one of the root causes of neurosis.

Natural resentment to the white man is fairly heavily suppressed by the natives. The sense of frustration at inequality of opportunity, power and possession expresses itself in "cargo thinking".

Return to a belief in magical thinking is often expressed in a desire for education, as I have indicated previously.

When these and other adjustive mechanisms fail we see neurosis. I think the most important finding of the survey was that of the development of neurosis amongst urbanised natives.

We feel that this will continue.

The task of seeing that it does not reach the proportions existing in our own culture is a very heavy one.

We cannot stand and let this blending of cultures go on its own way just because we are scared of the effects of our intervention.

There is no place in the Territories for a Don Quixote, in a feathered head-dress and a stone axe.

There is an urgent need in the Territories for painstaking anthropological study and for its close

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ication to studies of sociology, culture, medicine and the inistration. Further, as Dr. Gunther says, the church train anthropologists.
e job of directing the new re if well done will represent odel in colonisation.
do not know whether or not job must be done well for ical reasons, but I do know that job is a worthwhile one simply se it is being done for a very hwhile, proud and sensitive le.

John Gunther Asks:

hat is Good out NG Culture?

The P-NG Assistant Adminis-r, Dr. John Gunther, was one e main speakers at the con-ce. The following extract from ddress is published because it with a matter of special in-in P-NG at the moment. ver, it should be kept in mind Dr. Gunther did not present views as an argument in selves, but merely as a de-ment in a wider argument.

put the aspirations of the e very simply, they are: to the *cargo* that we Europeans got. If we teach them the of getting it or give them the that will manufacture it, we have partly achieved our task. et the cargo themselves they deny their own culture.

ilst appeasing their ancestors, will destroy their totems, away their conventional ole grass skirt and replace it a dirty piece of calico, a sym-f the type of *cargo* that is to a veneer thing of our Wes-civilisation.

y will sing hymns, but not own songs. They will not their own dances; they will y their houses of native ial and live in frightful r in galvanised iron shelters; will destroy their gardens.

ole groups have done all this action and sat down to await oming of the *cargo*. This is a hysterical behaviour. But in a cold, calculating way indi-l sophisticates are doing t exactly the same today.

Little That's Good

e hears repeatedly the great to graft all that is good in Western culture onto what is in theirs. I believe they see that is good in their own. I nally would ask what is good it?

now little of art or of music; I do know these people are capable of pleasant melody and of harmony, but to me few of their songs have either. Their dances have rhythm as we know that word, but they are mostly stilted, monotonous, barbaric affairs. Yet they dance the more attractive Polynesian dances very well.

They had little or no pictorial art, though they carved quite well, but often grotesque phallic figures. They had few pigments and used colours crudely. Some of their carvings, I readily admit, have character, some of their bowls are useful, most of their pottery is utilitarian, though the Amphlett Islands pots were, to me, beautifully delicate pieces.

Belshaw interestingly says, "The art of pottery for which the Motu were justly famous has now completely disappeared in Hanuabada. European cooking-pots have replaced native ones and the institution that motivated production has disappeared. This was the annual sago-trading expedition to the Gulf of Papua during which Motuans bartered thousands of pots for canoes and sago."

I don't think that the pots could be called works of art, by any stretch of the imagination. All of a sudden and recently a new use has been found for them; they make decorative pots for plants.

Hundreds are now being sold in Port Moresby itself. Though decorative, they deteriorate and break easily; they don't withstand the rigours that a good baked Australian flower-pot would withstand.

So a cooking pot becomes a plant-pot; it took eleven years for somebody to think to put holes in the bottom of a cooking pot and sell it to the ex patriate, who is garden hungry and desirous of seeing green in arid Port Moresby.

The price is about the same as the pot from Australia on which duty and freight have been paid.

Ugly Songs, Dances

Except to record it for history and for closer academic study on tape and in picture, I see no heed to try to preserve what are, to me, ugly songs and dances. Their carving can be put to some purpose to make bowls and so on, similarly their pottery has its new uses.

Some must be encouraged to continue their art until museums and collectors are satisfied. I agree the artifacts must be collected and carefully housed for posterity.

Some of their finest pieces of work are their bows, their arrows, their spears and axes and clubs and their shields; who can ask them to make these when they are prevented from using them?

Care is put into a favourite fighting-weapon, but who is going to put the same care into a weapon to be sold to a tourist?

Talking Points:

A Conference Round Up

Some talking points from the three-day conference:

Dr. J. Andrews, of Sydney: "The Australian spokesmen on the Trusteeship Council have not always had the necessary standing or experience in territorial affairs, and the annual reports submitted by Australia on its administration of its Trust Territories suffer severely in comparison with those of other Administering Authorities, in regard both to technical production and the successful presentation of the story.

"During my term at UN Headquarters, the common impression in Trusteeship circles was that Australia was the least efficient of the administering nations, and that the Trust Territory of New Guinea was the least well-administered of all trust territories . . . The presentation of Australia's case aright in the annual reports is a matter for experts in public relations techniques, and the story of the Administration's achievements in the field, rather than in the office, can bring out convincingly the tremendous difficulties of the New Guinea physical and human environment."

* * *

Mr. John Kerr, Sydney QC: "One problem we have to face is that many of the white settlers in New Guinea are not there to stay. They believe they can make their fortunes and pull out before the long term issues arise for settlement.

"In the meantime, many of them believe in and practice the notions of white supremacy. The satisfaction by such people of their short term aims may easily create problems of greater magnitude for us later."

* * *

Mr. George Whittaker, a former P-NG MLC, and a resident there for 33 years: "It is a peculiar fact that some white men take the greatest delight in condemning other white men if they happen to live in a "black" country, earning an honest living, and possibly earning it in a much more honest way.

"But it is an offence to the white man who is a decent citizen in a black country."

* * *

Mr. John Hohnen, MLC, a Wau businessman, and chairman of the

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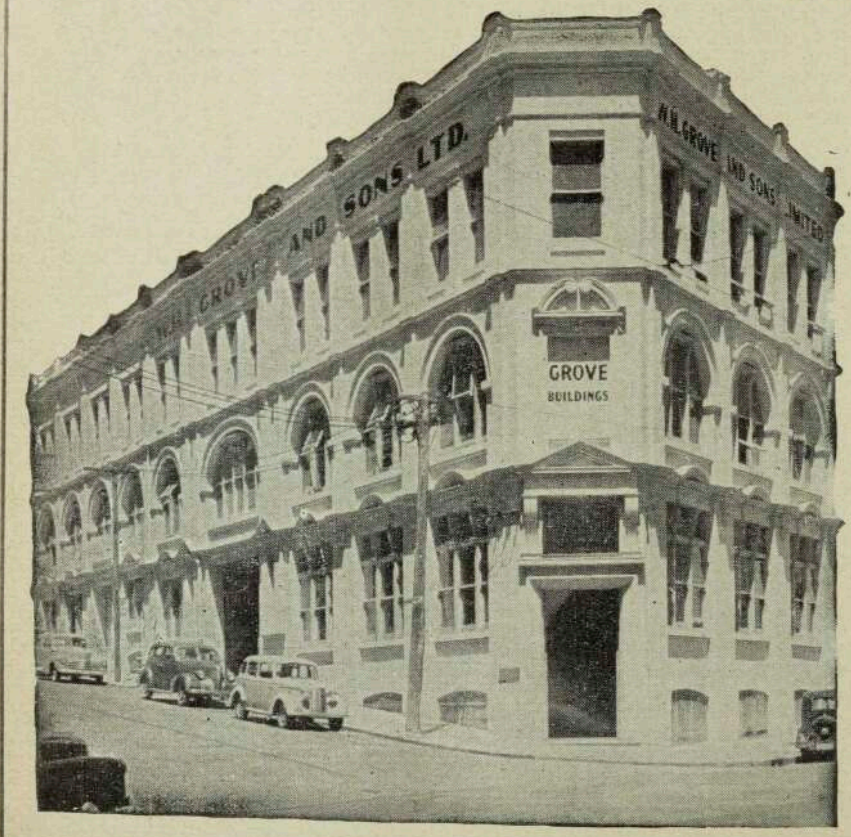
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G Native Apprenticeship Board: indigene of New Guinea un- the Australian Government, nothing to fear from enlight- private enterprise; rather let reiterate that he cannot go d without it.

ustralia has a great part to in New Guinea and the re- s will be commensurate, but s be practical.

uch criticism centres around degree of control said to be ised upon the local adminis- n from Canberra. How far s true is difficult to determine, hatever the source the pattern cialistic in conception.

"Supplants Others"

its services to primary pro- s the Agricultural Department, gh its scientific section, is a very good job, re- station is progressing apace, some assistance is now being d to the mining industry. Un- nately the story does not end

ne Administration owns and tes saw mills, has acquired of forest reserves, cattle ns far greater than required xperimental study, and con- s in many ways to supplant art of private enterprise. would be interesting to know conomic return, if any, from ventures."

* * *

A. A. Calwell, MHR, Deputy r of the Opposition: "There e occasions when the Govern- and the Opposition will differ me aspects of Territories Ad- tration, but I never expect to ss any divergence of opinion he things that matter. The ment has, in effect, a bi- an policy on Papua-New a .

* * *

H. C. Brookfield, Australian nal University: "European ltural development is respon- for more than half the total e of the Territory from all s, yet in many respects it is

e copra industry, widely dis- ed around the coastal fringes e northern mainland and the is, has been aptly described wasting asset.

r too many of the trees are eat age, and far too few are planted. Particularly in of the termination of the h contract in 1958, planters t feel sufficiently assured of ong-term security of returns d for this crop. Consequently, h 80 per cent. of copra pro- n still comes from European plantations, the proportion that is derived from native growers is increasing, and is likely to increase more rapidly in the future."

* * *

Mr. Ian Downs, MLC, a former District Commissioner of the NG Eastern Highlands: "No matter what has been said here, no matter what you may read, no matter what you may wishfully hope, the fact is certain that if our Australian authority and control was withdrawn to-day or next year, or even 50 years hence, the people of New Guinea would rise one against the other and revert to a scale of tribal war possibly more vicious and certainly more widespread than ever before . . .

"Only a little while ago we had in Port Moresby a vicious battle between the Elama, whom the people of Port Moresby call Kerema, and the Pacific Islands Regiment.

"Quite apart from the shocking deficiencies and training as citizens, which the Army people showed that week, there was revealed to many surprised post-war Government officials, who had not previously seen the savagery of primitive people at war, the naked hatred for man against man, which is always present in New Guinea as a latent but terrible force — easily stirred and hard to placate."

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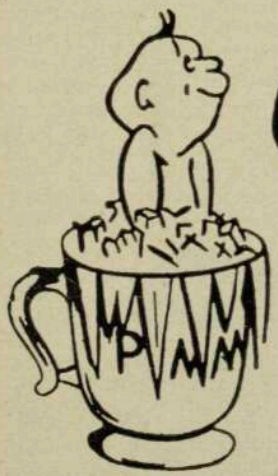
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TERRITORIES TALK-TALK

By Tolala

Turning the pages of an *Auckland Weekly News* for last ecember, I came across a short review of a book by the late anon James Benson, the well-known Papuan missionary, ıtitled *Prisoner's Base and Home Again.*

s published by Hale, of London, ıd, as its title suggests, deals th the author's war-time ex- nces; from his escape at Gona the Japs landed there to de- ions of his prison-life in ul. I have not read the book, t will surely be one of interest. s Benson died in England in ber, 1955. A pity he could not lived to see its publication. ıptured after a long pursuit", the review, "he lived with his rs and formed his own highly ıdual opinion of them."

d what a life he had in ul! He was kept separate from other European POWs, and rised a one-man sanitary at the Kempei-Tai gaol in ul for a time. A war corres- ent of one of the Jap news- s told me of Benson and his ion and the correspondent d himself a library service enabled me to send the something to read during the he was not occupied with emp- sanitary pans. Despite his treatment in the boob he ıis own genial self and a lov- companion when I met him in the RC Camp at Ramale e we were relieved by our s on that memorable day in mber, 1945. It was only when arned of the fate of his two ɔnary sisters from Gona that ent to bits. It was Fairfax –one of the ANGAU crowd brought us the good tidings— unwittingly spilled the beans the tragic incident at Gona, did not recognise Benson, and no notice of my efforts at ing on his toes beneath the ory table, as we sat quaffing ɔdicum of the very precious ıa plonk reserved for special ions.

ine man was James Benson; who had carried more than verage load of burdens in this , and I believe it was only his inished faith in God that him going through the fearful ls of his imprisonment.

's the Good Oil?

announcement of APC that might be an easing in the ı for oil in P-NG gave quite people a shock. And not the least of them, I would say, would be the Administration people who have reaped a good harvest from oil research and its attendant activities for quite a few years now.

Seeking for oil has brought quite a few quid into the P-NG Treasury, and Moresby realtors had rosey visions of the future.

Actually it has been a long and unprofitable game for these oil prospecting companies, who started 'way back in 1923 testing out promising areas. I knew, personally, for a while at least how energetic they were nearly 34 years ago when I was assistant driller on a bore for Mandated Development Coy's lease at Matapau up in the then Aitape district. No. 1 bore gave out oil at about 40 ft. But not in commercial quantities. (And that is the catch!)

Truly, it was primitive machinery —the old hit and miss drill—which went down over 1,000 ft. in No. 2 bore, but nary a sign. (And how many bits did I sharpen in the process?)

Matapau was the first site in NG where serious drilling was carried out. Glanville (who died a few years ago) was the chief driller and I was his off-sider; George Mann was the Boss. He died last year and was a brother of Cecil Mann, of *The Bulletin* staff; and there was Marcus Cobb and his wife.

They lived on a cliff-top and their ducks were an invitation to the 30-ft pythons that abounded in that area. Marcus has passed on, but his wife is now Mrs. Corrigan, well-known in Wewak.

We were a happy crowd in those days, with "Kus-Kus" Harris, with his consistent game of patience, in charge of the store. It was from here that I departed for Rabaul in 1925 to take up the job as editor of newly-launched *Rabaul Times.*

I cannot but wonder whether the proposed cessation of oil search activities is due not so much to the geological aspect as to the long view on political potentialities; never forgetting the fact that had we struck oil in NG the envious eyes of the world would have been focussed more assiduously upon us, thus creating a greater desire of acquisitiveness. Most of the trouble spots in this world at the moment are "oil spots".

Or, as a foot-note: Is it due to a realisation that oil is not to occupy such an important place in world affairs in these days of atomic power?

There are so many wheels within wheels these days that a common or garden commentator doesn't know where he is. And much less where he will be.

Good-bye, Bill Money!

With the passing on of Bill Money in Lae last month the ranks of the Big Six lose yet another member. It was only last August that Dick Glasson passed in his number. Frank Chisholm died some years ago, and I doubt very much whether Joe Sloane—the oldest of the Six—has weathered the storm for I have heard nothing of him for years. Bill Royal is still chasing the elusive 'weight in NG; while his brother Albert (who never lived for any length of time in NG) is down in Melbourne, I believe.

Life had not been easy for Bill Money in the years just preceding his death. Ill-health had dogged him and financial worries added to

NEW PROPOSALS ON MILNE BAY

From a Special NG Correspondent

A proposal to move the administrative centre of the Milne Bay district of Papua to some place other than Samarai is again in the air.

The cost these days would be tremendous compared to just after the war, but, even so, providing an area is selected which allows plenty of room for expansion, with gardens and small industries, the result would be beneficial to all and would possibly mean the beginning of a new period of prosperity for this district.

There are places with more natural facilities than Samarai waiting to be exploited. Several places in Milne Bay offer potential hydro-electric power and will bear investigation. Milne Bay already has a good airstrip and the wartime roads are still trafficable.

Wharves have fallen to pieces and the one in Samarai is in need of major repairs at the moment, too. Commercial firms would have to follow the Administration eventually and, although the initial cost would be high, the reduction in cost of living, etc., would probably more than pay in the end. Native gardeners would have a larger market for their produce instead of the very limited ones at present. One very big thing is that natives, who have learnt trades, would have an opportunity to reap the benefit of them and be able to have their own gardens at the same time.

There are many who are keen to see the move take place, despite the cost.

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burden; but he always re-
ied the same lovable character,
y to share his last bean with a
y one. Had he been less gen-
s in his more affluent days he
d have been in more comfort-
circumstances in the autumn
is life. Good-bye, Bill. You've
a well-earned rest.

ries and Such-Like

calling the days of the Big Six
s back memories of TNG's
outstanding Public Inquiry (in
I think it was a Royal Com-
on) set up to investigate com-
ts by the Miners' Association
the large area held by the
ix and a definition of the class
ining to be carried on there.

e Big Six briefed F. S. B. Boyce
Judge), who was related to
Glasson by marriage; the
s had W. R. Simpson, a
sing young eager legal eagle
is now Supreme Court Judge
nberra. The chairman was L.
acGregor from Brisbane, who
ter Australian Trade Commis-
in USA.

was during this Inquiry that
ctions of Doris Booth as the
l of Bulolo" were high-lighted
subsequently brought her an
Incidentally, the Big Six had

re were various Committees
quiry in TNG in pre-War II
The first was back in 1920
Judge Murray, Atlee Hunt
Valter Lucas investigated the
bility of amalgamating Papua
NG. The answer was No.

ther Committee delved into
me matter (as well as a capi-
ite) when Fred Eggleston
knighted), Leonard Murray
rton Townsend comprised the
y. The answer was again No.
929 there was an Inquiry into
abaul strike, conducted by
Griffiths. He returned some
later on another Inquiry for
rpose of selecting a suitable
site, after the Rabaul erup-

the most popular subject for
es has been that of Native
. The first one I remember
in 1922 with the Canning
, when allegations were
against Government officials
elty and maladministration
ives. Canning was a retired
ssioner from Kenya, of the
sahib type.
allegations started some-
up in the Baining by an
oard overseer and quickly
alled throughout the Terri-
Canning travelled hither on
lled many pages of foolscap
vidence and his finding, but
as done; no one lost his job.
vas not an important factor
itical life in those days—
en and six years ago—and
ole thing was more or less
ashed.

And what good do these Committees of Inquiry ever do? The Territories have been amalgamated, despite the recommendations of two Committees against such action; and native labour ordinances and amendments have been introduced with a cavalier disregard of suggestions put forward by many of the Committees.

Here's a typical example of the ineffectiveness of an Inquiry: Replying to observations by Members of the Permanent Mandates Commission, the TNG Administration in its 1938-39 report to the League of Nations stated: "The Committee [Eggleston's] favoured Lae as a site for the Administration Headquarters of New Guinea. The Commonwealth Government, however, decided that the Administration Headquarters should remain at Rabaul where a vulcanological observatory has been established and other precautionary measures taken. . . ."

The Commonwealth Government wins every time.

Pushing Them Around

I suppose a Trustee Government has limitless powers where underdeveloped people are concerned, but it does seem we are looking for trouble when we start the wholesale removal of native people from one area to another as was mentioned by Minister Hasluck in his Summer School talk at Canberra, and has since been suggested by Keith McCarthy as a possible step towards solving a future problem of *lebensraum* which eventually may arise owing to (a) increased population and (b) economic changes.

It is claimed that better health conditions and less tribal fighting have contributed to (a) and the need for spending money in the commercial world of today creates (b). As the government is responsible for both (a) and (b) it is only natural that it should feel morally accountable for solving accompanying problems.

No one likes being pushed around; not even the under-priviliged races. A cry rose to high heaven during the early twenties when TNG officials on patrol in the Namatanai district ordered some hill villages to move down to the beach to save the patrol having to climb a rough, steep road! The natives moved down, but later were allowed to return to the home of their ancestors.

After the 1937 eruption in Rabaul efforts were made to persuade the Matupi Island natives to move away from under the ash-cloud of Tavurvur, but they wouldn't have it on at any price. That sort of thing suggests the Police State.

It seems we are going a little too far in our civilisation inoculation when we start these migratory schemes. Presumably the present village sites do not offer sufficient accommodation for a garage to be attached to each dwelling!

Army versus Civvies

The PRI incidents in Moresby, resulting in four members of the Regiment collecting 18 months in the boob, puts the spot-light on the old, old friction (or tension, if you prefer that term) which has existed between the military and civil population, especially in TNG for over forty years.

Australian residents were not so happy with the antics of many of the AN&MEF when they landed in German New Guinea in the First War. Their general deportment; their dress; their attitude towards the natives—male and female—all left much to be desired according to prevailing local standards.

The natives were as much puzzled and astonished as the Australian civvies were embarrassed at the gaucheries perpetrated by their fellow-countrymen in uniform.

Admittedly a large proportion of the first expeditionary troops was made up of pretty tough blokes and later reinforcements proved more adaptable to local conditions, plus the fact that the officers developed a greater know-how and realisation that New Guinea life was vastly different to Aussie.

In March, 1941, when the 2/22nd arrived, there was again a certain tenseness apparent, but the relationship between Army and Civvies was far more cordial than in War I. Conditions, too, had changed.

But even so there were numerous "incidents" arising mostly out of the erroneous idea that young lads in uniform automatically had greater privileges and were not amenable to laws governing ordinary decent behaviour.

A problem, of course, arises when a thousand or so lusty males are set down in a township—whether they be white or black—and those in control of them do realise this, and do nothing realistic about it. Authority, ostrich-like, buries its head in the sands—and lets the troops loose on the civilian population

When the Japanese occupied Rabaul in 1942 they brought with them a few thousand head of female amenities; and participation in such amenities was carried out on a parade level. There was little interference by the Japs with either native or Asian females during the occupation. But we Europeans cannot, of course, make use of such a system.

If maintaining the PIR is of such importance to the defence of New Guinea and Australia, why not appoint senior officers (at least) with lengthy — repeat lengthy — Territorial experience, *and keep them on the job?*

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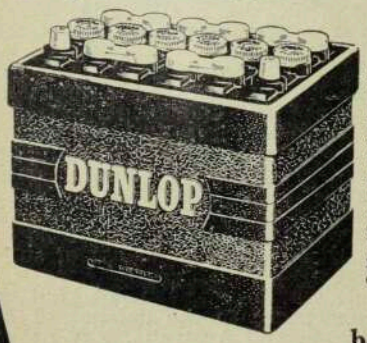


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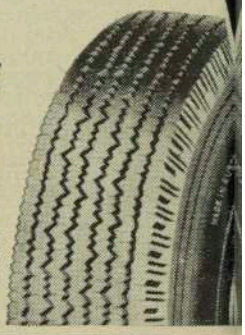


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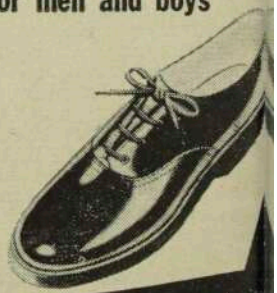


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trolled versus Free Marketing

pra Prices Under Scrutiny The South Pacific

BY THE PIM'S COPRA MARKET COMMENTATOR

I find that, among copra growers and merchants generally, here is lively interest in the prices being paid now for copra in he different South Pacific Territories. The rates vary considerbly. (See produce section.)

E markets in most of the Tertories are more or less under he control of Governmentumentalities. But the market in is completely free. The teny is to compare prices elsee with those paid in Fiji.
e comparison is difficult to , and in some ways, unfair.
e P-NG price, for example, was tentatively in January at £47 , in Copra Marketing Board , New Guinea port. "Tenta-" means that, at intervals, will be a general clean-up in accounts department; and, if there is a surplus, there will be a pro rata distribution to all suppliers. Present indications are that there will be a fairly substantial distribution; but it remains very much on the knees of the high market gods.

In Fiji, however, the Carpenter crushing-mill announces each Monday the price it will pay, on wharf, Suva, for copra delivered in the ensuing week. Prompt payment is the end of the transaction. Here are the prices paid for Hot-air-dried, and Fair Merchantable 1st and 2nd grades in Suva in February:

COPRA PRICES (Fiji)

	Hot Air Dried			FM 1			FM 2		
	£	s	d	£	s	d	£	s	d
Feb. 10	52	0	0	50	12	6	49	7	6
Feb. 17	51	17	6	50	12	6	49	5	0
Feb. 24	51	10	0	50	5	0	48	17	6

Those prices are in Fiji currency. To get corresponding figures in Australian currency, add one-eighth (12½ per cent.).

Australia, in the same period, paid £47 Aus. for Hot-air-dried, which is £11 Aus. per ton below Fiji. But there is an export tax of £6 per ton on the P-NG copra, and none on Fiji copra. This reduces the difference between them to about £5. On present indications, the "final dividend" price for P-NG growers should not be far short of £5—maybe more.

The P-NG price appears to be based on an average Philippines FM price (reduced to European CIF) of £61. That average was got prior to January, 1958. Calculations which have been made, based as far as we can tell on the formula used by the P-NG Copra Marketing Board, show that the Philippines FM (and CIF) average in January was £66/17/6 Stg., and in February £67/15/0 Stg.

On the formula, that would indicate a final dividend in P-NG of another £5 or £6 per ton. But that pre-supposes that the P-NG Copra Board is selling all its copra quickly, to get the advantage of the higher prices; and that is unlikely.

There is little doubt that the chief factor in the market rise since January is the grave political

ixed, Puzzling" pra Picture s P-NG Board

The P-NG Copra Marketing d's February report, issued h 3, says there is talk of rem in Western Europe and the and as a result copra buyers xercising more caution in comng themselves ahead.

E report says it's difficult to redict how far this developent will go.
cussing the edible oil seed et, the report says one of the serious problems at present is eavy increase in butter proon in the UK, and to a lesser t in Europe, all at the expense argarine.
e report adds that, unforely buyers consider that in the 12 months copra has moved one of the cheapest raw rials to one of the dearer. n it was cheap, more coconut as used in such things as mare, but as soon as it becomes ttractive "one realises the inangeability factor in soya, dnut, coconut and whale oils."
e report says the market cons quiet at present, but the market prospects present "a mixed and puzzling picture".

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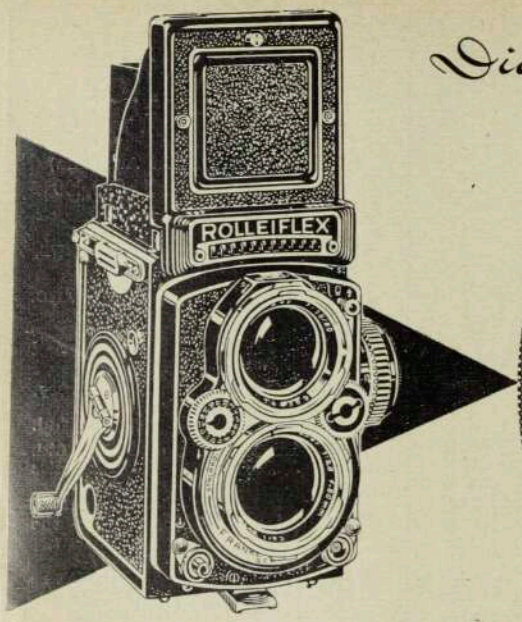
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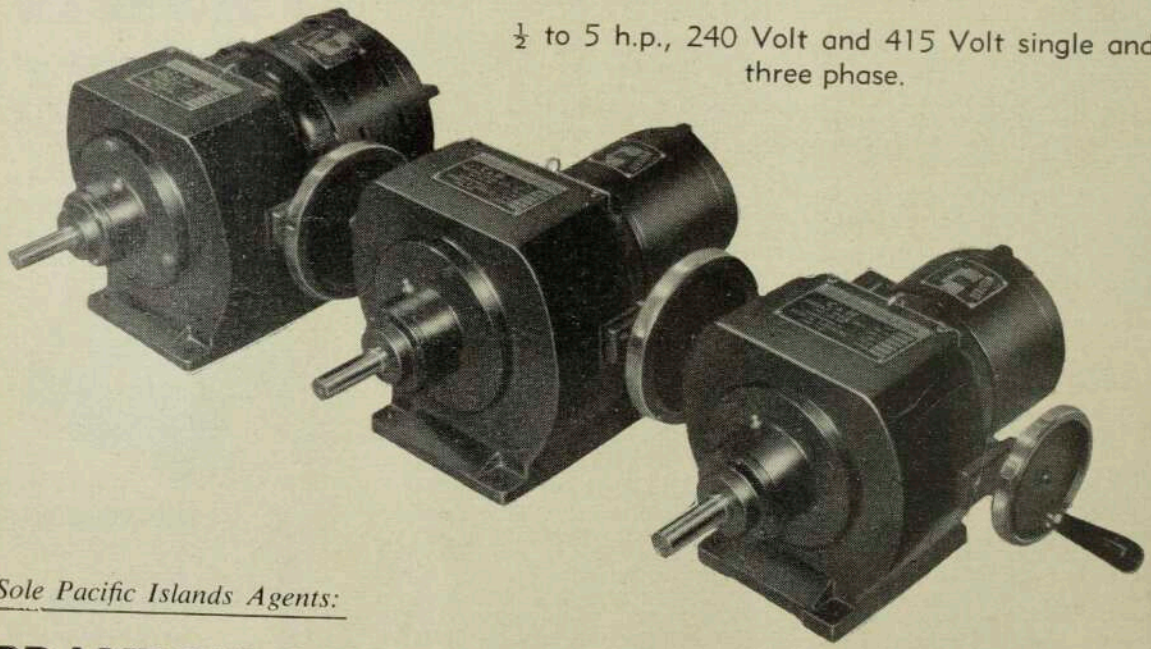
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d economic confusion in Indo-sia, which supplies from 20 to 30 cent. of the world's copra. Pre-nably, Indonesian copra is still ng made; but it cannot get out to markets.

Sooner or later, it will get out; d the world market will react ordingly.

The P-NG Copra Marketing ard is in the position of a huge, n-profit-making trader—doing the y best that it can for its nerous clients, but taking no ponsibility. The final dividends its clients depend on (a) the ard's success in handling and ing the copra placed in its ds; (b) the ups and downs of world market.

The set-up in Fiji is entirely erent.

he growers there are more or in the hands of the Carpenter shing-mill. The mill buys the ra as it is brought in to Suva, pays prompt cash—and takes usual trader's risk on the world ket. The growers have got their , and know precisely where stand. The mill has the copra, cannot know its profit until copra is milled, sold and ped.

Carpenter Mill Prices

cording to calculations I have in Sydney, based on the Feb-y figures, the Carpenter mill Suva is doing quite well on the es it is paying for copra in a—always providing it is selling shipping promptly, to catch world market.

would be interesting to know t the Carpenter mill in Rabaul aying for its supplies.

think it is probable that the penter Fiji interests—shrewd ers always—are keeping their ulated profits low so as to give Fiji growers the biggest possible

e eyes of all the Pacific growers rally are on the Government-rolled prices in P-NG, Solo-s, Samoa, etc., and on the pri-enterprise price being paid in . If 1958 shows a consistent ad-age in favour of sale to the pri-ly-owned copra-mill, there rally will arise a demand for ider application of the system.

nerally, this moral competition good thing. It will tend to keep Government-controlled instru-talities on their toes.

onversely, a monopoly—by r privately-owned mills or by overnment controlled-marketing m—would be a bad thing. Let bite at each other. Australia r had better air services than Australian National Airways Government-owned Trans Aus-an Airways were in full com-ion.

Prices in Solomons

A friend of ours has had a look lately at the Annual Trading Accounts of the British Solomon Islands Government, and especially at the figures which show the result of the marketing of BSI copra by the Government. Some comparisons:

The average export duty paid by BSI was well over £10 per ton; in P-NG it was slightly over £7 per ton.

The BSI handling costs were just on £3/15/- per ton; while the P-NG Board got its handling costs down to approximately 42/6 per ton.

The BSI people reported a shrinkage rate of 2.4 per cent., while the P-NG rate was just under 2 per cent.

The BSI price, which is final, is running from £5 to £6 Aus. above the P-NG price (tentative). As already stated, we shall need the figures for a large part of 1958 before we can be sure whether this is a good or bad thing.

One market student, looking at that day's whale oil quote (£77/10/-) and the Groundnuts quote (£60) said: "It can be taken as certain that the copra quote will fall".

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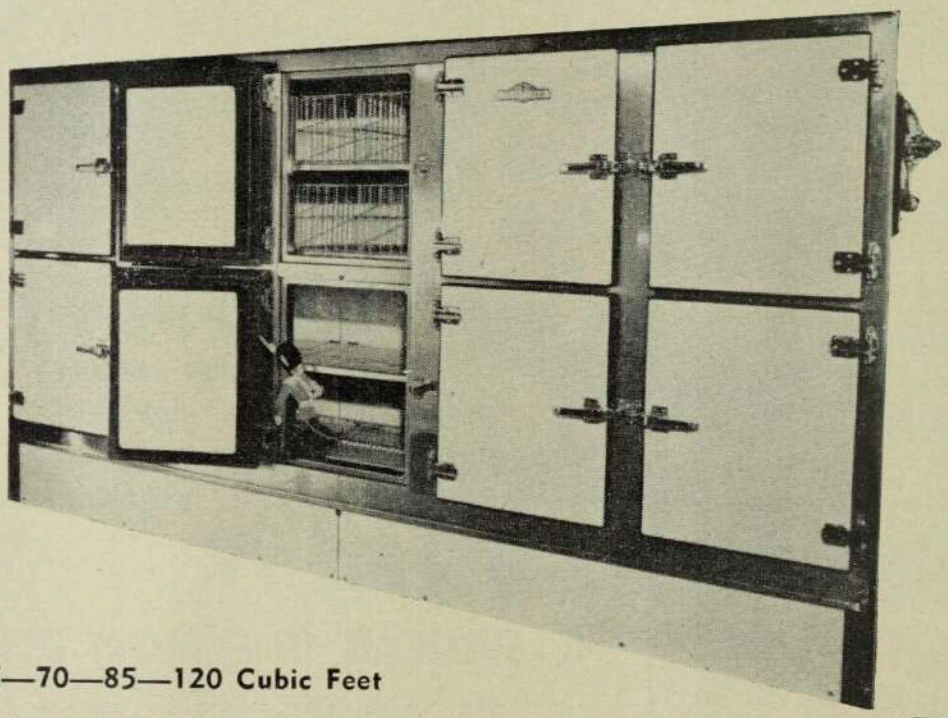
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ystery of the Disappearing Fortune

RAGIC DEATH OF BILL MONEY, A LEGEND IN HIS OWN TIME

Few men become legends in their own time—but one of he few was Bill Money, who struck it rich on New Guinea's Edie Creek in the late 'Twenties. In recent years, Money was legend rather in eclipse—but a legend for all that.

ITH his death in Lae, New Guinea, on February 8, only other member of the original e Creek Big Six remains in New nea. He is Bill Royal, who for ny years made a living at allu- mining around Maprik in the wak district. Recently he has en a job with New Guinea Gold- ds in Wau.

ith the exception of Bill Royal his brother Albert (who was a ping partner in the syndicate) the others are dead, most of n in tragic circumstances. Prob- , Bill Money's end was the most ic of all.

oney was born in London in of humble Cockney parents. As oungster he sold papers in the ets, but when he was 22 he mi- ed to Australia.

orld War I came soon after and nlisted as a private in the First . Money had had little educa- , but he was a natural soldier. en hostilities ended he had won Medaille Militaire, DCM, MC the Russian White Order. He commissioned in the field, and r attained the rank of Captain.

hen he returned to Australia was sent as a member of the tralian Occupation Forces to Guinea; and during this period became District Officer in the lang area.

hen Civil Administration took from the Army, Money began stablish himself in the commer- field; and, in partnership with rlie Reynolds, he planted up a iable coconut plantation on si Island and established trad- stations up and down the obe coast. (Siassi was later to the Lutheran Mission, and nolds lost his life in World War during the Sandakan "death ch").

hen Edie Creek was discovered, ey was the right man in the t place at the right time—and all the right kind of assets. owned schooners, could recruit and provision them—and that nt the difference between suc- and failure to miners in those s.

or this reason he became one he Big Six—with Bill and Albert al, Chisholm, Dick Glasson and Sloane.

he Big Six made a fortune each the Edie, and most of them spent it. But of Bill Money it was said that he was "a shrewdie"—he retained his wealth—at least up until the end of World War II.

When World War II broke out he enlisted in the NGVR as a private —he was at that time mining on the Black Cat in Morobe.

When the Japs struck, he was instrumental in saving many of the members of the 22nd Battalion AIF which had been cut off in New Britain, and in the small *G'Air* took them and some civilians to Queensland.

In Queensland, Bill Money was commissioned in the Australian Intelligence Bureau (AIB), and he returned to New Guinea to work behind the enemy lines. He had a natural aptitude for native languages, and was considered an authority on Koti, the principal language of Morobe.

At one time during the Pacific war he was landed by submarine at Umboi Is., disguised as a native, and he lived there until picked up by the same means six days later.

At the end of the war, he returned to the Territory and made profits out of disposals. In 1946 it was estimated that he had £78,000—but 10 years later he was penniless. He had far too many "friends"—he never refused a "loan".

He was sent down to the Repatriation Hospital in Brisbane in the hope that he would rehabilitate himself, but within a few months he had returned to Lae where the Returned Servicemen's Association was able to get him a Digger's pension.

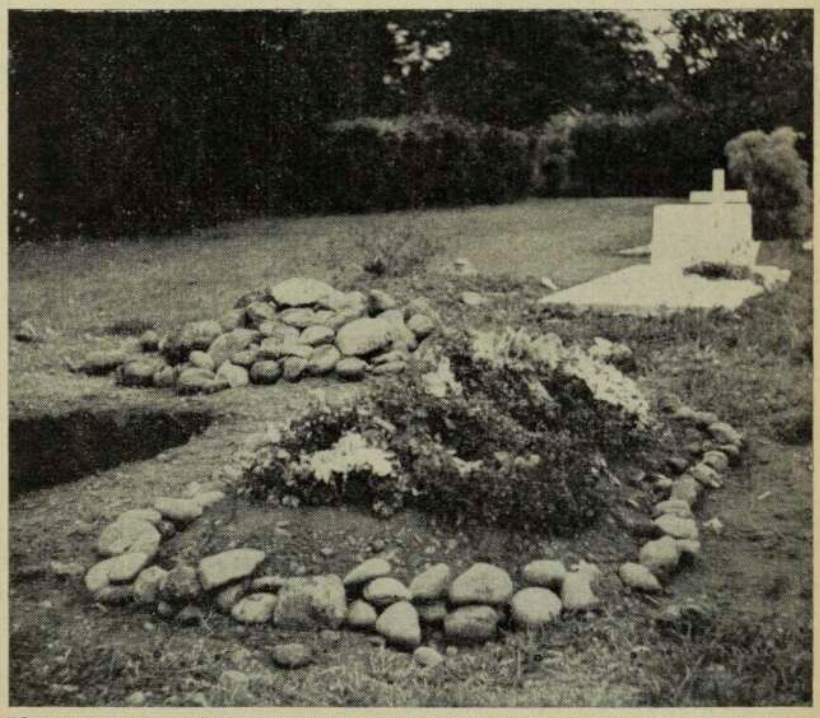
What actually happened to Bill Money after the war is something of a mystery. It seems he was no longer the "shrewdie", the one member of the Big Six who retained his wealth.

In more recent years, this man who had won decorations for valour in the First War, and performed most exacting assignments for Intelligence in the second, suffered in intellect, and became something of a charge upon the community. His fortune he gave away with both hands—allegedly to finance other, more enterprising citizens. Bill Money kept no records, and asked for no securities—so the fate of that £78,000 is likely to remain one of Lae's unsolved mysteries.

Although Bill Money was down on his luck, and little resembled the man of the 20's and 30's, he had many loyal friends. His funeral was one of the largest Lae has ever seen.

He is survived by a brother, who lives in Victoria.

(See next page.)



Flowers, and a circle of stones, mark Bill Money's new grave in Lae.

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Fabulous Gold For "The Big Six"

HOW THEY CLIMBED INTO EDIE CREEK

By R. W. ROBSON

Someone, writing of the death of Bill Money in February, said he was the fifth of the Big Six to die—only Bill Royal is left.

MEMORY carried me back 27 years, to "the beach" at Salamaua as I saw it first. Lines of weary carriers were coming out of those terrible jungles, after an 8-days' walk from Koranga and Edie Creek. (Only the other day, I flew over much the same route, Salamaua via Black Cat to Wau, in minutes.) Groups of rollicking were disposing of their packs gold in the palm-leaf stores, over Allen Innes' bar. All were yes from anti-malaria drugs.

At that time, Shark-eye P and Nettleton, and Levien, and Big Six, were household wo Some of them still were around

To-day, how many people k how those once-famous names v introduced to the Morobe goldfi

World War II, and the Jap vasion distorted the New Gui record, or wiped out parts of it. fascinating story is worth re-tell

It was William Park—a to Australian jack-of-all-trades—actually found the very rich Bu goldfield; but he did not disco the fabulous Edie Creek section it. That came later.

Park was a queer, tactiturn m He liked to be by himself. He a peculiarly cold and searching and natives who encountered its wavering stare bent at the kn and would go to considerable leng to placate the *tambaram*. "Sha eye" was no misnomer.

Smelled Gold

Shark-eye was one of scores well-salted Australian prospec on the Papuan goldfields 50 ye ago; and these men seemed to sn gold. They argued that, if th were colours in a river, the sou of the gold would be found hig up. Working up the rivers and tl tributaries, they located many g fields, large and small.

Thus, they were greatly attrac by signs of gold in the Waria Ri just across the Papuan border, German New Guinea. In the dec before World War I, the Gerr officials were always hunting Australian prospectors out of Waria country — especially M Crowe, Shark-eye Park, Arthur D ing, Jim Preston and Frank Pry

But, in spite of the Germans, three first-named apparen prospected their way into the he waters of the Waria, and across dividing ranges into the Bulolo wat shed, before 1914. It is certain t Park was in there then, and gold".

World War I was no soo finished than Shark-eye was b there again. There were no Germ now to chase him out; but Shark- kept his own counsel. He liter went native—he must have sp a couple of years living among th exceedingly primitive folk, while fossicked his way along the Bu River.

Between 1919 and 1922, rep about him filtered through. miners were exceedingly curious. also was Cecil J. Levine, an A tralian-New Guinea District offi with headquarters at the little p of Morobe.

Jack Nettleton, an Australian v had left the Australian-New Gui



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ice and gone trading, established ittle trade-store near the mouth the Markham River. One day, in 2 or 1923, there came to him, of the jungle, a hairy, emaciated opean, attended by a small line very primitive natives. It was ark-eye.

hark-eye told Nettleton (whom had met somewhere previously) t he was on rich gold, away back the mountains, but he could not k it alone. Someone must keep plies up to him, while he washed the gold. He needed a mate. tleton joined Shark-eye.

ettleton increased his supplies ey came from Rabaul) but closed trade-store. His track from the olo seems to have been through Buangs to the coast, and then canoes to Morobe, where supplies e unloaded from a small ship n Rabaul.

hark-eye had found gold in a d of Koranga Creek, near a ulder of Mount Kaindi. The men maintained strict silence le they concentrated on cleaning a fortune before the news got ınd, and the rush started.

Shark Eye Missing

ut old Australian prospectors had ced that Shark-eye still was sing, and that Nettleton was ıding a lot of time inland, and e very restive.

loane ("Lucky Joe" they called) smelled the gold strike from esby. He got around to Samarai, ıce to Morobe, and thence along coast to Salamaua, which Nettle- now was using as a beach-head. e organised a team and pain- y found his way in, along Nettle- s track. Approaching the Bulolo, met Ernie Dover.

istory does not say how Ernie in there so early. Sloane and er joined the reluctant Shark- and Jack Nettleton on the anga. There still was plenty of for all.

ut not for long. Men came ggling in over that terrible track: l Smart, Travers Black, George old, Bill Anderson, Peter Burke, Livingstone, Herbert Wilson, ton, Burleigh Gorman, were ng them.

ill Money made a nightmare age from Rabaul in 1923 in a boat ed the *Manam*, with a broken- n engine—he carried as passen- Doris and Yorkie Booth. The ths decided to go in to the olo. Yorkie went ahead, to in- igate; Doris stayed on the beach Salamaua for a while, to organise iers and supplies.

lore men were reaching the amaua beach from overseas by ious means. Bill Money saw a ling opportunity. He left Collins the beach, to build him a shed of nleaves, to house the stores, and set off back to Rabaul in his ched-up *Manam*. (Collins was later murdered by the Nakanais in New Britain.)

About this time, boatbuilder Bill Royal arrived from Rabaul, followed soon afterwards by his friend Dick Glasson; and they also walked in.

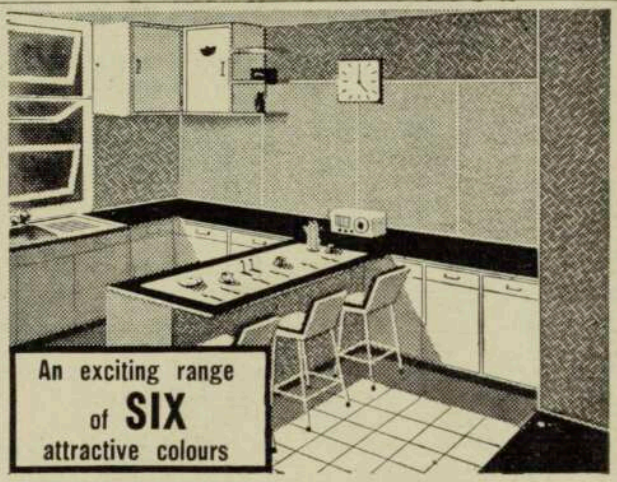
Risked Everything

District Officer Levien had the earliest tidings of the Koranga strike, and he decided to risk everything on it. He resigned his job, went to Australia, and looked up a fellow-officer of World War I, C. V. T. Wells, an accountant, of Adelaide. He told Wells of what he thought might happen in New Guinea; and then he returned, as a miner, and joined the trek into the Bulolo.

Two years passed, while the trickle of goldseekers grew into a stream, and the stream became a pool of men in Koranga Creek, and in the creeks and gorges round about. The good claims thereabouts soon were all taken up and worked out. By July, 1924, Nettleton had amassed what he regarded as a fortune, and he departed for England.

He was happy to leave. It was a terrible life, in those Morobe gorges—frequent rain, no amenities, shortage of supplies, constant danger from malaria, dysentery and the deadly scrub typhus.

Shark-eye Park sold out to Levien in 1925 and retired to Canada and a new wife—a very rich man. (Over)



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These fruits, grown and processed in the lush irrigation area at Renmark, South Australia, contain all the natural sunny goodness of top quality Australian Canned Fruits.

The "Moray Park" range of delicious canned fruits now available is as follows:—

- 16 oz. Apricots
- 30 oz. Apricots
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- 30 oz. Peaches
- 16 oz. Pears
- 30 oz. Pears
- 16 oz. Grapefruit Segments
- 30 oz. Grapes



They are delightful when chilled and served topped with smooth "Mont Blanc" cream in the double-size gold-lined can.

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here are two or three varying ies of how Bill Royal found e Creek. This is the account n me by Allen Innes, who saw ll.

r. and Mrs. Allen Innes (he a Burns Philp man) estab- ed a store and the first hotel Salamaua in 1925, and made a une. They live now in Sydney.

oranga had been pretty well ked out, as a place for individual ers. The "mob" tended to get ther in groups. Thus was ied the Alpha Syndicate—Bill al, Joe Sloane, Dick Glasson, Money, Stowers. They were l up against it—if Allen Innes not kept them going with es, they might have given it and missed Edie.

here came a time in 1925 when ey and Glasson were over at Watut end of the Bulolo, pros- ing, and Stowers and Royal waiting at Salamaua for es. The stores came, and Royal Stowers on to the Watut, with nt supplies, while he headed into Koranga, with Sloane. al had with him a very well- ied and loyal New Guinea boy had had experience on the kamu goldfield, in Papua.

ospects were grim.

they got back into the Bulolo , Royal looked for the hun- th time at the ugly precipices nd Kaindi, out of which some he big creeks came tumbling n. So far, every prospector who tried had failed to get up e, "on top". Royal's hunch was that Koranga gold came from top".

Scaled Precipices

provisioned his special boy instructed him to try and get following a particular line of try. A few days later, the boy back. He had finally got up op; and the story of what he d in a creek there seemed in- ible.

he boy guided Royal back up precipices. It took them two hree days to advance only a n miles — in which they nted from 3,500 feet to 7,000

yal's return trip was much ker. In his excitement, he prac- ly slid down the precipices. carried to Joe Sloane a tale of lous gold in the bed of Edie k.

ey planned secretly and acted uickly as they could. Unlucky ers had "given it away", and gone. But the others of the a Syndicate (Royal, Sloane, ey, and Glasson) brought in holm and Royal's brother rt, and formed the Big Six, and eeded to peg all the Edie k they were entitled to.

no time at all, the new rush on.

ght at their heels came Whit-



THE OLD TIMERS. Last of The Big Six, Bill Royal (left) photographed at Wau with Joe Bourke and Mrs. Doris Booth.

bourne, Yorkie Booth, Arnold, Robertson, Taylor, Wilson, Ernie Dover, Ned Coakeley. The Big Six —and most of the others—made fortunes.

One day in February, 1926, in Adelaide, C. V. T. Wells got a radiogram from Levien:

"Phenomenal alluvial gold discovered at Edie Creek, get busy."

This was Levien's signal to Wells to proceed with the plan they had made. It was the toughest assignment of Wells' life.

He had faith in Levien—but how to convince Adelaide investors of this chance? He appealed to another fellow-officer of World War I, W. P. A. Lapthorne.

Somehow, they got the funds together. Guinea Gold, NL, was formed; the country which Levien had nominated (the flats below the Bulolo Gorge—miles below the Edie Creek - Koranga - Bulolo junction) were taken under lease; and from that group there came Placer, Bulolo Gold Dredging, Guinea Airways and the further development of the Morobe goldfield, almost as sensational in its gold-production as Edie Creek.

The original development of the Morobe goldfield, therefore, was in three sections: first, the discovery of Koranga, by Shark-eye Park; next, three years later, the discovery of Edie Creek by Bill Royal and Joe Sloane; and the location of the Bulolo flats by Cecil Levien, soon afterwards, and the establishment of the eight dredges there by Bulolo Gold Dredging Ltd..

From 1922 until June 30, 1957, the gold exported from New Guinea (mostly Morobe) was worth £30,000,000.

Of all the venturesome people who were there in 1923-24 I think only Bill Royal and Mrs. Doris Booth are alive. The others "died before their time"—and no one, who knew anything of the conditions they endured in those first years in the Salamaua-Bulolo area, can wonder at it.

* * *

I believe that there still is rich gold in the lesser-known parts of New Guinea, but it is hard to get at. We want a new generation of Shark-eye Parks, Matt Crowes, Bill Royals, Joe Sloanes and lads of that calibre.

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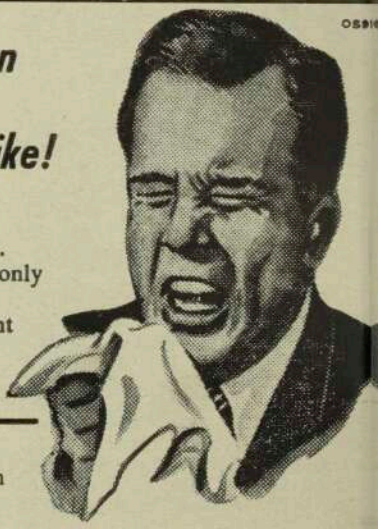
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At the first indication that you are getting a cold, take 2 or 3 'ASPRO' tablets every 3 hours right through the day. When you go to bed, take 3 'ASPRO' tablets with a hot lemon drink. Drink it just as hot as you can. This 'ASPRO' treatment relieves that groggy, miserable feeling, eases away your aches and pains and that shivery sensation. 'ASPRO' breaks the fever that makes you feel so miserable, brings wonderful relief.

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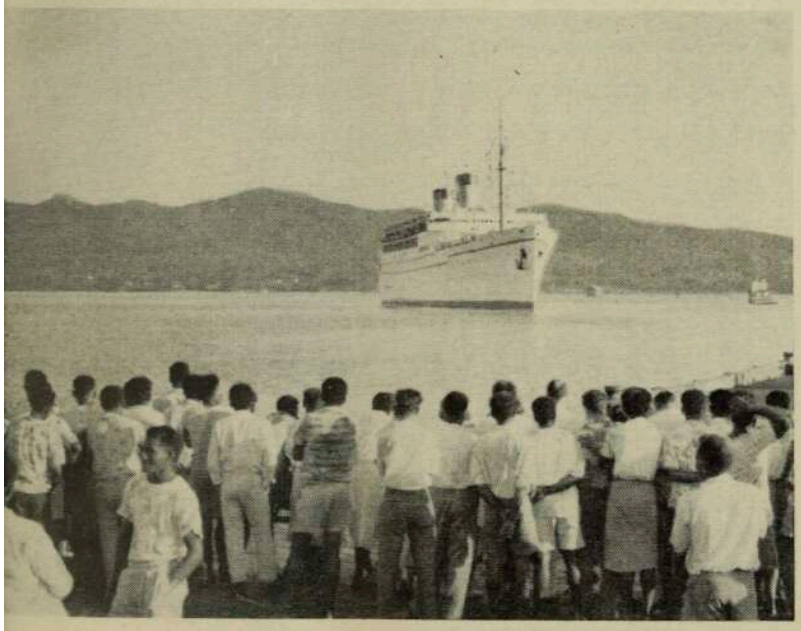
DON'T LET A COLD GET A GRIP. TAKE

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IN TIME







Big lines of Suva taxis, buses and people all add up to a big welcome for the US luxury liner "Lurline", on her recent visit to Fiji. Her last visit was 12 years ago, when she took Australian, NZ and Fiji war brides to America. —Fiji PRO

Tourism Really Gets Into Its Stride

Big New Shipping Link

Pacific tourism, already grown to a remarkable degree in the last year or two, is to get an extra dose of vitamins following the announcement that the Peninsular and Oriental Steam Navigation Company and the Orient Line are to join forces.

The new service will be named the Orient and Pacific Lines, and it's expected to increase the number of passenger accommodations across the North and South Pacific, to and from the US West Coast, by 20,000 a year.

It means that for the first time two UK lines will be operating across the North Pacific, linking the US, Canada and Honolulu with Japan, Hongkong and the Philippines.

In the South Pacific, P. and O. will integrate its service with existing Orient line routes between America, New Zealand and Australia.

The joint service will bring the 30,000-ton *Arcadia* into the Pacific run, making her the biggest commercial liner operating in the Pacific. This will be in 1959.

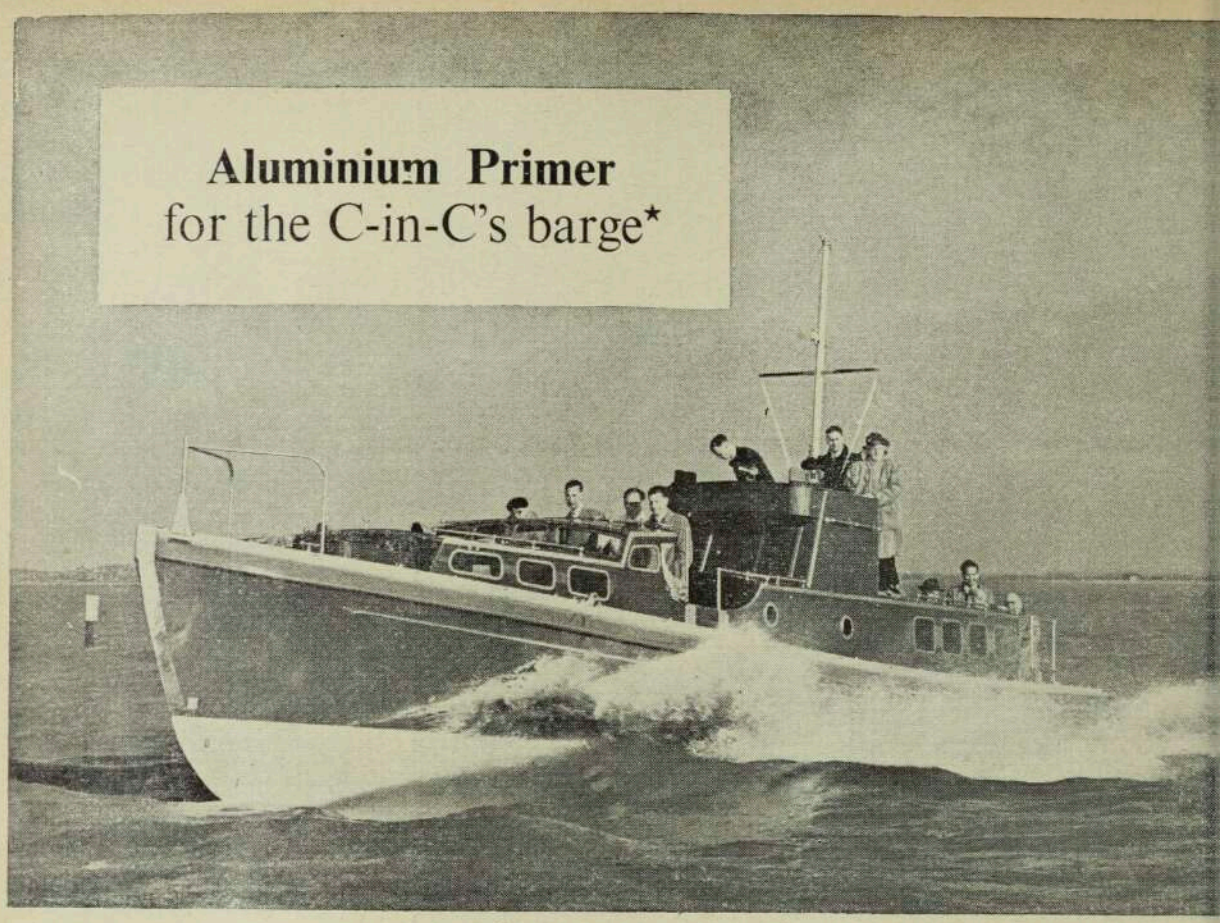
The P. and O. *Chusan* will also come in, and towards the end of 1960 it is planned to add two big ships now being built in Britain—the 40,000-ton *Oriana* and a 45,000-ton P. and O. ship not yet named.

The two new ships will each carry about 2,000 passengers at a speed of 27 knots.

Deputy chairman of P. & O., Sir Donald Anderson, said in New York in February that the investment was being made "because of the growing importance of the Pacific area in world commerce and the increasing recognition everywhere of the Pacific world as one of the most fascinating and satisfying tourist experiences to be found on this globe".

Something in the nature of a trial run for the new service will be undertaken on March 21, when the 28,000-ton *Himalaya* leaves Sydney for Vancouver—thus being

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AP 1390

56 MARCH, 1958—PACIFIC ISLANDS MONTHLY

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first P. and O. Liner to enter Pacific service.
he left London for Sydney (via Indian Ocean) on February 15, expects to reach Vancouver April 6. The 40,000 mile journey be the longest yet undertaken a P. and O. passenger ship.
Meanwhile, there will be plenty other activity on the tourist es in the next few months, the two already having created a ord of some sort with tourist s. Here are some details:
part from the direct trade bene- to Islands visited by the *Ber- sfjord* in February, there were charitable benefits.
eaving Pitcairn, the tour organ- s indicated that a collection ngst passengers might enable island to be supplied with a organ, which is much wanted.

Passed Around the Hat

Rarotonga, private car owners made their vehicles available the transport of the tourists— e are no taxis there—each ed to donate the £5-per-car fee he Crippled Children's Society. n the way south to New Zea- a further collection was taken oard and handed over to Mr. . Brown, a member of the Cook nds Legislative Council, who elled in the vessel to Auckland Mrs. Brown. Under this col- on $200 will go to Tereora Col- Committee, $200 to Rarotonga pital, and $71 to the Cook nds Crippled Children's Society.
ne of the latest contributions to schedule of 1958 Island cruises n announcement by Huddart ter, Ltd., that their 9,876-ton s-Tasman vessel *Wanganella* make a winter cruise this year.
ans are for the vessel to clear lington, NZ, on June 12 for , June 17-18, Apia June 20-21, ualofa June 23, arriving back at lington June 27.
ires for the 15-day voyage will e from £NZ90 to £NZ150 de- ling on accommodation.

"Duntroon" for Suva

e *Duntroon* is also to make two es to Fiji in June and July, ng in Norfolk, Noumea and Howe.
uring last winter's cruises of *Duntroon* many passengers ex- sed the view that the two-day in Suva was too short. They the Colony so much that they ted a longer stay and so for this the *Duntroon* will spend three days in Suva.
om Apia, W. Samoa, it is re- ed that the Swedish - American 's cruise ship, *Kungsholm*, h visited there on February 9, not result in any startling ding spree, simply because it Sunday and everything was d. Nevertheless, the tourists managed to spend an estimated 0 on transport, curios and entertainment, which isn't bad on a Sunday.

By one of those unfortunate mischances that occur in the best-regulated shipping world, there was a record jam of passenger liners in Suva Harbour, Fiji, on February 25.

There was not nearly enough room at the docks for the ships, and passengers (most of them eager to spend as much time as possible in sightseeing) suffered irritation and inconvenience.

The captain of the Orient liner *Orcades*, which had the morning alongside the wharves, moved out to an anchorage at noon so that the Matson liner *Monterey* could get alongside during the afternoon.

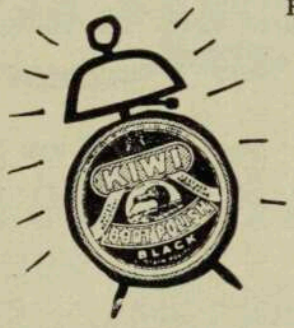
The Matson representative, Captain M. C. Stone, declared publicly that the captain of the *Orcades* was a gentleman, and acted in the best traditions of the sea; but the *Monterey* passengers—mostly rich American tourists—howled a good deal. They said they had paid a lot of dollars for the chance to see these Islands—and now they were given only two or three hours in Fiji.

The cargo and passenger liner *Lakemba* remained at the southern berth—as she was entitled to do—and let the others scramble for the remainder of the room. The Direct Line *Otaki* and the CSR Co. *Rona* were also in port.

(Over)

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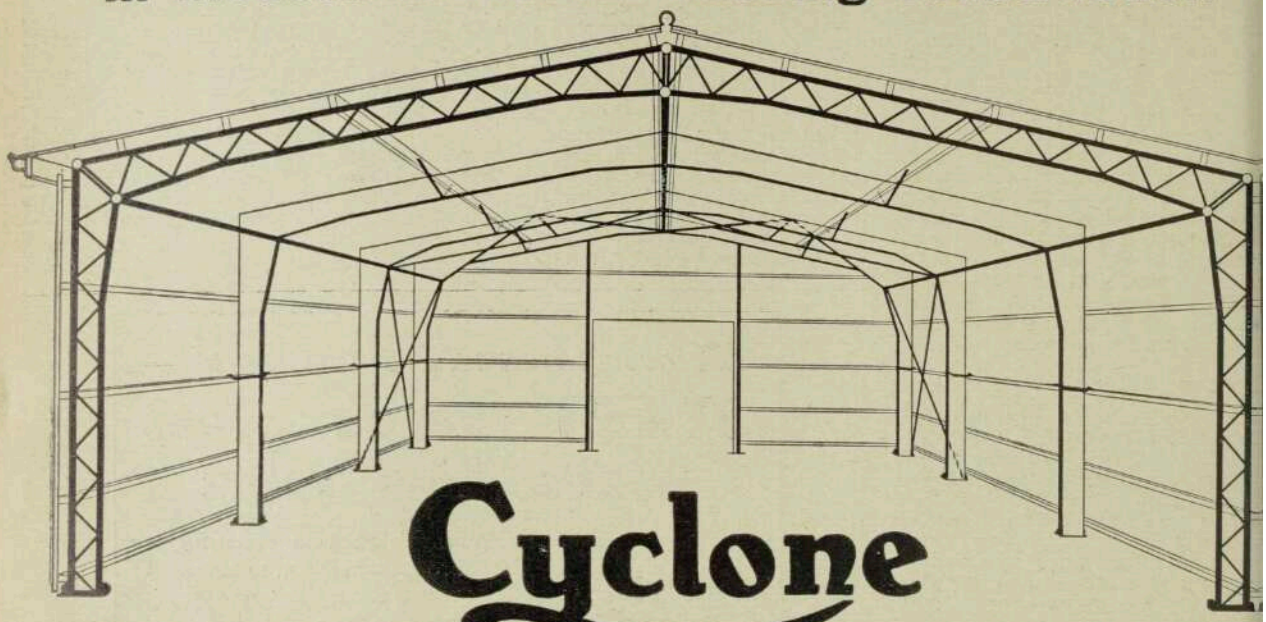
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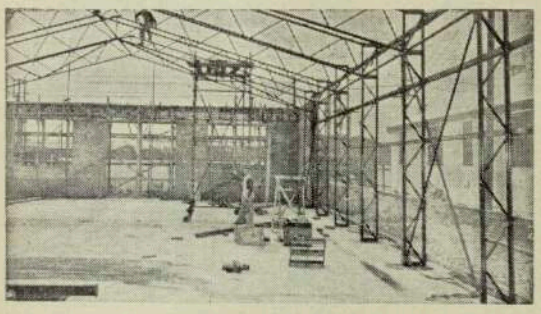
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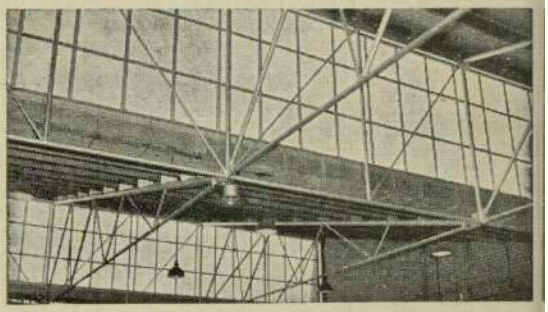


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To compensate the angry tourists, ovidence in the evening turned the biggest water-spout Suva had n in many years. It formed out- e the reef, about 5 pm, grew and eloped, and put on a remarkable formance, at a distance of from ee to six miles from Suva, until collapsed about 5.45 pm.

From Our Lae Correspondent

HE Stars and Stripes on ship and aircraft are becoming a familiar sight around these parts ly; and the Yankee drawl can heard from visiting American ntists as well as tourists in clubs, s and airport.

is only a few months ago that brigantine *Yankee* sailed into under spreading sail, with a g of interested youngsters on ard. In mid-January, Dame nour had it that she was back, at Finschhafen. But the Dame wrong. The 109-ft schooner was our old friend, but a similar ly lady named *Ramona*.

he *Ramona* is on a pleasure around the Pacific, but unlike crew of the *Yankee*—which isted of hand-picked girls and s who worked their passage, *ona's* crew are mostly older ple who have signed on as crew nbers for adventure and profit. ipper-owner of the ship, Mr. R. Insinger, of La Jolla, Cali- ia, bought *Ramona* in March, but he and his wife have had trip in mind for the last 7 s.

he ship left San Diego on ber 13, 1957, and visited Hono- Johnston Island, Marshall nds, Rabaul, Finschhafen and

ext stops will be Suva, American oa and on into French Polynesia.

G Drinkers Will ave to be Patient

From Our Lae Correspondent

er drinkers in Lae, NG, who been complaining of the high of drinking, have been wonder- when the brew from the new brewery will be available; and hat price.

we went along and had another at the brewery.

hose two hard-working gentle- Messrs. Meier and Nydam, that everyone will have to be ent a while longer. Getting a very producing is a slow busi-

few months ago *PIM* showed a ograph of a skeleton building to-day that building is complete some machinery installed. A shipment of machinery is ex- ed within the next few weeks when this is working they ex- to run their first "blind" brew.

Huge fermenters, giant vats and miles of refrigeration pipes are in, and two large water storage tanks built.

Mr. Meier explained the different steps taken in the making of the beer, from the fermenter to the finished product—about 4 months—and said that after all the pipes are thoroughly cleaned with caustic soda there will be three "blind" brews made and left to soak in the vats and pipes.

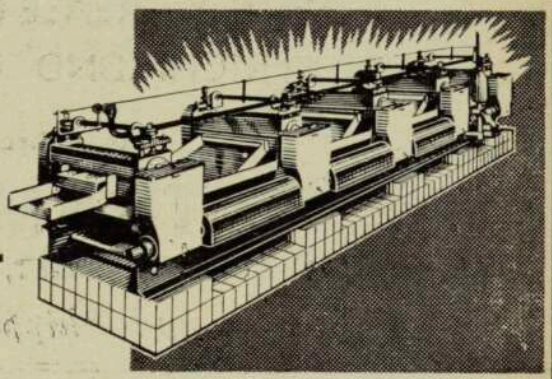
This will be done under Customs' supervision and the beer will be run off as waste.

Mr. Meier said he expected the local price to be comparable to the South Pacific beer brewed in Port Moresby. South Pacific lager is obtainable in Port Moresby for about 30/- a dozen, but freight costs to Lae increase the price here.

NEW LEPROSY PREVENTATIVE?

A Japanese doctor has discovered that BCG vaccine, now widely used in the Pacific as a TB preventative, is equally effective as a preventative against leprosy. The discovery should be of considerable interest in Islands areas where both diseases have a high incidence. Details of the discovery will soon appear in the International Journal of Leprosy, according to Tokio Radio.

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ECORD IN PACIFIC
ND IN NAVIGATION

XTRAORDINARY IFE OF AROLD GATTY

• *In two books, recently published "Flying Matilda", by Norman Elli-n, and "Nature Is Your Guide", Harold Gatty—we learn a good al more about the extraordinary e of Harold Gatty, head of Fiji rways, and former world-famous er, who died late last year in Fiji.*

HE story of Gatty's achievements, all packed into only 54 years of life, was told in *PIM* of Sep-nber last. But few knew of his st attempt at a world-record flight, d of how near he came to death. is described in Ellison's new book, *ying Matilda* (reviewed in *PIM*, n.); and the following is from at book:

n 1930, Harold Bromley, Canadian ot, and Harold Gatty, Aus-lian navigator, were backed by a coma timber tycoon in an attempt make the first non-stop trans-cific flight, Tacoma to Tokio, in a cially-equipped plane. No less an three planes crashed, when be-tested.

Finally, they and their plane (the irth) were shipped to Japan. It ld carry fuel for 4,400 miles. The tance was 4,800 miles. In Sep-nber, 1930, they took off from a panese beach, and hoped for a l wind. They got no wind, but endless fog, a series of accidents equipment (the wind-driven fuel-mp failed, and Gatty hand-mped fuel for 18½ hours) and just fore the point of no return was ched, with more than half the el gone, they turned back for pan. They reached the Japanese st a few miles from where they rted, after 22 hours' blind flying tribute to Gatty's navigation.

For hours, the cracked motor had ured carbon monoxide into their pin—Bromley blacked out immedi-ly after putting the plane down harmed on a sandhill.

They abandoned the flight and urned to USA.

Two years later, because of his vigational skill, Gatty was selected go with Wiley Post—the first men fly around the world. Gatty was arded the American DFC, and an important job in USA Air rce. His air navigation instru-nts came standard equipment in uglas planes, and a lifelong endship developed between Gatty d Donald Douglas.

Douglas sent Gatty to Australia th a plan for the establishment of 1 million Douglas aircraft factory re. Prime Minister Joseph Lyons ned down the proposition.

Douglas and Gatty then decided to investigate the idea of a trans-Pacific air service. Gatty favoured land-planes.

Islands' Ownership

He personally investigated the history and titles of certain Pacific islands—Wake, Johnson, Kingman, Jarvis, Howland, Baker, Canton—and he was satisfied that, despite their colour (red) on most maps, Britain had no real title to them.

It was Gatty's activity that started the lively British versus American competition to establish title (see many issues of *PIM* between 1934 and 1939).

In these inquiries, Gatty became impressed with the value of the fertiliser deposits on some of these small islands. He and Douglas formed the South Seas Commercial Company, to make use of the islands as sources of fertiliser and as airfields.

Then Pan American Airways said a few words. Douglas, they pointed out, built and sold airplanes. PAA bought and operated airplanes. They should keep out of each other's way. Douglas agreed.

Douglas joined the PAA board. Gatty was retained by PAA to survey and establish the first trans-Pacific airline.

Gatty organised a PAA seaplane service via Palymra and Pago Pago to Auckland. No one knows how he persuaded the New Zealand Government to grant him landing-rights. He failed to get similar permission from Australia and, until World War II, the PAA air-service terminated at Auckland.

(over)

Fiji's Population Picture for 25/-

Fiji's 1956 census report is now on sale, at 25/-.

Preliminary data have been published previously, but, in brief, the figures are as follows:

Total population is 345,737. There are 169,403 Indians and 148,134 Fijians in the Colony. Other races are Part-Europeans, 7,810; European, 6,402; Chinese and Part-Chinese, 4,155; Rotuman, 4,422; and other Pacific Islanders, 5,320.

Males total 178,475 and females 167,262.

One of the things the Census showed is that the number of girl mothers in Fiji in proportion to the population is remarkable.

In the ten years between 1946 and 1956, nearly 1,400 girls under the age of 15 had babies. Girls aged 15 who had babies totalled nearly 4,500, while girls of 16 who had babies numbered nearly 7,000.

At the other end of the scale, five women at 48 years of age had babies.

The Pacific Islands Society

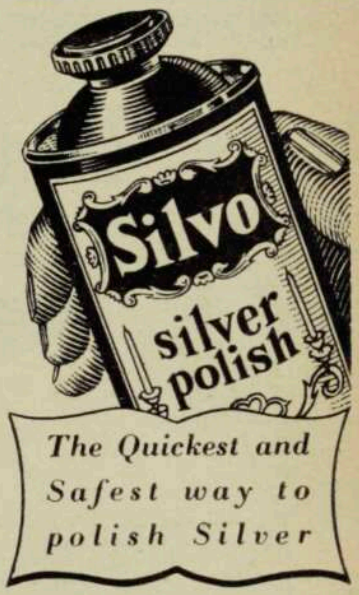
(Founded 1937)

Visitors from the Pacific Islands to Sydney, or persons interested in Islands affairs, are invited to communicate with the Honorary Secretary of the above Society which was formed to constitute a social and cultural centre for those interested in the Pacific Islands.

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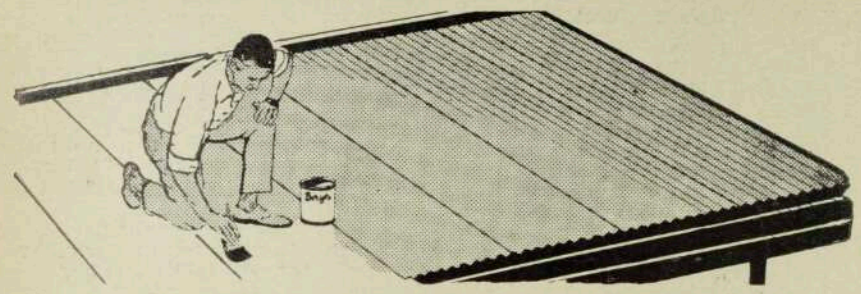
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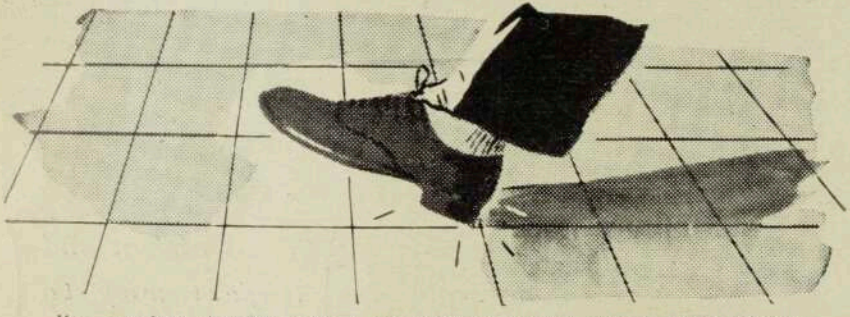
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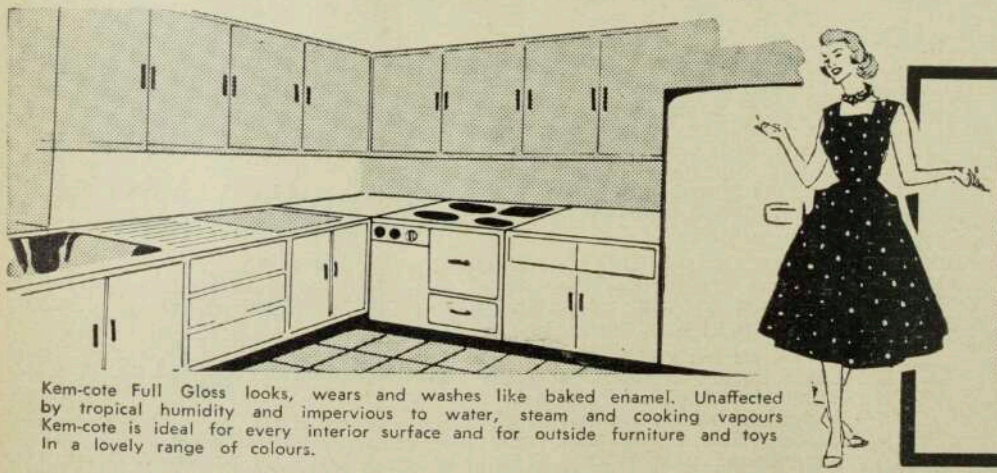
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Gatty remained as general super-
or of PAA's Pacific interests until
rld War II came, and then he
ed the American-Australian Air
ces in the Pacific War.

No Australian Appreciation

llison praises Gatty's many
ievements, and adds, pertin-
ly:

But never has he had any token
Australian appreciation. It is
wn that when he held the war-
e post of Director of Air Trans-
t, Allied HQ in Java, he was
than popular in certain Aus-
ian military and airline circles.

Earlier, when he was organising
first trans-Pacific airline ser-
, an American one, he had
hes with some sections of Aus-
ian officialdom. And it is fair
assume that Gatty's effective
ocacy of American possession of
e tiny mid-Pacific islands, then
arently unwanted but since of
ificant strategic and aeronautical
ie, did not make for his popu-
ty with the relevant British
horities.

However, the fact remains that,
ike every other international
ious airman of his time, Gatty
er had a token of approbation
n his homeland. It is a flagrant
ional oversight. Or worse."

Let Nature Guide You

YEAR ago, in Suva, I sat with
Harold Gatty and Publisher
Collins, from London, and heard
n discussing Gatty's new book,
n partly written. Its name then
Let Nature Be Your Guide.

atty, already a famous navi-
or, claimed that it was possible
ind one's way around this globe,
ly accurately, without naviga-
al instruments. One was guided
he sun, the moon, the stars, the
s, the winds, the waves, the
ks on trees, the shape and move-
t of desert sands, the behaviour
rivers, the way anthills are
t.

he manuscript was finished and
to London early last August.
August 30, Harold Gatty was
d, of a coronary occlusion. Now,
e is the book, exactly as author
publisher described it to me;
it has a better title—*Nature Is
r Guide.*

his is, as Gatty says in his pre-
, "a new sort of outdoor book."
ause of the invention of many
s and instruments of navigation,
e countless clues and guide-posts
ch nature places at our disposal
aids in natural navigation are
e recognised or known to-day."
e, for the first time, those clues
guide-posts are described.

hey range from the camel-caravan system of keeping a straight line in the Australian deserts (leaving behind a line of smoking fires) to the Captain Scott method of maintaining direction (leaving behind a line of snow cairns) when crossing the featureless Antarctic wastes.

Although almost every kind of natural directional sign is examined and described, the author has given most space to the heavens (especially the stars) and the sea-birds.

There are very numerous diagrams, sketches and photographs. Mr. Gatty must have devoted years of research to this work. These are, for example, drawings to enable one to identify each sea-bird, and four pages of small-type tables entitled, "Land Indications From Sea Birds."

In its class, it is a most important contribution to the science of navigation, and to nature-study. With his three books (*The Raft Book, Around the World in Eight Days*, and this one) Harold Gatty made for himself a place in air navigation that never can be forgotten.—RWR.

Nature Is Your Guide, by Harold Gatty. Published by Collins, London and Sydney. Price 20/- Aust.

FOURTEEN YEARS AFTER

The Micronesian Government vessel *Chicot* arrived in Japan on February 18 with the remains of 76 Japanese seamen recovered from a Japanese ship sunk during fighting at Palau in 1944. A Japanese company is at present salvaging sunken ships in that area.



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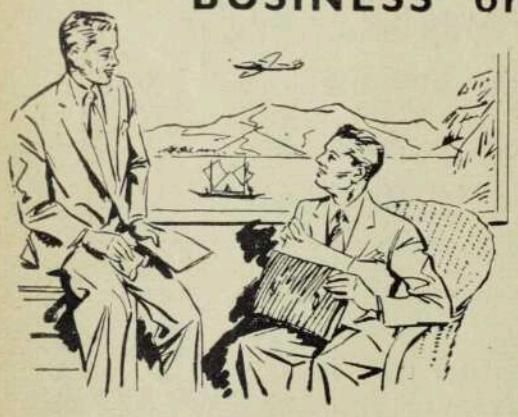
GOROKA

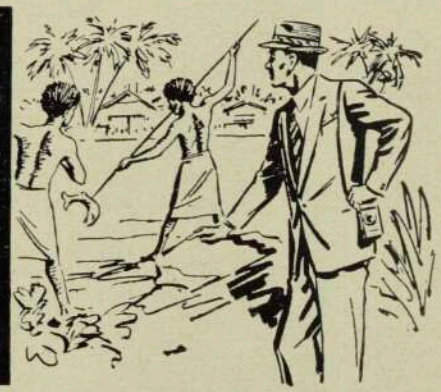
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Mrs. Flora S. Stewart

A LETTER AND A TRIBUTE FROM AMERICA

MRS. FLORA SHAW STEWART, who after over 50 years in Papua and New Guinea is robably the Territory's best-known sident, was surprised recently hen she received this letter from merica.

ar Mrs. Stewart:

It was rather startling to see an article in r evening paper "The New Haven Register" out Mrs. Shaw Stewart. I am sure that we not related but my grandmother's name s Phoebe Shaw before she married my grand- her, Alexander Stewart. Grandmother was ucated in England (Birmingham), and grand- her was a Scotsman whose parents settled Nova Scotia, Canada. This makes it quite coincidence, don't you think?

I am enclosing the article which my husband d I found most interesting. We hope that u continue to have a full life and much ppiness.

She was probably even more rprised by the letterhead Mrs. rton used. It said:

CLASSIFIED ABSTRACT ARCHIVE OF THE ALCOHOL LITERATURE.
Maintained by the Quarterly Journal of Studies on Alcohol
Editorial office: Laboratory of Applied Biodynamics,
Yale University, 52 Hillhouse Ave., Yale Station,
New Haven, Connecticut, U.S.A.

With the letter was a clipping of article, some of which follows. me of the article can be written to art, but there is a fair ount of truth in it. The gold ners "with pockets crammed with tled dust" are conspicuously ent from the Hotel Cecil (and NG generally) these days; and rry Gofton was certainly not ed in France in World War II. may have been a World War I ualty, but the impression is that died in Papua.

t is true that Mrs. Stewart set business again after the war in AWAS barracks, near Lae, but re was not much segregation of sexes when I stayed there in 3. I know I occupied a cubicle arated by a piece of sisalkraft n Mr. S., an ex-Wewak miner. S. slept, but I didn't. The ht was punctuated by my howls anguish: "Turn over, Mr. S. n over. You're snoring!"

travelling Bishop, in the end icle of the same house, also red. But although I hadn't any punction about telling my ing friend of his nocturnal its, respect for the Cloth made hestitate with the Bishop. tunately, he moved on before overcame inhibitions and I found myself howling through his partition.—*JT*.

This is how a North American Newspaper Alliance writer saw it:—

Salute to a N. Guinea Pioneer

Mrs. Flora Shaw Stewart, known as "Ma" to generations of gold miners, anthropologists, pilots, geologists, gamblers, crocodile shooters and beachcombing drunks, has sold her "pub", the Hotel Cecil, after 51 years in the islands in the hotel business.

The "pub" is a wondrous place, an establishment where guests order by number, because the barefoot black waiters in laplaps do not speak English.

At any given moment, Ma Stewart's place is apt to house gold miners with pockets crammed with bottled dust, a United Nations delegation, an ornithologist from New York, a crocodile hunter on his way south to Sydney for vacation, a Government patrol officer freshly back from contacting stone agers who have never seen whites before, and a missionary bishop sternly disapproving of the enthusiastic collective consumption of high-powered Australian beer he views.

Lae, the principal centre of New Guinea's north coast, still retains a bit of the frontier.

The Bloke from the Bush

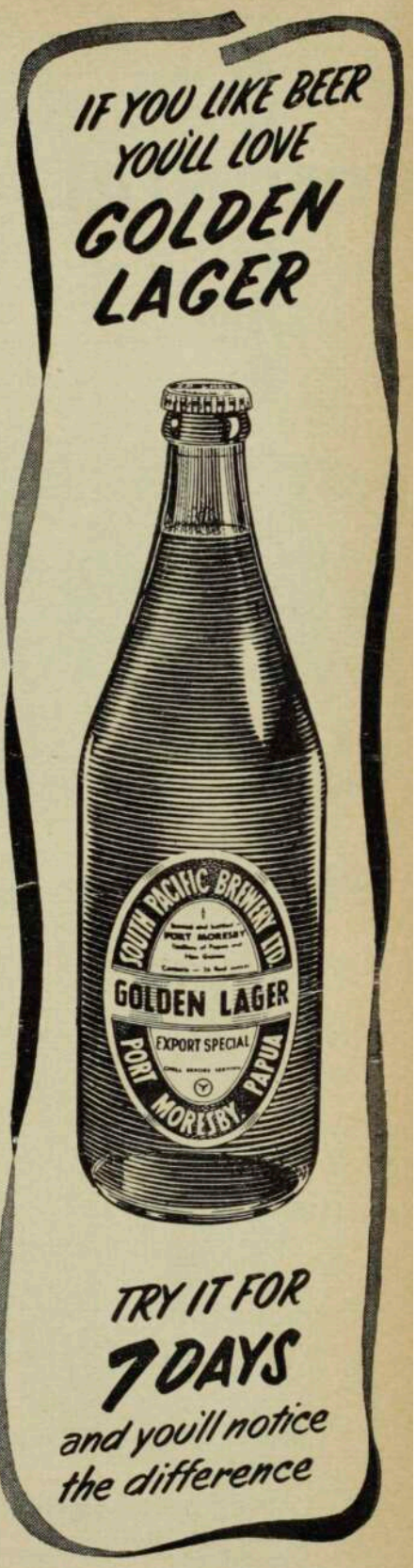
It hasn't been too long since a visiting Sydney zoologist, who issued a call for live New Guinea snakes, got better service than he bargained for.

A "bloke from the bush" wandered into the "pub", opened his shirt and dumped a squirming and poisonous mass of taipans on the bed.

Since she arrived in Samarai in eastern Papua, a dark-eyed Scots lassie of 20 in 1906, Mrs. Stewart has collected butterflies, birds, bad debts and racehorses. She came to the islands originally because her father was considering investing in a hotel and sent her to inspect the place. She found both a career and a husband.

She was married to Harry Gofton, who promoted the first island horse race meeting in 1910-11, three years after her arrival in the islands. Gofton was killed in France during World War I. Their only son, Moresby Gofton, died in Europe also, flying with the Royal Air Force.

Mrs. Stewart and her sister ran a hotel at Samarai until 1929, when



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she married James Stewart—not Hollywood's—and both moved into the mountainous heart of New Guinea to establish the first hotel serving the hundreds of miners drawn by the fabulously wealthy Edie Creek gold rush.

Gold Field Days

The Hotel Bulolo at Wau was a plaited bamboo place, which provided accommodation for 32 guests and a glass of air-freighted beer for the prospectors when they came in from the wilderness.

Mrs. Stewart and her husband—who was killed in an auto accident in Wau in 1937—promoted one of the most unusual race tracks in the world.

They shipped horses from Australia to Lae, then loaded them aboard big corrugated Junkers planes to fly them into the rugged interior. Bookies, parimutuel board, jockeys complete with racing colours were flown in, too—and a full-fledged race track with saddling paddocks and grandstand appeared where primitive savages had been warring a short time before.

Racing ended abruptly in 1934, when investigation showed that—even in the heart of New Guinea—horses had been doped and jockeys had held back mounts to prevent them from winning.

In those gold rush days, Mrs. Stewart was often the community banker, keeping tobacco tins of gold under her bed for miners who did not know that the hotel had no safe.

She was a community banker in another way as well. Before World War II, she had nearly £12,000 out in grub stakes, loans or accommodation or food to miners down on their luck. None of that sum has since been repaid.

The war arrived at Lae at several hundred miles an hour on the morning of January 17, 1942. When Japanese planes swept in from the Bismarck Sea, Mrs. Stewart, along with other Australian women, had been evacuated south. But her pub was open and the fighters machine-gunned it after attacking the airstrip.

Bar patrons returned to their beer when the planes flew away, heading up the Markham River valley.

The Wau horses and hotel and hotel in Lae were destroyed during the war.

Back to Business

Mrs. Stewart returned to Lae in 1946, one of the first civilian women to come back, to attempt to enter business again.

"There wasn't thrupence of my old hotel to be found," she says. "I was the only woman in the territory who would have attempted to return to business under the circumstances—but I did."

She acquired a barracks area recently vacated by Australian Army WACs and went into business in a place that is still legendary in New Guinea.

Guests were housed in cubicles separating them from their neighbours only with thin and narrow sisalkraft walls which extended neither to the ceiling nor to the floor.

There weren't any complaints about ventilation but there wasn't any privacy either.

Guests were segregated by se into separate buildings.

Conditions were crude, but M Stewart is still proud of a pub tha was for five years "the only plac you could buy a cup of tea in th Territory of New Guinea."

By June of 1951, however, Mr Stewart was able to obtain materia to build the present Hotel Cecil, large two-storey wooden place tha is an island institution.

It has 40 rooms, an Olympic-siz swimming pool named for her son two large bars, a grill room, dining room, and a patronage tha extends from visiting ambassador to derelicts cadging free drinks.

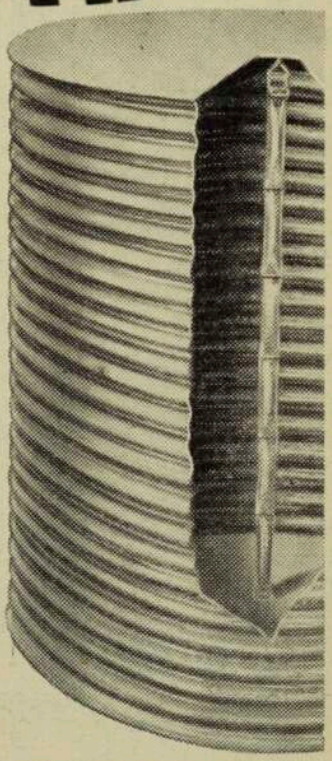
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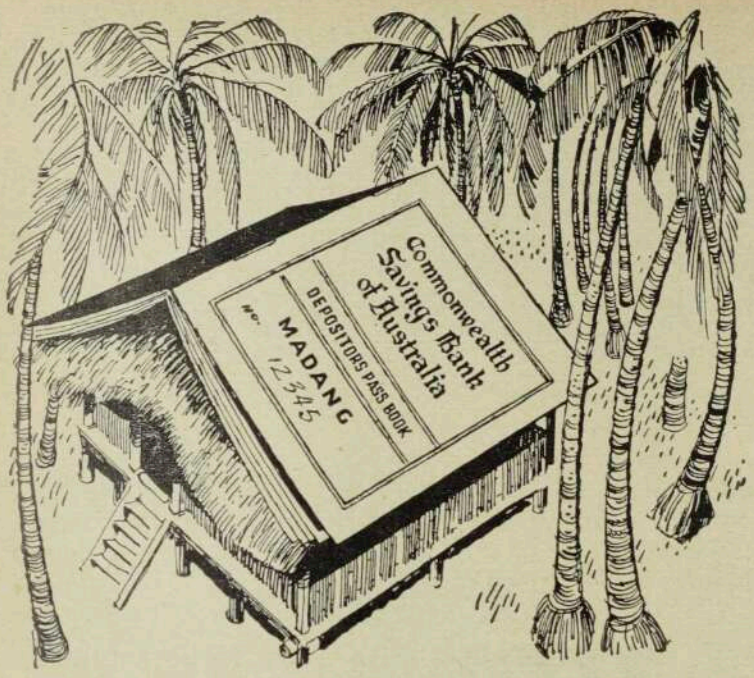


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• *At the end of December, 19 the Fijian Development Fund (bu up by deductions from amoun earned by Fijian growers who su plied produce for the expo markets), totalled £603,138.*

In the latter part of 1957, t Cess Collections were £69,044 and t withdrawals £90,745—the latter re resenting funds used in various wa to assist native industries and co munities.

It is noted that the Cess colle tions from the various provinces Fiji, between August 1 and D cember 31, 1957, were:

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Bua	4,487	15
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Kadavu	4,732	2
Lau	21,724	9
Lomaiviti	7,872	7
Macuata	2,728	6
Nadroga	2,414	7
Naitasiri		17
Namosi	1	0
Ra	293	0
Rewa	1,185	9
Serua	298	10
Tailevu	1,490	17

Tongan Whaling Industry is Nearer

From a NZ Correspondent

• *A commercial whaling indust for Tonga, mooted for several yea past and known to have the symp thetic interest of Prince Tungi, H advanced a further step.*

PROFESSOR W. H. Dawbin, expert on whales and wha migration and senior lectu in Zoology at Sydney Universi accompanied by Mr. G. T. Pero principle of Perano Brothers, Picton, NZ, who operate the on commercial whaling station in N Zealand, visited Tonga in Februa to discuss prospects of establishi an industry there.

As reported in a recent *PI* whaling for harvest of the edi meat has been carried out in a ve small way at Tongatabu for ma years, and over the past two ye interest in this "home industry" h considerably increased.

It is possible that the Tong Government has an eye on t whaling equipment, including a w equipped chaser, now for sale Auckland. The Hauraki Whali Co., with headquarters in Gre Barrier Island, near Auckland, w placed in receivership last year af less than two years of unsatisfacto operations. Perano's Cook Str whaling station has operated prof ably over a long period.

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TER SIXTEEN YEARS, A SURVIVOR SAYS:

If We Had Known Rabaul Was Expendable, "History May Have Been Changed"

By GORDON THOMAS

It was on January 22, 1958, that I received a copy of Lionel Wigmore's *The Japanese Thrust*, from the *PIM* with a note from editor Stuart Inder: "You might like to make some comments".

was on January 22, 1942, in Rabaul—16 years earlier to the day—and there were five of us ted around a table in the New inea Club. The time was 11 p.m. here were Acting-Administrator rold Page, Treasurer Orton vnsend, Magistrate Freddie ttle, Chief Warden "Nobby" Clark I myself. We were discussing: at was the best thing to do now t the Jap forces were about to d?

he Army had left the town; re was no line of retreat and it a case of "every man for him- ." The day before, the Army informed the civilians to "re- ie normal duties".

pinions between the five of us ed. (I did not know at the time Harold Page had twice been sed permission by the Aus- ian authorities to use the Nor- ian freighter, *Herstein* for the pose of evacuating the civilians n Rabaul. It was six months later he told me of this, when I saw in the "boob" just prior to the ng of *Montevideo Maru* with all e Australian civilians who were er seen again.)

here was a pause in the dis- ion while we sipped our drinks. n Orton, in his quiet way, re- ked: "I suppose one day, after his is over, we will read in the History what we should have e, and then know what is going all around us."

A lot of ruddy good that is to ow," said "Nobby."

nd now . . . Sixteen years after- ds I am turning the pages of history book to which Orton re- ed, and I am reading about the gs we knew nought of at the .

A Transit Depot

think, somehow, that history ht have been changed had we wn that Rabaul was classed as ndable, and that no effort was e made to rescue the civilians lan a line of retreat for our e of a few gallant men, with w strands of barbed-wire.

Earlier that day—in the afternoon—the NG Club had been the general assembly point in the town for civilians.

It was here that Capt. "Taffy" Williams, of the good ship *Matafele*, had come for last-minute supplies before sailing, and to collect any passengers desirous of making a break for freedom.

He was not rushed with passengers, with Jap warships hull-down on the horizon. The odds seemed stacked against a small coastal vessel reaching safety.

Nevertheless, he had a few optimists ready to take a chance.

The Writer

"The Japanese Thrust", by Lionel Wigmore, volume four in the Army series of Australia's official war history, was reviewed in the January "PIM".

The review dealt mainly with the unhappy facts of the loss of Rabaul and New Britain to the Japanese in 1942.

In this article, Gordon Thomas ("Tolala"), who was a war-prisoner of the Japanese in Rabaul and one of the few Rabaul civilians to survive the Japanese occupation, gives the kind of personal angle that war histories never do.

One of them was Judge Bathgate, and another Paddy George, the auditor; and, while "Taffy" took in liquid stores for the voyage, Paddy was looking for a police-boy to shoot his Alsatian dog, which he would have to leave behind. There was no sign of a PB; and, months later, in a line of Jap Alsations, Paddy's dog made one.

At the last moment the Skipper found he had no clearance to sail—the Customs Office just didn't exist. Chief Warden "Nobby" Clark came to the rescue and wrote out a chit clearing the vessel, and all was well.

It was in the same NG Club that previously the Air Force chaps had gathered to make some last purchases before making their way down the South Coast, where later they were picked up by a special aircraft. But at the time the movements of Lerew and his companions were shrouded in Security.

It is easy enough to criticise after an event. But the overall picture of Rabaul on the day or so before the final Jap invasion is not a happy one to recall: The bewildered whites, the near-panicking Asiatic men, women and children for whom no provision had been made whatsoever; and the negative attitude of the military command which had taken over control. The history tells us, now that the Army officers themselves were almost as much in the dark as the civilians.

A Myth Exploded

For a number of years, amongst a certain section, there has existed the impression that the Rabaul civilians who were placed aboard *Montevideo Maru* were never drowned in that vessel when it was torpedoed off Luzon, but had been put ashore shortly after departing from Rabaul, and later were executed. In the history there is no mention of this rumour at all, and it is well to have this myth exploded.

One explanation which I have heard, for the report, was that a wrist-watch belonging to WRC Accountant Thompson was found in a common grave on Matupi Island. This is easily explained.

Thompson was a member of the Vic Pratt party brought into Rabaul about the end of July, 1942—over a month after the vessel had sailed. This party had been in hiding in a cave somewhere around Raniolo plantation; they had successfully evaded capture for six months.

I saw some of the party from a distance when they were brought in to Rabaul, and I later was informed by natives that they had been executed for not having surrendered earlier. The party consisted of Vic Pratt, Jack Marshall (of the Customs), A. A. Smith (North Coast), Frank Smith, Thompson and another whom it was thought might have been Tommy Goss.

One of these days we may be able to obtain a consolidated record of the whole New Guinea war years and thus have in one volume an overall picture of those dark days. *The Japanese Thrust* gives the army record—and a very detailed account, too; but one needs Feldt's *Coastwatchers* and Selby's *Hell and High Fever*, to round off the picture, to say nothing of the Navy histories and those of the Air Force.



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T MUCH WOOL, BUT—

WAS A BIG URNOUT FOR THE 'OOLSHED HOP

LAE, Feb. 15.

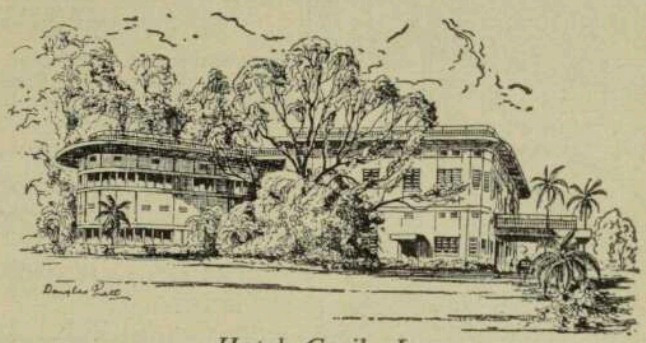
pecial planes ran from Lae to ndugl for the all-night dance on ruary 8 to celebrate the opening Nondugl's new woolshed.
r Edward Hallstrom, who origin- set up the Nondugl establish- t (it is still administered as rust, but the P-NG Adminis- ion pays expenses) flew up from ney for the occasion and four later flew down again.
he dance had to be an all-night ir because there is no accommo- on there. There was plenty of rmation in Lae about the dance t absolutely none about the p, whose fleeces are going to fill woolshed.
one in Lae any longer knows hing about the Nondugl sheep, hether they are doing well, or her they are all dead. And no seems to care. Rightly or gly—and probably wrongly— p-growing in the Highlands is regarded seriously in Lae.
und here, they are telling the of the £500 cow-bails.
apears that at Nondugl, cows 't brought in to be milked—the are taken out to the cows. To e job properly it was considered a really slap-up job was re- d, so plans for the bails were from overseas, and laboriously uted here in Lae, out of welded- pipe. They have a roof and -in feed-bins and are conserv- ly estimated to have cost (with reight) £500. They are towed to the cows behind a tractor, aybe a jeep.—*JT*.

PORT MORESBY, Feb. 10.

Edward Hallstrom said here his new woolshed, which re- s sheds made of native rials, was even better than the ralian-type sheds. It was built eel on concrete piers.
uipment for handling the sheep equal to the best in Australia. dward said the natives, shear- with machines, were doing re- ably well—it was nothing for a e to shear 80 or 90 sheep in a

ere were about 1,000 sheep and al hundred cattle on the station, id. In about six weeks, about ead of the best Romney Marsh which could be obtained in alia would be brought up, and would be followed by another nent a little later.
his is the beginning of a great try in the Territory—I am nced of that," he said. (Over)

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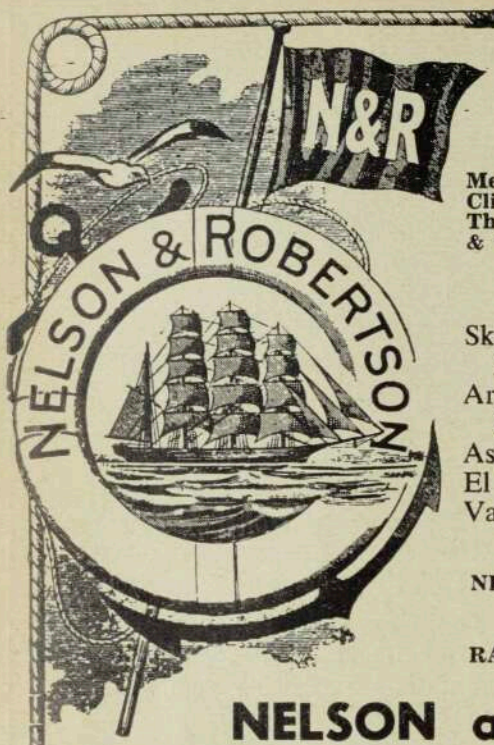
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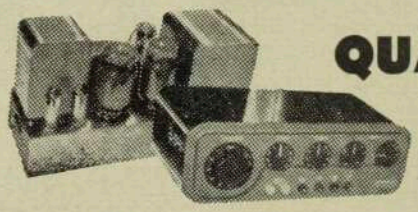
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Sheep from Nondugl were already ing out to stations in other areas, ne of which had been started by ssions.

Sir Edward added that the tential for cattle was also very at indeed, and "the day will ne when you will have your New inea cattle kings."

---

ry-Farm Argument

N. Guinea

MISSION AND PRIVATE ENTERPRISE

Back in the days of German ministration of New Guinea, 13, to be exact), the Lutheran ngelical Educational and Medical sionary Society was granted e 1,200 acres of land, outside , on which to carry on its mission vities. In 1957, the Mission lied for an additional 400-odd es.

R. MICK LEAHY, a dairy farmer, of Zenag, objected to the grant being made and objection was upheld. The sion was told to re-apply for a ller area.

his the Mission did, and the lication was heard before the Guinea Land Board at Lae on uary 9.

r. Leahy was again vehement in objection to the land grant be- made to the Mission.

the hearing, Mr. Leahy pointed that when the Mission was ted the 1,200 acres at Malahang, as granted to the Missionary ety for evangelical, educational medical purposes. Both the ve owners and the then Gov- ent assumed it would be used those purposes.

was never intended to be a farm or beef project, used xploit poorly-paid, inspired gelists in commercial enterprises h are in no way related to their s ambitions", said Mr. Leahy.

e point of the objection rently is that the Lutheran ational and Medical Missionary ty is the registered proprietor of pical Dairies", and "Dairies" is asised. The present dairy rating over 700 acres of their) and operated by Mission ers whose wages and conditions not comparable with those paid rivate enterprise, has already undercutting local dairy prices.

hey say they want the extra for dairying. This implies more es, in which case I cannot com- and I would have to look else- e for a means of livelihood", Mr. Leahy.

It was noted that other commercial activities of the Mission include butchering, native trade stores and trading, buying in bulk and selling in retail—all presumably in competition with private enterprise.

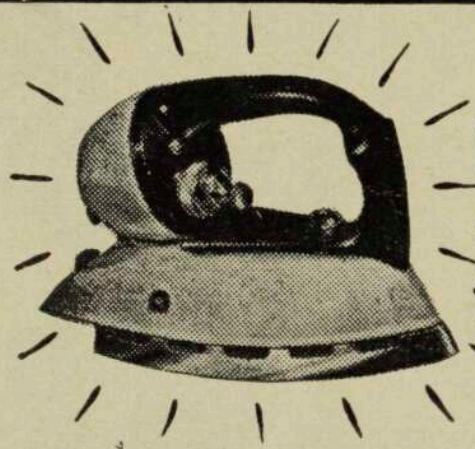
Mr. Leahy has stated that the claim made in the *South Pacific Post* of June 26, by Mr. Kellart, of Chimbu, that the Mission Aviation Fellowhsip facilities were being abused, has never been denied.

During the hearing, Mr. Leahy said: "It is always assumed, unless specifically stated otherwise in the application, that when a Missionary Society applies for land, that land is to be used for evangelical, educational and medical purposes.

"The Malahang grant of 1,200 acres has not been used for that purpose only. It has become a commercial enterprise, and has pushed out the evangelical, educational and medical ideals which influenced the grant, making it necessary to ask for more land which will—when the expanding interests of the Mission's commercial enterprises warrant it—become another step in the eventual commercialising of that Mission area, and more land will be required —and so on".

"I contend", said Mr. Leahy, "that the Mission work is a cover-up for development and expansion of commercial activities, and that 1,200 acres of freehold Mission land is more than enough for the evangelical, educational and medical activities of

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Lutheran Mission, and that the plication for additional land uld be refused".
n February the Land Board ommended that the Mission plication be refused, "as the land s not available."
t is understood that the natives used to sell the land, which comed about 210 hectares.

ELY PUBLICITY

ji's Tortured Banana Industry

When he arrived in New aland on a business trip in l-February, the head of *The Times,* Mr. L. G. Usher, ted some lively publicity in the v Zealand newspapers about failure of New Zealand to y to Fiji's frantic appeals ut its banana industry.

t the end of 1957, the newly-ted NZ Labour Government icked over the Dominion's ign trade position, and chopped a large proportion of NZ's exs. Among other things, NZ cut much of Fiji banana imports. his was a shocking thing to do. only are there many close conions — commercial, financial, al — between Fiji and New and. But, officially and comcially, New Zealand always enaged Fiji to grow bananas for ever-hungry NZ banana marand, in the past two or three s, Fiji had responded actively. len in December, NZ's imports iji's bananas suddenly were reted to 75 per cent. of the 1956 — and (owing to the floods) production of bananas was low. eant that there would be a NZ et for only half of Fiji's esti-d 1958 crop.
ji Governor Sir Ronald Garvey anuary appealed urgently to NZ e Minister Nash, and the latter ised his "urgent personal aton". Nothing since has been ; and now Mr. Nash, like all Prime Ministers, is about to on an overseas tour.
. Usher told the story effecy, and the newspapers played it

stirred up the Prime Minister. aid he still was examining the tion. "NZ would like to help, I hope to solve the problem", aid.
at was on February 22. The ng was that the gentleman d get away overseas with the lem still unsolved. NZ loves nas, but really hasn't got ey to buy them.

Meanwhile, the Fiji banana-growers got another kind of shock.

Late in February, the *Navua* came to Suva to load about 10,500 cases of bananas. About 8,000 cases were brought into Suva, and submitted for Agriculture Department inspection, in the usual way.

The Department, after having given repeated warnings, now put a more rigid system of inspection into operation, and rejected 2,062 cases. It was a heavy loss to shippers — the Suva fob price is 22/6 per case. The growers get at least 10/6 per case.

The *Navua* sailed with only 5,927 cases.

A man regarded as a competent critic, Mr. A. E. Muir, manager of Fiji Export Agency Ltd., praised the new move. He said that the Fiji banana-shipping industry had become "a disorganised rabble", which ignored the reasonable standards of quality that had been set, and had been receiving and shipping all kinds of rubbish to New Zealand.

The chief produce inspector, Mr. C. R. Vasey, spread cases of the rejected bananas across the shed floor, to let reporters see how bad was the fruit rejected. There seemed to be agreement that the industry needed a lesson. It surely got it.

Better late than never, perhaps. But these abuses have been going on for a long time. If strong official action had been taken sooner, the growers—the people who really matter most—might have suffered less.

Development of Bananas in Hawaii

Though from an agricultural viewpoint Hawaii usually brings to mind pineapples, that territory also has a banana industry supplying local needs.

At the end of last October 1,056 acres were under bananas, mainly on Oahu Island. Varieties produced are 60 per cent. Brazilian (apple), 30 per cent. Cavendish (Chinese) and 10 per cent. Bluefields. The latter variety is most popular with consumers but is highly susceptible to Panama wilt disease.

Banana production over the past three years has averaged around 6½ million pounds of fruit per annum, and in the three preceding years it was about 9½ million pounds. Of the total acreage under bananas last October, about 915 acres were in actual bearing.

Cost of production is substantially higher in Hawaii, with its high wages and high cost of living, than in the South Pacific but the crop has been worth about $480,000 per annum in recent years. Peak production is from about April to July.

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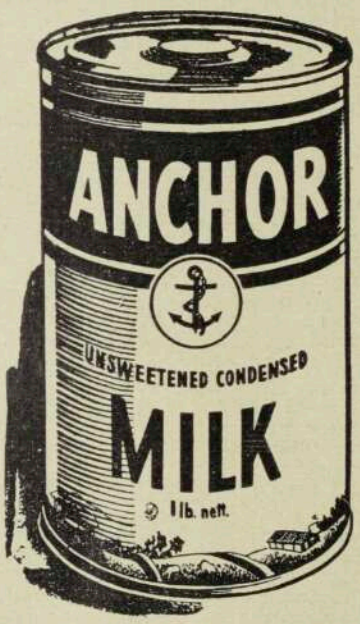
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Pacific Islands Monthly MAGAZINE SECTION

Tropicalities

HE CYCLE OF THE MICROBE

HERE may be something for medical science in these paragraphs from *Return to the lands*, just published, in which r Arthur Grimble describes conions on Ocean Island 30 years o.

'I never saw a new draft of reits from Hong Kong (brought to work the phosphate deposits) at failed to arrive in the pink of ndition—or omitted to bring with an influenza germ of peculiar lignancy. When the newcomers ded, the order of events never ried.

'Almost at once the entire popula- n of Gilbertese labourers would appear into hospital.

'A week or so later, the British osphate Commission's staff of y odd Europeans would succumb, *masse*, with their wives and nilies.

'The eleven hundred Ocean anders, in their beautiful villages, uld follow.

'Last of all, when everyone else d forgotten what it felt like to ill, came the turn of the wretched le Government staff."

HOW THEY DID IT THEN

/E'RE not sure, but the moral to this item extracted from the columns of the Port Moresby *puan Courier* (now defunct) of ne 1, 1934, probably is that ther national nor international pards change their spots. Or it ld be a moral for the conporary NG patrol officer, such "If you're going to shoot 'em s, shoot the lot!"

'Will League of Nations Ask For planation of Shooting of New inea Natives?" was the heading the item, which continued: Fears held in official quarters in Canra that the Government may be led upon by the League of Nations the explanation of the shooting a number of natives in NG in bruary by an official party deitched to arrest certain native rderers, says an Australian newsper.

Under the mandate by which stralia controls the Pacific terriies, she is responsible for the wellng and the proper care of the tive inhabitants.

Recently, Bernard McGrath, a prospector, was murdered by a tribe of natives who are admitted by the Administration to have been partly under control and to have been of a peaceful disposition.

It is suggested that the official reports convey evidence of provocation which may account for the murder, as a native was shot by McGrath while McGrath was searching for missing stores.

A police party sent to make investigations was attacked by the same natives, with the result that 19 natives were killed and 17 wounded. Although it is admitted that the police party was justified in defending itself when attacked, the casualties are regarded in official quarters as being unduly high.

It is feared that when the reports reach Geneva the erronious impression may be created that a punitive expedition was despatched by the authorities.

A HANDBOOK ABOUT COLONY OF FIJI

THE handbook, *Colony of Fiji*, which has been published irregularly since 1924, is out again. Again, it has a striking cover, and contains many excellent photographs, the work of Rob Wright, of the Fiji Public Relations Department.

The book provides an accurate summary of the history of the Colony, and a description of its ad-

HE'S A PILOT WITHOUT A PLANE

A LARGE part of the life of Harry Donald L. McGilvery, Kavieng representative of the P-NG Copra Marketing Board, has been spent in flying. But like many veteran pilots, he has had a large variety of jobs in between.

Born at Raymond Terrace, Hunter River Valley, NSW, in 1897, he started his working life as a telegraph messenger, but four years later he was with the AIF in England as a wireless operator, and then managed to get a pilot's training course with the RFC.

After ground training at Oxford he went to Waddington for flying training on Maurice Farman biplanes, known as "bird-cages". His first solo flight, after about three hours' dual, ended with the plane crashing into a hanger, which was only slightly damaged. A few crashes later he qualified as a Service Pilot and was posted to the original No. 3 Squadron of the Australian Flying Corps in France, flying RE8's.



Back in Australia in 1919, he was variously a telegraphist, radio-telegraphist, clerk and then divisional returning officer for the electorate of Eden-Monaro.

When the RAAF was newly formed, Mac rejoined as an instructor, flying Avro 504K's and DH9A's. On one occasion he was rammed at 300 feet by an SE5A, which broke its undercart and had some trouble in landing. In 1926 he was involved in displays and tests on the introduction of parachutes, one of which failed to open until the last minute, landing him hard on the blunt end and severely jolting his pride.

In 1927 Mac went to New Guinea to earn big flying money, joining the company which became Guinea Airways, Limited. Their service from Lae to the goldfields was an intrepid pioneering effort, and rapidly developed into the heaviest air-lift in the world, and the best training school for overseas airlines. About a year later he left New Guinea "for good" (first time) and spent a year in Australia flying the "Sun" Moth, and aero-club instructing. He then returned to New Guinea and married Jean, daughter of Bill Mitchell, BP's manager at Salamaua, and now of Norfolk Island. In 1932 Mac gave up flying "for good" and started a store in the Edie Creek goldfields. He was soon flying again, first for Stephens Aviation and then for Mandated Airlines.

Called up by the RAAF as a pilot in 1940, Mac was chosen to reform No. 33 Squadron for service in New Guinea, was promoted to Acting Squadron-Leader, and was awarded the Air Force Cross for his work. This was followed by a spell at Evans Head Bombing and Gunnery School, and then a year as CO at Mascot. In 1945 he was posted back to New Guinea to take over No. 8 Communication Unit at Madang from Jerry Pentland. One dark night in August, 1945, Mac dunked two Generals in the sea off Lae in an Anson, but without any serious damage.

After the war Mac returned to New Guinea in Commonwealth Disposals, leaving that to work for Carpenters at Madang, then a spell of commercial life in Sydney, and back to New Guinea once more.—BRETT HILDER.

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inistrative organisation, peoples nd conditions generally. The most ecent work of editing and revising he extensive text was carried out y Ravuama Vunivalu; and the overnment Printer has excelled imself in the production.

BRITISH ROYAL FRIENDSHIP FOR QUEEN SALOTE

SALOTE of Tonga has a unique position in the world—she is a queen, accepted and unchallenged, and yet she is the loyal object of Queen Elizabeth II, of he British Commonwealth. Tonga a Protectorate within the Commonwealth; but, except that a ritish "adviser" lives in Nukualofa, is completely free and independent.

There is warm friendship between he Queens—it has grown since alote attended the coronation of lizabeth II, sat upright and smiling her car while the London rain elted down upon her—and became mediately the focus of the London crowd's delighted attention. lizabeth II and Philip paid a special visit to Nukualofa when in the South Pacific five years ago.

When the Queen Mother was in New Zealand, there was a special dinner party at the Governor-General's residence, where she stayed; and the guests of honour were Queen Salote (who has been living in Auckland for a few weeks) and her daughter-in-law, Princess Mata'aho (wife of Prince Tugi, heir to the Tongan throne).

CHINESE PUZZLE

IN Lae, New Guinea, there is a chap with a Chinese name who isn't Chinese, but lately he's been having difficulty in convincing the post office of it.

He got a letter the other day which was addressed to him care of a box number, but which ended up in the Chinese Club. The club obligingly passed the letter on, and along the way somebody suggested he might also like to visit a certain Chinese store in Chinatown, where he might find something to advantage.

He did that, and among a heap of letters on the counter he found two more of his own—they had been posted three months before in Port Moresby, which is about an hour's flight across the range.

It seems that Chinese store is used as a kind of unofficial post office for residents of Chinatown who have no box number. As there is no postal delivery in Lae, the system works quite well, and everybody is happy—except the European gentleman with the Chinese name.

GOOD OLD DAD

KEITH SMITH, an Australian radio identity who specialises in adult-like interviews with children—usually very successfully—was in Fiji recently to do a show.

His interviews made good listening in Australia, where they were broadcast over commercial stations—but at least one interview also brought the house down for the Fijii audience.

This was when Smith began quizzing a bright little girl on her home life. Among other things, she admitted to being naughty occasionally.

"You get a smack when you're naughty?" asked Smith. "Yes, sometimes," she agreed.

"Does Daddy do it?" asked Smith. "Yes," she said.

"And what job does Daddy do?" asked Smith.

"He's the Governor!" replied Julia Garvey, youngest daughter of Sir Ronald Garvey.

ISLAND WINDS

The wind that rose at dawn raged through the trees,
Swooped down upon the bay and lashed the seas
To screaming fury on the reef. Piled high
The sand against the huts, and strewed the sky
With tattered clouds. And then it raced away
And all was still until the close of day.

Then from the south a small wind came, a vagrant
Wind that murmured through the palms, fragrant
And warm. Beneath its hushed caress the night
Wrapped all the world in sleep. The stars were bright
And close; and through the night the island lay—
A painted island on a painted bay.

—MARJORIE C. McLAUGHLIN.

CROSSQUIZ

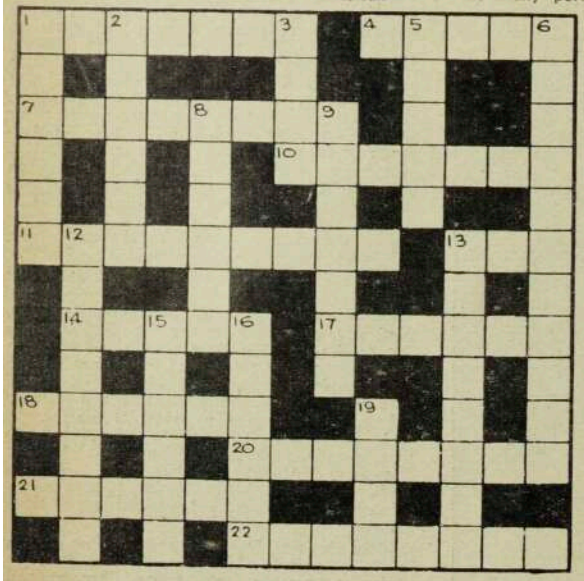
(Solution on page 92)

— ACROSS —

1.—What is the highest degree of honour borne by commoners in Great Britain?
4.—Who was star of the film "Morning Departure"?
7.—Who wrote "All Quiet on the Western Front"?
10.—In a motor car, what pin fastens the piston to the connecting rod?
11.—Which famous ship crossed the Atlantic in 1620?
13.—Who came into a fortune in "Great Expectations"?
14.—Where was Columbus born?
17.—What was Paderewski's christian name?
18.—What is another name for the walrus?
20.—What tasty dish is an anagram of a pale pipe?
21.—What is the term for a belief contrary to one's religious teachings?
22.—What is the world's quietest sea?

— DOWN —

1.—Who introduced Jenny Lind to the public?
2.—Which English painter was noted for his many portraits of Lady Hamilton?
3.—What enemy of society obtained his name from professional murderers in India?
5.—What is the last or perfect state of insect life?
6.—Which large town on Martinique was destroyed by the eruption of Mount Pelee in 1902?
8.—Which famous bridge spans the Grand Canal in Venice?
9.—Who was the wife of Napoleon III?
12.—Which island in the Irish Sea is linked to Wales by two bridges?
13.—Which mammal lays eggs?
15.—Which US coin is equal to five cents?
16.—What tune, composed by Irving Berlin has always remained an evergreen?
19.—What is the solid scum on molten metal?



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THERE WERE HULAS AND HIBISCUS, BUT NOT ONE CUP OF TEA

Two Wednesdays this week! And now Tahiti.

That tireless ex-Territorian, Alice Allen Innes, who has written many stories of New Guinea and Fiji, went off travelling again last year, and from the United Kingdom has sent this amusing item about what happens when Suburbia meets Polynesia. . . .

WE berthed at 8 a.m. A lovely morning and there lay Papeete, the world-famed "Paradise of the Pacific"; anyway, the French version of same.

Papeete was, to me, another French waterfront town, like Noumea is now, and as perhaps Vila will be maybe in the future, dominated by Glamour, with each nostalgic local sighing for or singing of Homing to Paris; even our bus driver, a native of a near-by island, sang dramatically of his yearning for France.

We struck the very time of French Celebration, Bastille Week (it is week or weeks in Papeete; not Day).

Booths along the main street of the waterfront, hastily constructed palm ones, selling unvarying and not very appetising-looking peeled oranges; hefty sandwiches; and unattractive-looking cakes. Peanuts, which with French thrift were sold in used soft-drink bottles.

I though of thousands of *unused* bottles in other Island ports, and gave them credit for sensible economy.

The *Caledonien* and our *Southern Cross* lay cheek to cheek, almost breathtakingly close, and tourists flooded the town, but the real local welcome which we witnessed on the wharf as we disembarked was not for mere tourists.

No, Sir, The Fleet was in, and now that Fleet was welcomed.

Onto the wharf in regal state marched a group of tall and very handsome native men clad in picturesque grass skirts, wide, shell-embroidered belts and gracefully swinging grass cavalier capes. Plaited grass crowns with upstanding fringe of finely-combed grass made attractive head gear.

Eyes on the Girls

Of course the women were also present . . . all male tourists' eyes roved that.

They were young, and not so young, but whether or no, how they danced! Long grass skirts and very brief bras. frangipani, and hibiscus, like jewels in their fern crowns, and long wavy hair, all made the girls worth looking at.

To the rhythm of drums, tummies rolled and sterns wobbled with such violence and vigour that the sailors come from the sea, came tumbling off the little Naval frigates to join the dancers. Not only the ratings, either, the officers (those of lesser rank, anyhow) were in it, too.

This curtain-raiser got us off to a good hectic start. Old and demure travellers of both sexes came down the gangway, swinging their cameras and humming in varying voices and varying periods, little homely melodies.

On the spacious wharf were lines of palm - and - flower decorated "buses"—disguised lorries plus top and wooden seats—and eleven of them were rapidly filled for the tour. The Best People had bespoke taxis but away we went, bumpety-bump! Roads actually very good, and tar-sealed for miles.

As to where we went and what we did I must shamelessly quote our tour literature: Tour No. 3, "departing from wharf to Avenue a le Union Sacree, which affords a good view of the Diademe (Crown) mountain . . . landmark of Tahiti".

We cross Fautaua Bridge; on your (our) left Fautau Stadium; the town, so we are told, has also two smaller playing-fields, for a population of 16,000 inhabitants.

On into the district of Ahue, where Tahitian history begins. From Taharaa Hill (which Capt. Cook named One Tree Hill), we overlook Matavai Bay, which Wallis (first navigator to arrive in Tahiti, in 1767), entered. He was followed by Captains Cook and Vancouver a few years later.

Memories of Cook

We come to "Pointe Venus" named in memory of Capt. Cook's observation of the transit of planet Venus; and we are told that the East Coast of the island is the least populated side, while the West Coast, where most powerful "princes" lived, is where the land is flat and more developed. It is protected from winds and rain by high mountains of the interior.

In a narrow valley is the Lepers' Settlement (Orafara) where new cases are being cured in about six months, due to new drugs and excellent medical services.

Crossing a bridge over the Papenoo river we "glimpse the largest Valley in Tahiti". Here some of the sacred places where chiefs competed in archery contests can still be seen. Nobody lives now in Papenoo Valley. ("Why," came from many of the agriculturally minded tourists in our bus).

(Continued on page 93)

DO YOU REMEMBER? From PIM of 20 Years ago

WEATHER seemed to be occupying a lot of the Islanders' time in the Pacific during the first months of 1938, for then as now it was the hurricane season.

Fiji was hit—Suva itself escaped but 50 per cent. of the sugar crop in some districts was flattened, and there was flooding. Port Moresby was having storm trouble, too, and St. John's Church lost one wall. Raratonga was preparing for its expected emergency (which never came).

Other events from *PIM* of March, 1938:

In Rabaul, a Federal Government committee was still hearing evidence to decide where New Guinea's new administrative headquarters should go, since volcanic Rabaul was regarded as unsuitable. Virtually every town in New Guinea was being lobbied by its respective residents. Wau felt it had a strong chance.

* * *

For those who think that history doesn't repeat itself, there was proceeding in West Samoa a serious inquiry into the economic and political future of the territory. There was a special investigation into the whole of the Administration personnel and services with the idea of reorganisation and salary revision.

* * *

In New Hebrides it was quaintly announced that the letter rate had been raised from 5 to 60 centimes "in order to allow for the use of 60 centimes stamps, the stock of 5 centimes stamps being almost exhausted".

* * *

A party of US officials landed on Canton and Enderbury islands and hoisted American flag alongside the British. The Americans had made a formal claim to the islands after searching historical records. The new move was connected with rival British and American plans to establish air mail services across the Pacific. However, everything was done in a friendly manner.

* * *

Navua district of Fiji had just had seven dysentry deaths among Indians and Fijians and more were expected. The Medical Department was under fire.

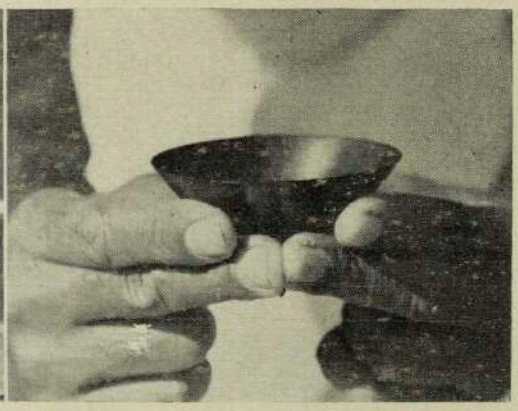
* * *

An old New Guinea hand was complaining bitterly that too many so-called miners were coming into the Territory, handling the natives the wrong way and "spoiling them", "so that they are very little good to themselves or anyone else, as it is almost impossible to unspoil them".

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A Little Bit of Trouble Over Protocol, But—

A GRACIOUS FIJI MEETS A GRACIOUS QUEEN

Queen Elizabeth, the Queen Mother, spent a fortnight in New Zealand, a month in Australia, 18 hours in Fiji; and "the camera cannot lie".

ROB WRIGHT'S pictures indicate that Her Majesty's brief stay in the Nadi-Lautoka area of Fiji held as much colourful ceremony, and incident, and downright goodwill, as any visit to the bigger Dominions.

Fiji even staged a mild squabble about prestige and dignity. Later there was a fight in Canberra on a high diplomatic level, between those who got invitations to a certain function there, and those who didn't.

But Fiji got in first. Someone wanted to know why the Mayor of Lautoka was presented to the Queen Mother, while the Mayor of Suva was ignored. Also, why were the heads of the Anglican and Roman Catholic Churches brought to the ceremonies, while the head of the Methodist Church (who is responsible for the spiritual well-being of two-thirds of the Fijians) remained at home?

Just No Provision

The Government gave the explanation wearily: The "Order of Precedence" provides for Bishops but there is no provision for the Methodist Church. The Royal personage meets the Mayor of whatever city's territory he or she enters—in this case, the honour went to Lautoka.

What a thing is Protocol!

The "Order of Precedence" must have been drawn up long before the days of Wesley, and no one since has had the energy or initiative to bring it into line with modern conditions... However, one does not imagine that the Rev. S. G. C. Cowled, OBE, MLC, is unnecessarily cast down.

(Later, Lautoka's mayor had a fight with the Royal Visit organisers. That is another story, told on another page.)

These photographs suggest that

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though the mayors and heads churches were thrown to the es by the guardians of tradition, smiling Queen Mother was py with her few hours in Fiji.

Fijians Predominate

he Fijians dominated the monies.

s the Queen Mother came ard on her arrival the daughter Ratu K. K. T. Mara and Adi , pretty little Adi Ateca, dropped her knees and presented a uet (top picture — opposite .)

ehind her, Adi Lala looks on. n Adi Ateca sat back on the and softly clapped her hands, he traditional Fijian manner.

othing worth while can take e in Fiji without Kava and ua.

the non-Polynesian that first k of kava comes as a shock. (It leasant and refreshing—when are accustomed to it. But the en Mother, knowing that a sand jealous Fijian eyes were n her, emptied the Bilo (coconut —and kept on smiling. (Centre,

was a very famous Bilo. Queen abeth II drank her allocation aqona (kava) from it four years and it has been carefully pre- ed ever since. There it is, held respectfully by Fijian hands, he photographer.

Whale's Tooth

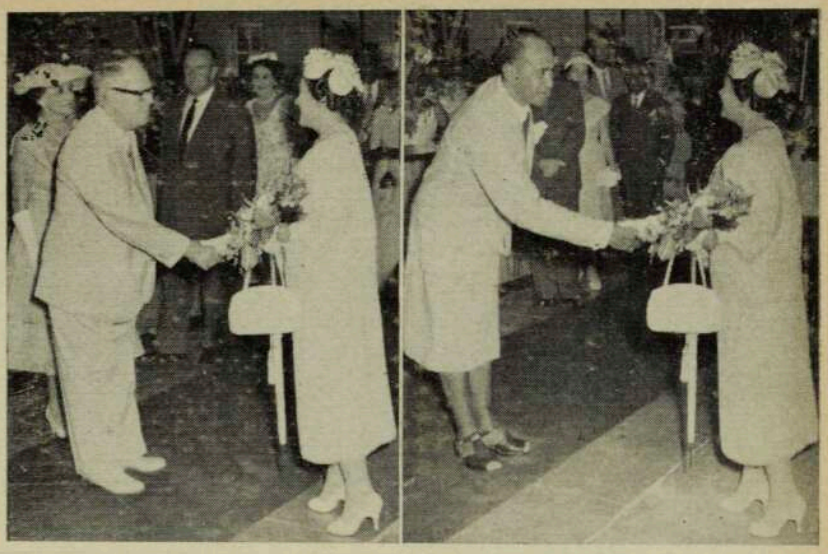
even greater traditional im- ance is the Tabua, or mounted n of a whale. One must be pre- ed to any visitor of importance; the highest ceremonial (Qalo- vi) was used when the precious n was handed to Her Majesty. he next picture Ka Levu, a chief of the District of oga, in ceremonial dress, is oaching Her Majesty with the a in his hands.

r Majesty received the Tabua Ka Levu, and now hands it afe keeping to her Matanivanua ald for the day), Ratu Rusiate iwau (who also acted as ld for Queen Elizabeth II in .

ell known residents of Fiji forward for presentation to Majesty. There (first picture, this page) are Sir Hugh and Lady Rene Ragg.

d there, a notable Fijian, Edward Cakobau (Deputy- etary for Fijian Affairs), makes ow.

d the lovely Adi Seruwaia ea, wife of Ratu G. K. Cakobau, ed in traditional costume of , makes a charming picture as is presented to Fiji's gracious l visitor.





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Burns Philp's 75th Anniversary Recalls

SHIPS THAT LINKED AN ISLANDS EMPIR

By TOAGOBA

Burns, Philip and Co. Ltd. celebrates its 75th anniversary on April 1. Formed in 1883, on an issued capital of £250,000, the company now controls assets, including those of associates and subsidiaries, worth £A20-millions.

The foundation was the result of an amalgamation of the interests of James Burns and Robert Philp, both of whom had started out separately in business some years earlier.

Burns, in 1873, aged 26, had started a general store at Cleveland Bay, on Australia's north coast (afterwards Townsville). Philp had started as another small Townsville storekeeper in 1875. Both had prospered.

In this article, Toagoba, a writer of long Islands' experience, recalls some of BP's earliest ships—ships that helped lay the foundation of the Burns, Philp fortune, and the foundation of prosperity and progress for many of the Islands themselves.

How many folk who now travel between Australia and t various archipelagoes of the Pacific Ocean—particularly N Guinea—ever stop and think of the great job of pioneering th was done here by Burns Philp & Co. Ltd.?

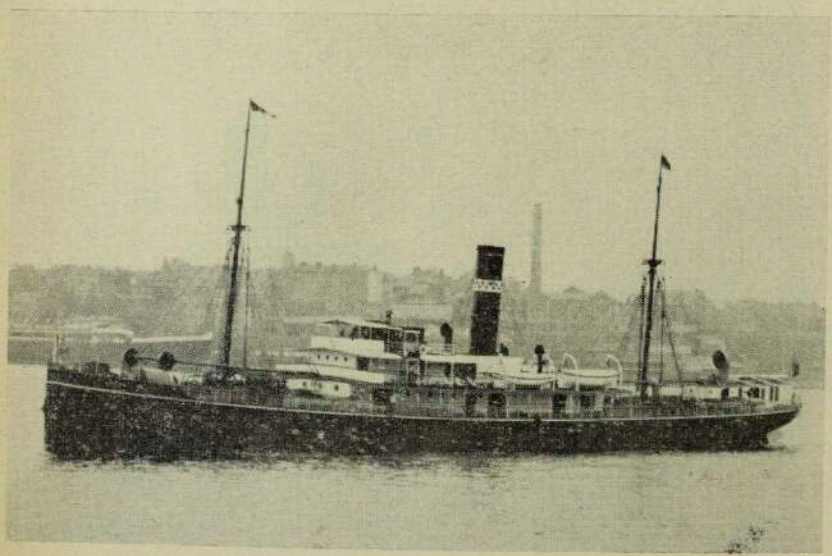
THE great steamship companies of Britain—Elder Dempster Co., to West Africa, Nigeria, etc.; British India Co. to India and China; Blue Funnel to China and Japan, come to mind—all played their part in building up the British Empire. But few can compare with the Burns Philp achievement in establishing Australian trade and industry in the vast, sparsely p lated archipelagoes of the S Seas.

In every instance, the inhabi of these groups were 95 per illiterate. The white traders, in to trade, had to teach the na how to count coconuts in fi and how to produce crops. The sionaries undertook similar t All their efforts would have useless without contact with outside world. Contact was pro by Mr. (later Sir) James Burns his very able lieutenants like A Forsyth, P. G. Black, Noswo Joseph Mitchell, and others.

To care for and develop these tacts, it was necessary to pr cargo-carrying vessels, either sa steam. The BP vessels which b with a few small sailers like schooner *Myrtle*, grew to a h efficient fleet of cargo and passe ships.

The modern liners do not any place in this article. I will only to vessels owned by B Philp and Co. prior to World W

The *Myrtle*—designated a scho but hardly that—was of 150 burthen and plied between C town and Samarai. Prior to BP ing her over, she had been eng in the Solomon Islands labour t Her captain was a Mr. Inman, finally retired to Samarai and



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e of the small 20-tons schooner
ia—and the name of her cook-
steward was William Wisdell
ie the Cook") later landlord of
Old Pub" in Samarai.
tunately, the Queensland Gov-
nt subsidised the running of
ssels; but such subsidy was re-
d against the then British-
Guinea Territory Government.
r a very checkered career, the
e ended her days in the
sion of Mr. Harold P. Reynolds,
ru, and did good work recruit-
iwai natives for estate work.
y early, BP gave the Gilbert
Ellice Islands the British
ons, and New Guinea, direct
ship services from Sydney. The
for the two last-named in-
Brisbane; while the New
a service went to Cooktown.
ater, the last port of call on
ntinent was Cairns.
steamers purchased for these
s were mostly second-hand.
employed on the Gilbert and
run were the *Tambo*, built in
nd (but this may be wrong)
the NSW coastal trade; the
a, built July, 1891, and previ-
operated on the Natal coast;
the *Muniara*, *built* 1901.
ra's name was changed from
eer—her previous place of
ion is not recorded. The re-
e tonnages were all gross tons
699 and 837. They all went
rfolk, New Caledonia, New
es and Groups eastward.

Real Traders

work of these steamers was
ar to that of real trading-
as could be found anywhere
world. They and their "super-
s" really were real Empire-
s.
vessel was equipped with a
room and the "supercargo"
ot only a bookkeeper, but also
ert in merchandising.
ad to purchase copra and shell
f available, sandalwood and
articles. Each was usually the
al adviser and confidant of
ople dealt with. The women-
ould ask him to purchase all
of personal articles for them
the steamer was in Sydney.
round trip took up to four
s.
n the supercargoes' lists of
were presented to the
andise Department, in Bridge
dney, the staff had to go "all
place them, so that the goods
be ready for shipment on the
trip.
nable this to be done, "Bill"
t, of the Merchandise branch,
l Indents placed before him,
ith the help of his staff, he
ed purchases or allocated
items to "brokers", who were
go out and find—eventually—
m wanted.
out this tremendous organised
the people of such places as
tari (Northern Gilberts)

VARIED HISTORY. The old photograph at top of opposite page shows the "Morinda" standing off the Papuan coast while natives unload her—a typical scene. Also on that page is the "Matunga", sunk by the famous German raider "Wolf" in 1917. Below, the "Malabar" breaks up after being wrecked near Sydney in 1931. Right, Sir James Burns, who died in 1923, aged 77.

could not have existed; and their whole livelihood was dependent on BP. The latter, whilst surely not a benevolent institution, were most mindful of their obligation. They left no stone unturned to fill each order, even if it was only for a shilling's worth of garden seeds.

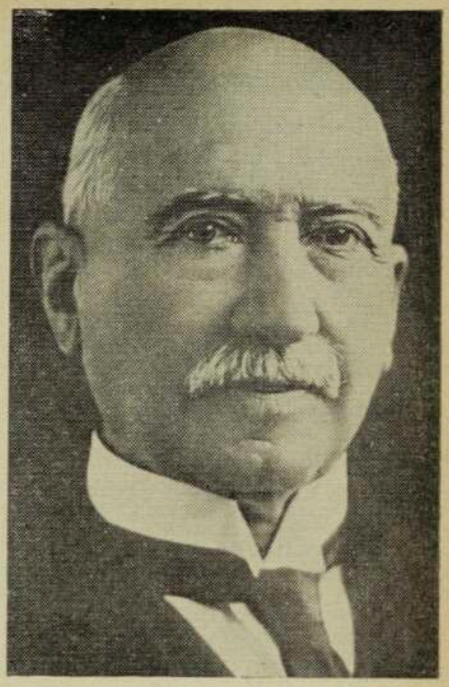
Wide Authority

On other runs—with perhaps the exception of the Hebrides—there was no necessity for trade-rooms. But the pursers had authority to purchase copra and other items marketable in Sydney. Articles which had to go to Europe were accepted in a consignment basis. If head office was able to pass a 90 per cent. credit, this was immediately credited to the trader.

The first regular steamer to New Guinea was the *Moresby*, previously called the *Jacob Christiansen*, and owned by a Scandinavian Company.

Moresby was a most uncomfortable vessel. When the *Matunga* (built 1900, and owned by the Liverpool Mersey Shipping Co., as the *Zweena*) was put on the newly-subsidised regular scheduled run, the New Guinea people were very happy.

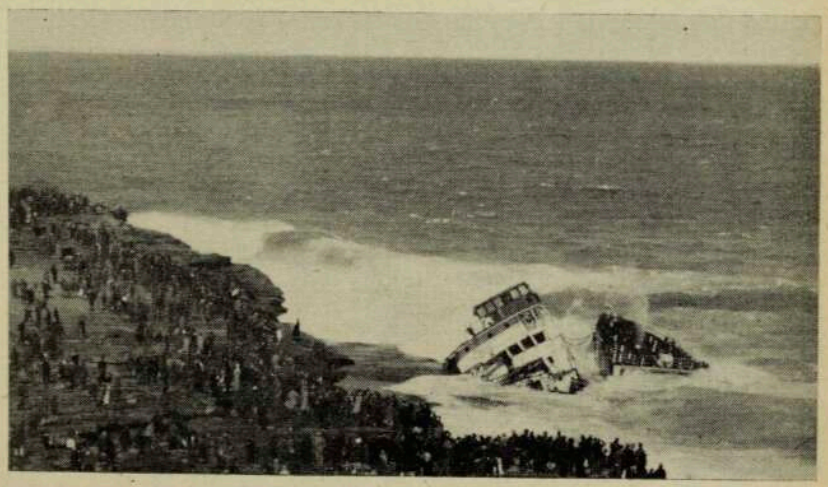
About the same time (1910) BP purchased a small, wooden vessel called *Mindora*. She ran, as far as was possible, as a coastal feeder to *Matunga*; and also in a like capacity with the then Sydney Straits vessel *Airlie* and *Guthrie* (ex. E & A ships). The Northern terminal of the *Mindora* was Buna Bay (Northern Papua) and to the credit of BP. She



certainly brought joy to the people in some very out-of-way places.

On the Solomons-Hebrides runs were the *Marsina* (previous name *Samuel Hough*, built 1905) and that awful tub of a boat *Malaita* (built in 1893, and known first as *Antilla*). She was about the most uncomfortable vessel ever built, but no doubt suited the trade.

All these ships were more or less subsidised by the Australian Commonwealth Government. Without subsidy, it would not have been possible for Burns Philp to operate them. But their introduction showed great foresight and enterprise on Sir James Burns' part. Some people may not always see eye to eye with the firm, but all must pay tribute to the great work it did in developing the trade of the Pacific for the benefit of the Australian merchants.



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THE MONTH'S NEW READING

All who really know the atolls of the Line Islands, and thousands who don't, got a lot of entertainment out of *Pattern of Islands*, with which Sir Arthur Grimble, a few years ago, burst into literary fame. (He died a few months ago.)

UPON his knowledge and experience of the Gilbert and Ellice Islands, where he spent most of a lifetime as an administrative officer, Sir Arthur hung a lot of colourful and romantic stories which paid tribute to his memory, plus the author's imagination and literary skill; and, as a work of art, *Pattern of Islands*, deserved the success it achieved.

Now, in the good, old-fashioned way, Sir Arthur comes back to the goldmine with *Return to the Islands;* and it is just as readable and, in many respects, just as informative.

For example, he tells how the Banabans of Ocean Island coped with droughts—and the marks on the coconut trees there show a drought approximately every 10 years.

Deep under the phosphate layer of Ocean Island there are miles of twisted passages — chambers and corridors and chimneys—and fresh water collects there. When drought comes, the people go into this labyrinth of caves to get water. When the drought gets worse, they go far out over the sea in their canoes, seeking the odd sea-showers, with coconut fronds held upright to catch the falling rain and conduct it into wooden bowls.

"You could count, on the marks on Ocean Island's oldest palms, six indications of drought. That carried you back 40 years or so. The record could go no further into the past because the seventh drought back from 1924, which happened in the middle 1870's, wiped out every palm on the island.

"Indeed, it destroyed every plant of any kind except the saltbush and ironwood scrub by the sea, and the deep forest of callophyllum trees on the crest of the island. The forest survived because it had its roots far down in the hidden caves and galleries where the Banabans, had they but known the way, could have found water in plenty for their need.

"But that supply was discovered half a century later. By then, the phosphate mining operations which revealed the caves were paying the islanders royalties enough to build fine village reservoirs."

Grimble, having learned the languages, took a keen interest in the legends of the Banabans and the Gilbertese and Ellice folk; and thus built up his own theory of the migrations.

Originally, there was a stream from the west, which planted colonies in these equatorial islands and passed on, "through the 16 Gilbert atolls, through the eight Ellices, past lonely Rotuma, across the empty vastitude beyond, until they came to Savai'i and Upolu, of Samoa. There they and their descendants stayed for perhaps a thousand years."

The Banabans and Gilbertese maintained some communication with their kinsmen to the west, but not with the east. Then those Line Islands, between 20 and 30 generations ago, were re-invaded by their kinsmen from the east—Samoans who had forgotten that these were their forebears—and the pattern of life changed. The communications between the Line Islanders and the west was broken, permanently.

Interesting—but it adds no more than theory to some of the puzzles of the Polynesian distribution. For example: Why, if the Samoans surged westward in that way, are the Gilbertese so much darker than the Ellice Islanders, and speak a tongue so different?

There are some lively sections which deal with social customs — "Pleasures of Polygamy", "Stubborn Virgin", "Unwanted Monogamy", and so forth.

Polygamy was an old-established custom among the Gilbertese a very happy one, apparently. W a well-endowed man took a wif was entitled to take also, as ondary wives, her sisters cousins. In certain circumsta he could sell off the secon wives, to wife-seeking neighbo

"Monogamy was forced on Gilbertese by the British law at turn of the century, when Pr tant missions had been at wor the islands for about 50 years, the local administration fo decade, or less.

"There was no popular dem for it. On the contrary, excep one or two southern islands, mendous pagan majorities clung to the polygamy of their cestors, and the strictly contr system of sex conduct that with it. But nobody spoke for pagans. The petition of the tarian minority went through London, backed by the Adminis tion (this must be said in fair to the Colonial Office of the da and that was abysmally that.'"

From which it may be ded that Grimble, experienced adm trator, found little to admire in Britishers' interference with ano Gilbertese social customs.

Grimble takes a less tolerant of the ancient practice of Tin Under Tinaba, a husband c send his wife to the sleeping- of his paternal or maternal un and the uncles returned the c pliment with gifts of land, or o valuable property.

The British promptly outla the practice; but Grimble say persisted and may still persist. woman saw no disgrace in proving her wifely obedience, demonstrating her "loving k ness" within the family circle which is the literal meaning Tinaba.

Sections dealing with conj faithlessness, the tendency to c mit adultery on the Sabbath, rights of deceived husbands, filled with bright anecdote and famous Grimble humour.

The story of a Chinese riot Ocean Island—some time in 'Twenties, apparently — is amusingly. The Chinese and Gilbertese labourers were house adjoining compounds; and loathed each other.

Racially, they are poles apart was bad enough that they sh have to work together. When had to eat and sleep within a yards of each other, trouble de oped.

The Chinese spent months on cret organisation. They for three armies, each with a gen armed with a revolver, offi armed with home-made scimit and soldiers, with iron bars. generalissimo gave the word, they attacked from three directi while the Gilbertese were ha their noon meal.

The surprised Gilbertese did run, as was expected. They rall

"Home Sweet . . ."

We have a lovely garden
Where phlox and roses twine,
And all our gladioli
Are really rather fine,
Where prize-size pink begonias
You everywhere will find,
We have a lovely garden
But mostly in our mind.

We have a lovely garden
Where flowers are bright and gay
And all the seeds we purchase
All sprout up as they say;
Where fragrant pink carnations
The cooling rain showers drink—
We have a lovely garden
But mainly when we think.

We have a mouldy garden
With weeds quite six feet high,
Where things that all need pruning
Will greet the expert eye.
But let us go a-travelling,
Whatever times we've had
When we come home together
It doesn't look so bad.

—NOELLE MASON.
Bougainville

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Known everywhere as **BP** The sign of service

DISTRIBUTORS OF:

Trucks, cars, motor-cycles and all auto-motive equipment.

Tractors, machinery fertilisers and chemicals for production and processing copra, rice, coffee, peanuts, cocoa, rubber.

Building Materials.

Tools, radios, stationary engines, motors, lighting plants.

General hardware.

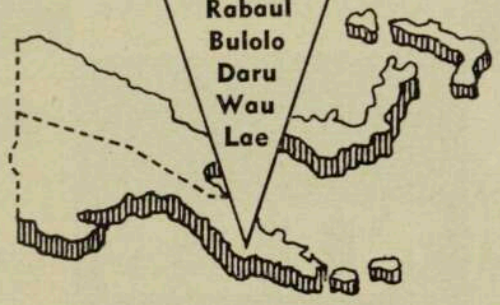
Photographic materials, piecegoods, drapery and native trade lines.

Wines and spirits and groceries, etc., etc.

HEAD OFFICE: PORT MORESBY,

BRANCHES:

Port Moresby
Samarai
Madang
Kavieng
Kokopo
Wewak
Goroka
Rabaul
Bulolo
Daru
Wau
Lae



AGENTS FOR:

Burns Philp (South Sea) Co. Ltd.
Burns Philp (New Hebrides) Ltd.
Burns Philp Trust Co. Ltd.
Queensland Insurance Co. Ltd.
The Shell Co. of Australia Ltd.
Lloyds of London.

AUSTRALIAN AGENTS:

Burns, Philp & Co. Ltd.
All States

LONDON AGENTS:

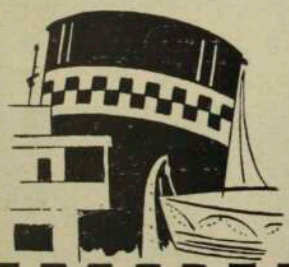
Burns, Philp & Co. Ltd., London House, 35, Crutched Friars, London, E.C.3.

SAN FRANCISCO AGENTS:

Burns-Philp Co., of San Francisco, 510 Matson Building, 215 Market Street, San Francisco 5.

Exporters of Island Produce

COCOABEANS, COFFEEBEANS, PEANUTS, RUBBER AND TROCAS SHELL



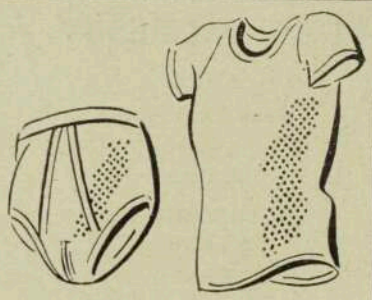
OVERSEAS TRADE ENQUIRIES INVITED

BURNS PHILP (New Guinea) LTD.

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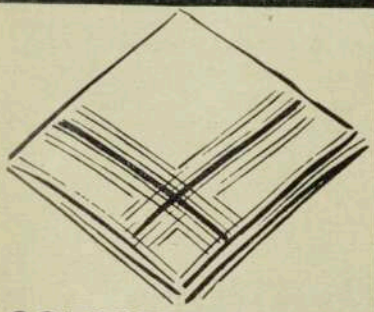
CHECK THE VALUE
CHECK THE STYLE!
OF COURSE YOU MUST INSIST ON NILE

NILE



AERO UNDERWEAR

NILE



COLOURFAST
HANDKERCHIEFS

NILE



TOWELS
and TEA TOWELS

NILE



SHEETS and
PILLOW
CASES

NILE

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thering big stones and fell upon
e Chinese like devils. The Chinese
ittered, but some were badly hurt.
The story of how the general-
imo was tried by a court, and
ntenced to a year's hard labour,
d what happened thereafter, is
e of the book's most amusing
ssages.

Published by John Murray, London. Price, 6 Aust.)

'e on a
ountain Top

EW novels bear up well under translation. French fares best; German worst of all. And in s respect, Hans Kades' second ok, *The House Of Crystal*, comes worse than his first, *The Great nptation*.

When a writer ventures forth into foreign field, much depends on translator and a great deal on t. A good plot will make up for loss of the fine writing and rary nuances that occurred in mother tongue version but sur- e translation in battered state.

louse Of Crystal is an analytical el rather than one of clear-cut t and although the translation is matic enough, the dialogue has off-key unrealism about it—like outsider trying to write Aus- lian slang.

he House of Crystal was built by ler as a retreat, high in the untains beyond Innsbruck. At the e of this story, however, Austria s occupied, and the House of stal was occupied by French and strian scientists doing research cosmic rays, amongst other ngs.

ecause of its isolation, those who d there inhabited a small world which thoughts turned inwards idiosyncrasies became more nounced. It is this respect that occupies the writer—rather than murder of one of the scientists h a strange poison.

his novel was probably excellent its original German. In English s somewhat below average.

ublished by Angus and Robertson. Aus- an price, 17/-.)

eak—No
atter What

HE jacket flap says that this is a light-hearted account of life on a cattle station in the Gulf ntry of Northern Australia—and t is just what it is.

lizabeth O'Connor calls her book *ak For Breakfast*—and there ays was, come flood, drought, h fire, cook or no cook.

lizabeth, from civilised New South les, married Danny, who man- d huge cattle stations in the far th. When their baby son Robert s only three months old they ved farther into the Gulf—which was also farther into the heat, and farther into the unknown.

The station was called Silver Ridge. There were 1,200 rugged square miles of it running 16,000 head of cattle.

The station house was large, with a lagoon in front (except in the driest dry); there were six native house girls—most of whom had numerous offspring at foot; there was a white cook by the name of Mabel, who developed measles and departed as soon as the O'Connor's moved in. Then, of course, there were the musterers and the station hands, black and white.

The story is mostly an account of coping with this environment—plus the two little sisters who, in the fullness of the years, came to join Junior.

Elizabeth O'Connor has natural writing ability and with her the reader proceeds from new-chum apprehensions to cheerful acceptance of the hard but rewarding world of the Gulf Country.

(Published by Angus and Robertson. Australian price, 17/-.)

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ps and stays of circulating urban libraries has no doubt de a handsome living out of word duction.

enise's latest offering is *The le One*—a story about a stag a girl and a handsome young ne warden in the Lake country England. The only world we can ik of to describe it is "soppy"—it is quite certain that all her s are going to love it.

ithout one doubt, Miss Robins successful writer. And if there anything sensible a critic can as against that, well this one not know it.

blished by Hodder and Stoughton. Aus-n price, 15/6.)

ealing Bits About nous People

HEN a man spends a lifetime in Fleet Street, mostly as a writer on literary and theatre ects, he necessarily meets most he chief figures in the worlds terature, drama and music, and is certain impressions. George Bishop—still on the staff of lon's *Daily Telegraph* as literary or—did those things; and the ome is a well-written diverting *My Betters*.

ne is introduced to the more nate side of famous characters el Coward and Marie Tempest, rles Chaplin and George ard Shaw, James Agate and lius, the Marx Brothers and erset Maugham, and many others d the revealing stories about of them lead us into a world is peculiarly London—and a d that rapidly is passing away. r example, about 28 years ago, e was a spectacular literary between Shaw and another r and critic, named Gordon g, son of Ellen Terry. They bbled about several things—but especially about the art of y Irving, and the quality of Terry.

en Terry and Shaw had been friends, and the famous ss' family had been rather tful of the publication of the te letters between Terry and v. It appears that the news-r interviews around which the raged were the work of Bishop; in these memoirs Bishop gives he background of it all.

e can see the common clay in feet of very famous people.

e memoirs are revealing, and sing, and often very informative never malicious. One gets the ession that George Bishop has ressed much more than he has osed.

shop visited Australia as a Press n delegate in 1955, and he es most of what he saw. But—erhaps the chief shock to the or is that the food, especially

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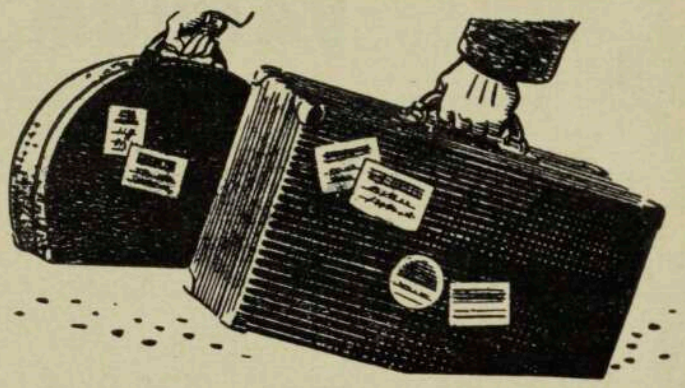
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e meat (which is so plentiful that ops and steaks are served for eakfast) is as a rule badly cooked the hotels; and that, generally eaking, the service is shocking.

'My experience was that the more pensive the hotel the longer one d to wait for meals to be served.

'It is probably only the visitor o realises this, for there seems be very little entertaining out- e the home where, in even the althier households, the lady of the use is invariably the cook, and en the parlourmaid as well."

Published by Heinemann. 31/- Aust.)

ore Blondes and ark Corrigan

HE structure of a Mark Corrigan novel does not vary. Mark is an American secret service man h an unlimited expense account. has an unlimited attrac- n for curvaceous blondes—and ndes for him. He enjoys the un- ited devotion of a beautiful retary, who follows him from ntry to country, also on a limit- s expense account. He stumbles n murders—and, because of his at hatred of regular "cops", he es pleasure in discovering "who it", and the outspoken fury the "cops" is part of our enter- nment.

t sounds very silly—and it is— Mark Corrigan's story-telling ehow holds one—probably be- se it is quick-moving, and in- ious and impertinent. Also, it is y sexy. The combination is not to resisted.

His latest, *Dumb As They Come*, ile somewhat clumsily plotted, is l amusing and readable. A blonde murdered; the regular police rge her sister with the crime; d the incorrigible Corrigan proves y are right, yet completely wrong. remarkable denouement.

Published by Angus and Robertson, Sydney. - Aust.)

Collection of the d Rhymes

you should attempt to trace the origins of Australia's old bush songs, ballads and rhymes, you uld be surprised at the big pro- tion that must be regarded as nymous. Perhaps that's what is oe expected, since the ballads of country spring from the people, d long before anyone gets to the nt of realising that a tradition n the making, the names of the thors—and sometimes even the rpose of many of the songs—have n lost.

Yet if we are to make any effort all to identify the old songs, and thus learn something more of how or why they came on the scene, surely we have to do it now, for it will become more difficult to do it as time goes on.

In *Old Bush Songs*, Douglas Stewart and Nancy Keesing have made an improved collection of the old rhymes—improved because it is bigger than "Banjo" Patterson's collection of 1905, on which it is based, and because many new histories have been added. Many songs once attributed to Anon. have been linked with their rightful authors.

It is a book that should be on your library shelf.

(Published by Angus and Robertson. Australian price, 25/-.)

Not a Very Good Hotel

THERE appears to be a growing market lately for historical novels of an Australian or New Zealand background.

Will Lawson's *Mary Smith's Hotel* is the latest in the bookshops (although it was published some years ago under another name) and tells the story of Charleston, as an isolated NZ gold boom town of last century. Mary Smith runs the local hostelry, and fate puts Christopher and Mary Black in her hands, thus the material for the novel is born.

The book has two weaknesses. One

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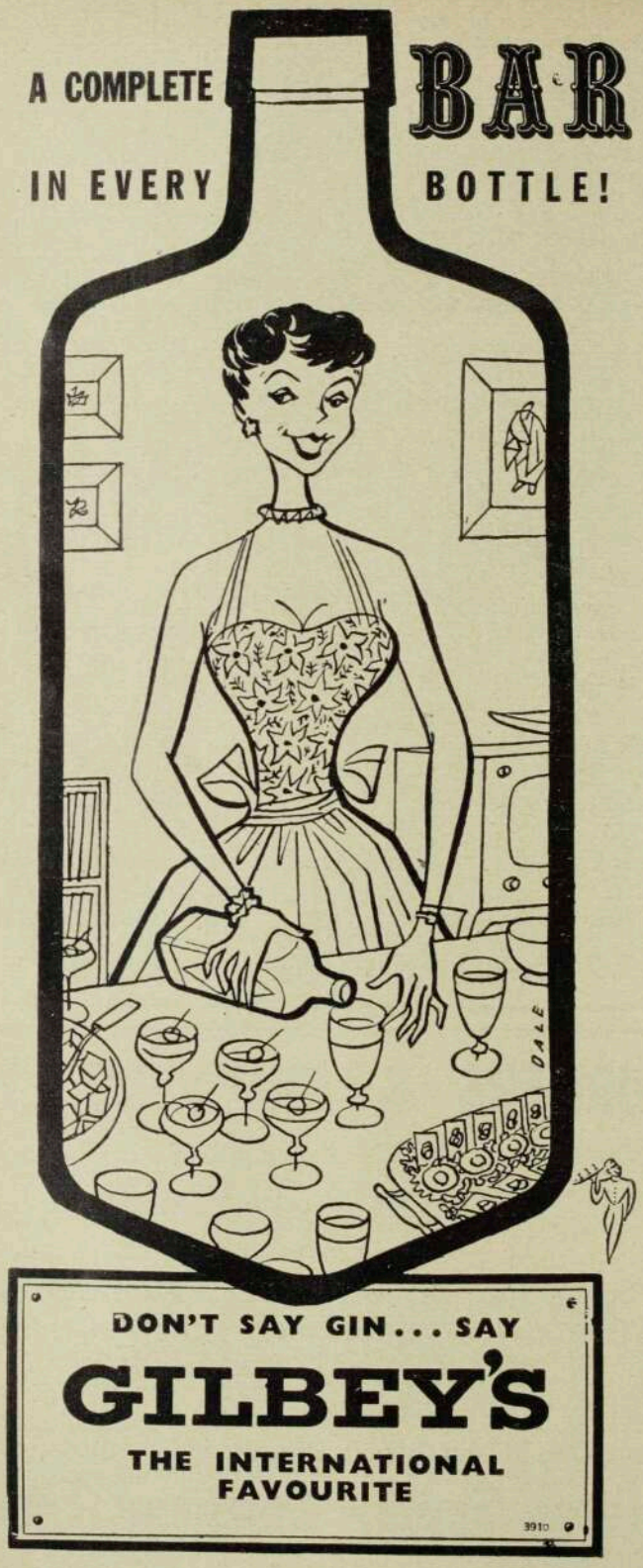
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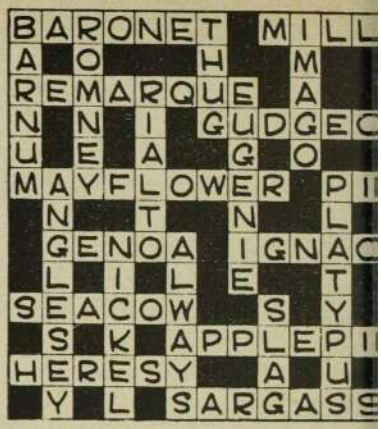
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Crossquiz Solution From Page 7



is that it is on the market too s after Ruth Park's *One-a-Pec Two-a-Pecker*, which was als novel of NZ gold boom days, which was handled with far m skill than this one of Lawso Thus this book suffers badly by c parison.

The second is that the auth poor handling of dialogue tend drive the reader to distraction.. times the conversations are m amateurish, and one has to rem oneself that they come from pen of the man who wrote *W Cobb & Co. was King*, and a l list of Pacific and Australian t and poems. Lawson, no relation Henry, died in Sydney last yea

(Published by Angus and Robertson, 17/- Aust.)

Green, Refreshing Leaves

TO look at the jacket of *Gr Leaves*, by Helen Fowler, would expect to find inside of those little semi-religious wo with a Message, aimed at all th friends and neighbours in need moral guidance of some sort.

As it turns out, *Green Leaves* no particular Message, but it i refreshing change from many bo of to-day, because its story is meant to be taken too seriousl!

It tells of a Sydney socia daughter, Joselyn Mathers, who "28 years of age, carefully groom perfectly poised, of wealthy fam and secure social background," who meets up with an odd chara named Mac and goes off to country with him to run an orch and an odd collection of child and an odd assortment of ot characters.

At the beginning, the reader fi himself picking holes in the st here and there until he comes realise that it is only meant a bit of fun, and then he settles d to it.

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is recommended reading for nders who feel a little fed up.
blished by Angus and Robertson, price Aust.)

Brief

ORAL SEA CALLING: Ion L. ess' publishers seem to have n up listing his previous books he front of the current volume. ainly they must run into some es by now. This latest of his es concerns the area between York peninsula and the under- of Papua, west from the mouth ie Fly River, and all the islands ein. This is the area that he vs well himself and in fashion- the story he has dug back into ry to the time when men first ured north from Sydney Town ie unknown north of the Great h Land.
blished by Angus and Robertson. Aus- price, 21/-.)

HULAS AND HIBISCUS

(Continued from page 79)

om Hitiaa village appears the nsular of Taiaprau — "upon ing the ford you see a water- far in valley". The road now s inland, and follows the trail which hundreds of natives to haul the Chiefs' canoes one side of island to other. stop at Tarauao village for shments. But NO TEA, avail- and howls from all on board! ever, it is the only place to (and drink) on this side of d.

Eels with Ears

road further along leads to iria, Tahiti's only lake, where, ie story goes, are many eels, large ears.
tween Matatea and Papara is argest plain of Tahiti. During American Civil War it was a n plantation and I am left the hope that it turned out profitably than did the sorry cotton venture, of the same

w it is a cattle ranch; and also now grow the delicious grapefruit.
to the residential districts of and Punaauia. In Paea we the Marae Arahurahu, the tian Temple of pagan days.
e local authorities have done ie job in re-constructing this ual and well-kept area, water-worn stones so placed they formed a series of ced platforms.
tices in French and English in the ancient customs and ry, and even the most ring tourist could not fail to npressed with the beauty and tion of the lovely area, set een steep and colourful hills. d now to a bungalow type of hotel, whose host, Monsieur Rivnac, has had a native feast prepared, to be served in native fashion. Pig, taro, dalo, fish in coconut and lime, marinated to a delicious absorption, delicate flavours intermingled. A novelty most tourists enjoyed.

I do not know how many tourists had been anticipated but at least five hundred people turned up. Eleven buses and 20 odd taxi-cab loads.

The crowd was huge, hungry and very impatient as there had been almost an hour's delay on the wharf before we got away. But there was, inevitably, the most amusing reaction on all sides to the table appointments of banana leaves, as table cloths; half coconut shells filled with "lolo" sauce to dip food into; and neat bamboo water containers for drinking.

"What! No tea?" from a hundred thirsting tourists.

Perils of Travel

Bamboo containers—half sections looking attractive with pieces of food—cooked in a native oven, caused varying comments.

"No knives and forks!"

"No spoons!"

And on either side of us howls of dismay, "I won't eat with my fingers".

"Disgusting!"

(over)



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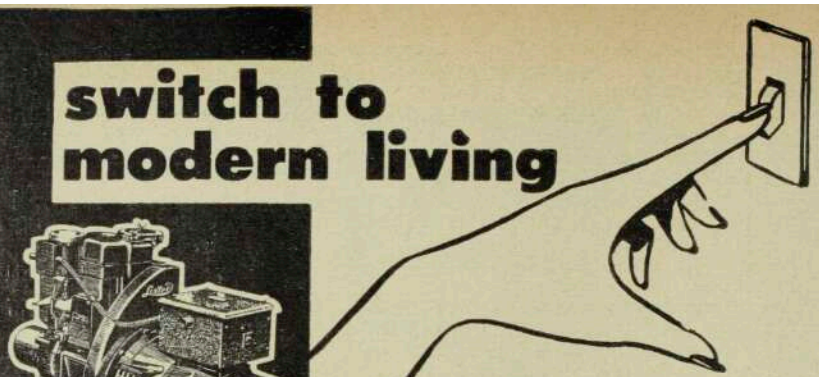


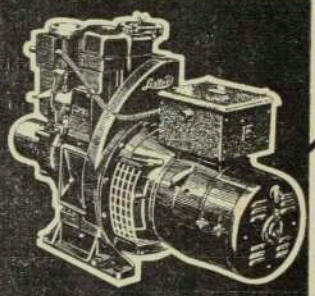
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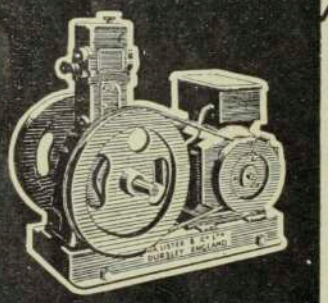
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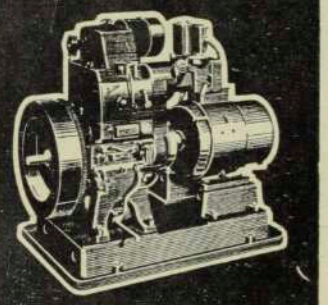
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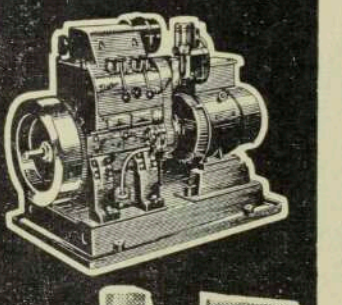
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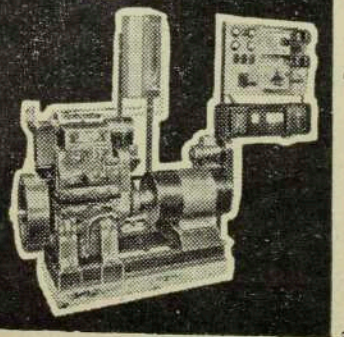












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ou can't eat that, those people
ite put their dirty paws right
he food things!"

at is this thingame for?"

*o wish we could get tea and
iches—or a good grilled steak".*

ing aloof and unhappy were
uspicious and superior ones,
ring for food of suburbia
moaning over the missed
oon "cuppa"—and now to
he lot, strange food, and no
y!

nwhile we who came to live
earn thoroughly enjoyed the
et, used the water from
o containers and our now
coconut shells for finger
wiped on the paper napkins

EN THE MANGO TREES ARE LOADED

*w Caledonians with a super-
us bent have been living
"trepidation" lately, says
l's" Noumea correspondent.*

*seems there is an old, and
cted, native belief that
the mango trees are loaded,
must fear the cyclones.*

*is year, the mango crop is
heaviest for many years.*

d had the forethought to
and gave thanks for a really
us meal.

, the sunset over Moorea.
the dullest of tourists could
niss that beauty. Stark,
peaks of fantastically steep
silhouetted against the
ng sunset colours, with a
s of light radiating through.

middle-mists confused the
camera fiends and the swift-
of sunset caused dismay to
careful photographers who
with elaborate time
res, and meters, and such
ive things I know not of. So
lovely chances—lost to
.

the food-conscious mutterers
he unfed lapsed in silence,
e sensed the response to the
ment. Tahiti certainly has
ing.

steep mountains look as
a giant cane knife had been
l against the huge landscape,
V" indents forming deep
ious valleys.

Chronic Moaners

at point of departure I think
remember Papeete most for
harming and capable Madame
from the Tahitian Tourist
, who so capably handled
our terrific invasion and flew tirelessly from a group of dancers to the catering dept.; soothed the chronic moaners and explained patiently in French and English (and maybe other tongues) to the confused and fussy ones.

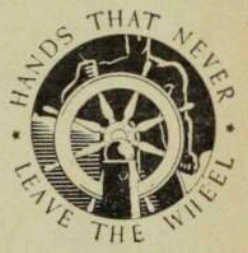
And I will remember the fun, the fine roads, the thousands of people on two wheels — natives and Europeans alike own Lambrettas, scooters, and motor bikes or homely old pedal-pushers.

The exchange rate is very high, and the prices of everything seemed terrific, on our reckoning. Three small bottles of beer worked out at £A1; coffee, which is local and delicious, was about 1/6 a cup. The native market, very like Suva's new markets, and clean and attractive, hinted at high cost of native food. Limes at 1/- dozen; 1/6 for three bananas (tourist touch!) and 4/- for a medium sized yam. Still, it was possibly not a normal price as Papeete had a fleet of ships in port, and it was carnival time.

It was a grand day of contrasts, but looking back, I think that if mine host, at his luscious native banquet, had supplied bamboo forks, or shell spoons, the genteel diners and the conventional consumers may have had merrier memories of that meal.

Although we, who took stock of the unbending ones, would have missed a lot of fun.

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PACIFIC SHIPPING AND CRUISING YACHTS

An important international conference on the law of the
a opened at Geneva on February 24, and will continue until
pril 25.

will attempt to hammer out
national agreement on at least
of a variety of subjects,
include breadth of the terri-
l sea, right of innocent
ge through territorial waters,
nality of ships, penal jurisdic-
in cases of maritime collision,
tion of the seas, and piracy.
ne 73 draft articles covering
subjects were prepared by the
national Law Commission in
Breadth of the territorial sea
ely to be the most contenti-
issue, with some nations, like
in and Japan, holding firmly
e traditional three-mile limit,
others claiming rull rights to
uch as 200 miles off-shore.
ny decision is reached on this
it will probably influence a
which Japan and Australia will
to the International Court of
e later this year, concerning
ese pearling rights off the
coast of Australia.
cussions on this subject broke
in 1953, but an interim agree-
was reached whereby Japanese
s have operated under Aus-
n license and in Australian-
ated areas only, the annual
being fixed by agreement. Dis-
ns on the basis of conserva-
f the resources of this pearl
y took place in Canberra be-
the Japanese and Australian
Ministers some months ago.

AMPLING CONTINUES

about the time that the
n oceanographic vessel *Wit-*
jaz arrives back at Vladivostock via the meridian of 173 degrees east—her next run will be across the North Pacific to the US—the New Zealand oceanographic vessel *Tui* will be moving off from Auckland on the next project of her IGY undertakings, some time in March.

The main purpose of this cruise will be to study the South Equatorial Current in the Western Pacific, with soundings and samplings all the way from Auckland northward. Plans call for an approximately five-day run to Suva, for ten days on a Suva-Niue-Tonga-Suva loop, another ten days on a Suva-Samoa-Suva circuit, and a final five-day run from Suva to Auckland.

Suva may be the only Island port actually visited. At regular points along the circuit water samples will be taken at various depths. Temperature readings, chemical analysis, and Carbon-14 "dating" of these samples will all contribute towards a knowledge of surface and deep-sea currents in this region.

The carbon dating will reveal something of the history of bodies of water now deep down, but perhaps on the surface centuries ago in the course of a slow but little-known pattern of vertical and horizontal circulation. Climatologists, perhaps more than navigators, will benefit from this knowledge. *Tui* is scheduled to make another cruise to tropical waters in September-October.

SOLD BY RECEIVER OF WRECK

On October 13, 1955, a Japanese tuna vessel went on a reef at Ongea Driki, Southern Lau, and despite subsequent efforts to haul her off, made first by other tuna vessels, and later by the fishery training vessel *Jinyi Maru* from Japan, the vessel remained fast, and eventually, abandoned by the owners and underwriters, became the property of the Receiver of Wreck.

In earlier reports from Fiji, the vessel's name appeared as *Miye Maru, Mie Maru,* and *Mei Maru.* The Receiver settled for the latter version when he advertised the vessel, as is, where is, in *Fiji Times* of January 24, as well as three separate lots of equipment which had been removed from the vessel and brought to Suva, including radar, direction-finding, and radio equipment. Tenders closed January 31.

Our information is that the Japanese effectively wrecked the main engine after abandoning salvage efforts. *Mei Maru* is a wooden vessel of 187 tons gross. The tender price was to include Customs duty.



The anchorage at Fare Ute, Papeete Harbour, was a pretty popular one during January's heavy weather in the area, as this photograph shows. The high masts of "Te Vega" stand out. W. A. Robinson's "Varua" is also among the group in the crowded anchorage.
—John O'Donnell.

WATERY TALKY

"Watery Talky" could well be the name assigned to an interesting piece of World War II submarine hunting equipment which the RNZAF is now using for search-and-rescue operations. Known to the Americans as a sono-buoy, the device is simply a radio telephone transmitter sealed in a buoy, with a whip aerial on top and a microphone dangling on a 25-ft cable below.

(Over)

The News This Month

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Maru 33.
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Walrus.
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aru.
de Sol.
II.
ru.
t Taylor.

Pearlin.
Sundowner.
Solquest.
Skeffie.
Salmo.
Suruga Maru.
Southern Cross VIII.
Shansi.
Tulak.
Tahi-o-Autahi.
Tzu Hang.
Tahiti Nui II.
Te Vega.
Te Matangi.
Taveuni.
Tiare Maori.
Te Matapula.
Tui.
Utopia.
Ve Tega.
Vagabond.
Vixen.
Varua.
Wapi.
Yatu Lau.
Zarya.

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to a dozen of these were ed by a submarine-hunting ft in a large circle enclosing area where a sub was last ed. Each sono-buoy operated slightly different radio fre- y. Aboard the aircraft was a l twelve-channel radio re- .

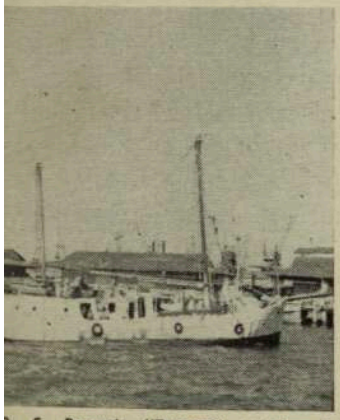
the sub moved out through the of sono-buoys its engine s were picked up by those st. In the aircraft overhead the on of each sono-buoy was n, so the position of the sub be quickly fixed.

he peace-time RNZAF applica- the sono-buoy will be dropped side a vessel in trouble and ut radio transmitter. With the will be instructions to haul up icrophone and speak into it. l be one-way contact with the ft, but will allow the distressed er to explain his troubles and i be highly effective and a useful aid under some circum- s.

ilar equipment was moored in n channels during the ons campaign to pick up the of Japanese destroyers or sub- es passing through by night. watch was kept on the sono- transmitter from a distant and post.

H THAT BALLAST

days out from Rarotonga, Dick Brown's 128-ton ketch *ni* reached Auckland for re- February 12. Nearing Auck- serious engine damage was



). C. Brown's "Taveuni" arriving in .

—J. P. Shortall.

d by quick work by the engineer when the big-end broke in one cylinder of the linder 125 hp Crossley motor. linder liner was fractured but able by the Metalock system. iston was drawn at sea and few hours the voyage was d under four cylinders. ed by Chas. Bailey & Son, hull-planking was found to been worn thin by improperly secured permanent stone ballast, necessitating a few plank replacements. In one place, near the keel, 1¼-inch planking was worn to half an inch, accounting for a hull leak which had developed in recent months.

There seemed to be a lesson here for all vessels with stone ballast. On completion of repairs, *Taveuni* was to load stores for Mr. Brown's new Rarotonga store, recently acquired by buying out Jagger and Harvey Ltd.

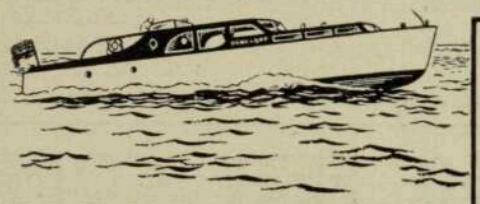
JAPANESE FLEET OUT AGAIN

Though no Japanese destroyers have cruised the Solomons channels since World War II, they have cruised Pearl Harbour waters. Early February, a four-ship destroyer flotilla, headed by the *Harukaze* flying the flag of Admiral Nakayama, paid an official goodwill visit to Hawaii. These are vessels of the American-organised Japanese home defence force. Hula girls were on the wharf to meet them in the traditional Hawaiian fashion. Like the hula girls, most of the Japanese seamen of this force were infants or unborn on December 7, 1941.

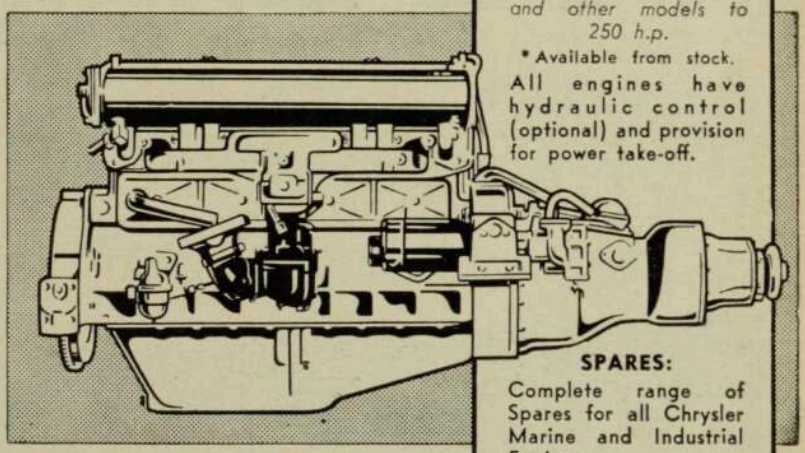
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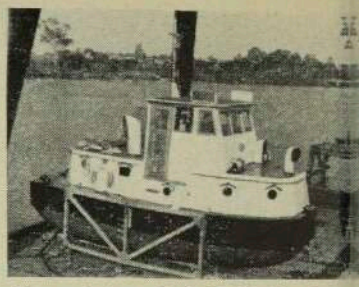


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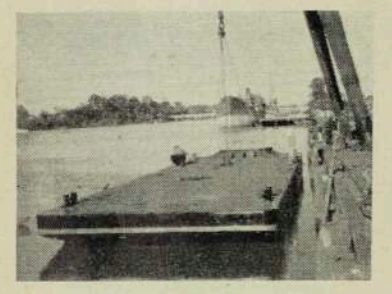
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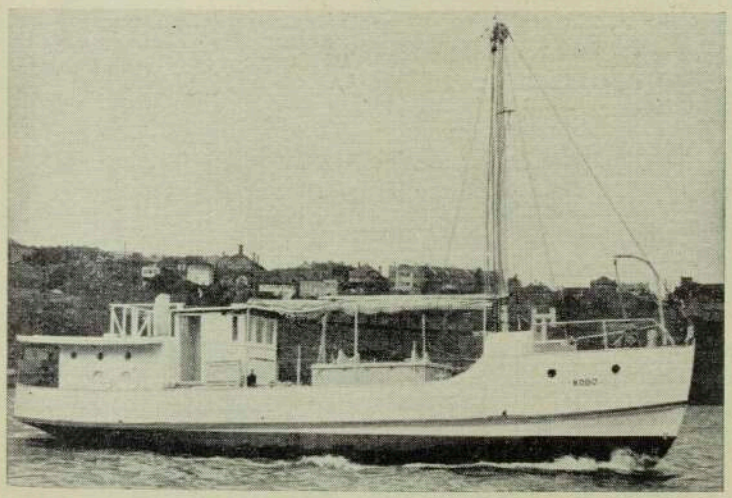


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ch Polynesia Mormon Mission
l *Paraita* is likely to head for
port from Papeete in March
pril. She would bring mission-
to attend the planned open-
f the huge new Mormon college
temple near Hamilton late
.

rmerly the yacht *Fandango*, by
e American owner she was
ted to the mission some years
Paraita is a schooner-rigged,
finished craft of pleasing lines
a pair of tall sticks. She is
red by an Atlas 120 hp motor
registered in the name of
te Tahitienne de Navigation.
nsions unknown.

TONGA HARBOUR LOPMENT

spite fan-fares concerning
our development for Rarotonga,
progress has been made to
Last year a drag-line was im-
d and put to work at Avarua
passage, mainly in deepening
approaches to the Union Co.'s
r hauling-out ramp and on
ast side of the jetty.

w the harbour improvement
ittee has recommended to the
nistration that operations for
opment of Avarua be abandoned
esent and work instead be con-



GRESSING WELL: Mr. Bob Grant, of USA, seriously burnt aboard his trading "Ve Tega" in the New Hebrides last er, is progressing well at Middlemore l, Auckland, where he has undergone e skin grafting. Story February PIM. —J. P. Shortall.

ated on Avatiu, a mile to the
ard, used in recent years only
e vessels of A. B. Donald &
td.

committee has decided that
u is more sheltered and less
t to silting and that the
n side of that "harbour" could
ore easily developed into a
-ship haven with less main-
ce-dredging involved.

The Union Co. lease of the Avarua jetty and the land on which their cargo sheds are located at the waterfront, has been renewed for a further ten years, but is now subject to termination on six months' notice, on payment of compensation of up to £50,000, depending on date of such termination.

LADY WITH A STORY

Survivor of a mere handful of trading craft still to sail Pacific waters under schooner rig, *Tiare Maori*, based in the Cook Islands but Bahama-registered and American-owned, is a lady with a tale to tell—though few details have yet come our way. This wooden stay-sail schooner was built at Nunes Boatyard, Sausulito, Cal., year unknown to us, and launched as *Soreno*.

Next she became *E. W. Scripps* and made her contribution to the scientific knowledge of the Pacific as a maid of all work for the famous Scripps Institution of Oceanography of La Jolla, Cal. Next name on our list is *Henrietta*, under which she became a film star in, we believe, *Eighty Days Around the World*.

After that, Walter S. Johnson, of California, took her in hand, refitted her, and brought her south to the Cooks, where she has just returned after lengthy engine overhaul in Papeete. (Over)

CAPTAIN W. L. KENNEDY

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

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GARDNER MARINE DIESEL ENGINES

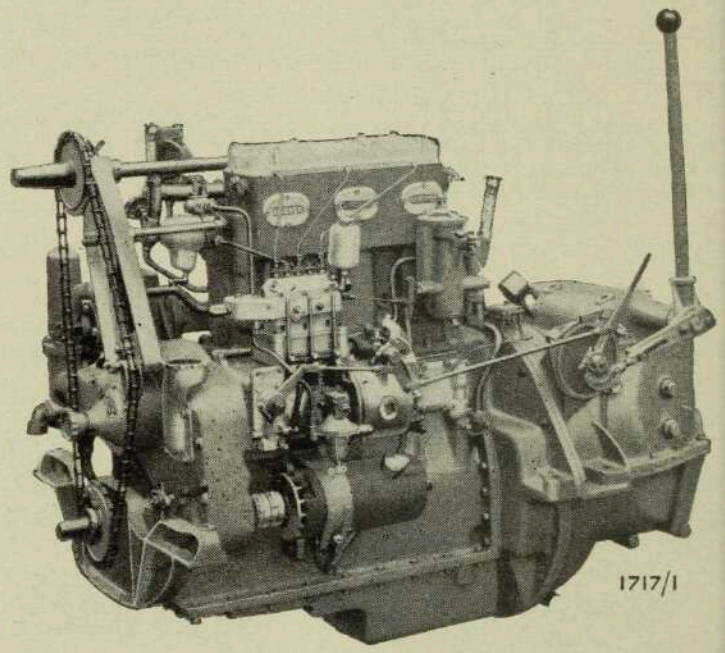
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e Register shows dimensions
t overall by 21-ft by 16-ft depth
deck-line; 168 tons gross and
ons nett, single screw. In profile
closely resembles *Tahitienne*,
erly owned by Maxwell & Co.,
apeete, and lost at Rarotonga
years ago under the owner-
of Mr. D. C. Brown.

ONIA"—CASE-BOOK ED

k in September, 1954, *PIM*
d an interesting story by Mrs.
ie Booth Johnson, concerning
96-ton salvage "yacht" *Caronia*
which she was purser-radio
tor at the time—and of work
in hand carving up the war-
wreck of the 10,495-ton *Pre-*
t Taylor in the entrance to
n Island lagoon. Subsequently,
is column, we gave occasional
ess reports until word came in
Tarawa that *Caronia* had been
d by fire on July 11, 1956.

ters to several sources at Can-
ailed to raise so much as an
wledgement and no details
forthcoming. Now at last the
book can be closed, thanks to
nteresting letter from Jeanne
Johnson, now of Honolulu.
. Johnson says that had she
een roused from sleep by the
g of her pet dogs, all aboard
have been lost. The fire, which
ently originated in a cargo
artment, had a firm hold and
smoke and fumes were being
ated through the ventilation
n when she roused the others.
ersonal belongings were lost.

y the engine-room with its two
Atlas diesels, each worth
), was little damaged. The steel
remained afloat but was so
twisted by heat that she was
dered incapable of towing to
verseas junk-yard. Insurance
anies, marine law, and "the
s that be" at Canton then took
d.



in Archie Pickering (left) and chief
r Emori Waka, both well known on the
aterfront, brought "Taveuni" south from
ga for refit in Auckland. Story page 99.
—J. P. Shortall.



UP SHE GOES! Loading and unloading ships at Mangaia, the southernmost of the Cook Islands, has always been difficult and dangerous. The Passage off the main settlement, from which all produce is shipped, is narrow and frequently impassable, so that canoes have to go over the reef. There have been several attempts to blast a bigger passage—mostly unsuccessful. Photo shows an operation during the last attempt in November-December. Navy depth charges of 250 lbs were used—and this is what it is like when 15 of them are fired simultaneously. Work has now been halted for the hurricane season.

Photo: W. H. Percival.

A move was made for the vessel to be towed to Tarawa by the GEIC government ketch *Te Matapula*, where the motors—then for sale from the insurance underwriters at a mere $7,500—could have been used, together with the big generators aboard, as a valuable electric power source.

This offer fell through, and a plan by the original owners, North Coast Corporation, to beach the derelict and dismantle all salvageable equipment, was prevented. The end came last April, 1957, when a US Coast-guard cutter was diverted 750 miles off-course to Canton, to tow *Caronia* off-shore and sink her, complete with Atlas motors. No one seems to know quite why, but marine law was involved. Technically, the vessel was already "abandoned" and was littering up Canton "harbour".

Five gun-shots at a point three miles SSW of Canton spelt the end of *Caronia* ex *Andradite-PCY-11* ex *Comoco*.

The vessel was built between the wars as a yacht at a cost of $750,000. She served as a weather station in the North Atlantic during World War II and had been re-equipped by her post-war owners, at considerable expense, specially for the type of salvage work in which she was engaged at Canton.

STILL DEMONSTRATING

Dana Rescuer, that 22½-ft Danish-designed ship's lifeboat, commanded by master mariner Walther Westborg, is on the move again after nine months in Panama canal zone.

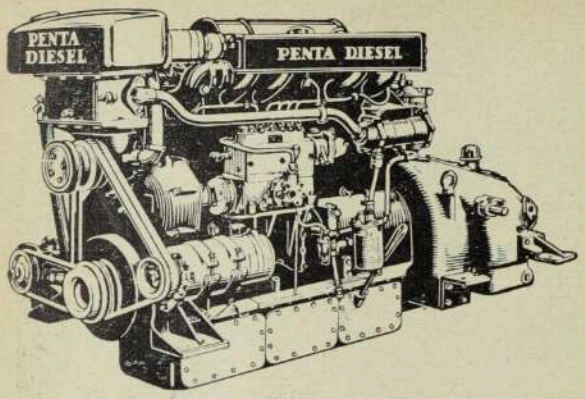
The steel decked-in craft, with automatic pilot and diesel motor with fuel tankage for 3,500 miles of cruising, cleared Balboa December 17 for Los Angeles, Honolulu, Guam, Wake, Yap, the Philippines, Singapore and westward ports. Westborg and designer Claus Sorensen, too old to make the voyage, are hopeful that shipowners will appreciate the lifeboat's virtues and that commercial production will commence in Germany. Westborg took aboard a monkey as companion before clearing Balboa.

WHERE GOES "ZARYA"?

Though Professor Ivanov and his fellow scientists are now almost certainly engaged in their IGY research aboard the Russian 480-ton non-magnetic schooner *Zarya* somewhere in the Pacific, no one this side of the Iron Curtain seems to have any idea of the vessel's approximate itinerary.

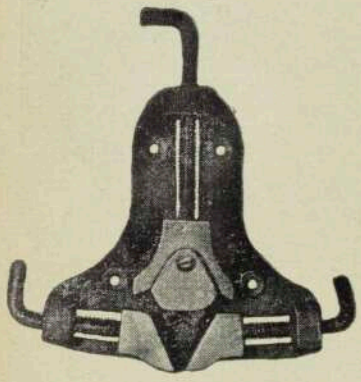
Inquiries to a number of overseas magnetic laboratories likely to be informed of her movements have all drawn blanks. It would appear

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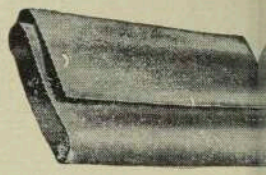
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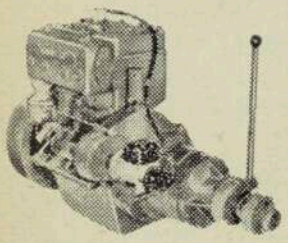
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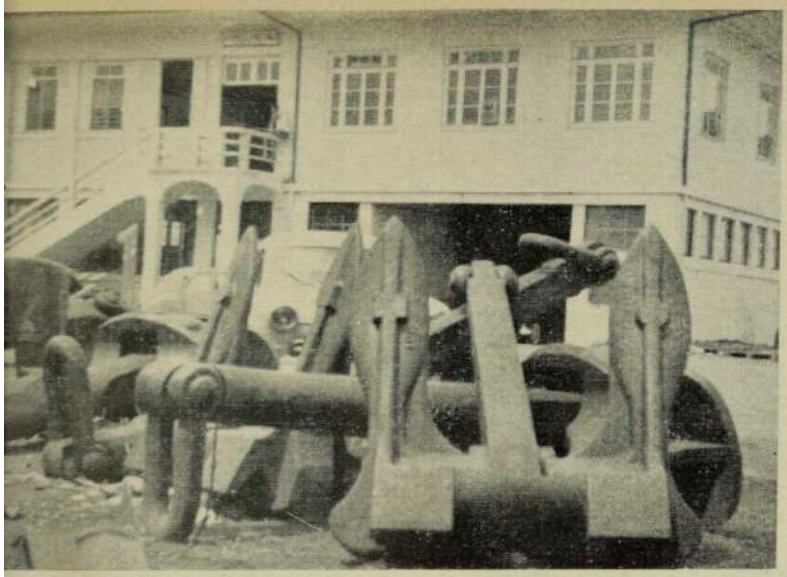


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se heavy anchors, photographed at the rear of the Papeete Customs ice, look as if they are capable of doing the job that has been gned them—that of anchoring the new off-shore mooring system at Taiohae Bay, Marquesas.

—John O'Donnell.

ble that her course will be the magnetic equator and t from main Island ports, unhe diverts. Technically *Zarya* l be a unique vessel to examine se quarters.

FOR THE BOOKSHELF

ure Is Your Guide, said to be iel to, and in some respects a l edition of the well-known *Book*, in the hands of English hers at the time of Harold 's death in Fiji last year, has een published, price 16/- Stg. the *Raft Book*, this one em- a great deal of research and ation of natural phenomena to aid the traveller afloat or . *(See review elsewhere.)*

WHALERS DID WELL

anese and Russian whaling in the Antarctic have reported ularly good catches in the preseason, which opened early ry, and the indications are he total catch of 14,500 Blue units (one Blue equals two wo and a half humpback, or l whales) for the season, will ched early March.

of those busy maids of all *Suruga Maru* and *Banshu No. 33*, which run supplies to acific tuna fleets part of the carry meat from New Zealand pan for part, and serve the g fleets in season, were back pan from South early Febwith a total of 1,430 tons of whale-meat, and word that x Japanese fleets had then taken 40 per cent. to 54 per cent. of their expected totals.

One had taken 314 Blue Whale units (440 actual whales) to February 1, the highest of all 20 international fleets operating. (Norway sent nine, Japan six, Britain three, the Netherlands one, and



Anare Vuli Vuibureta, captain of the 84-ton "Yatu Lau", which he successfully brought through the recent hurricane that caused havoc in Fiji. The ship was located by the RNZAF after it had drifted in the teeth of the gale.

—Fiji PRO.

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Russia one.) In mid-February Russian fleet reported taking as many Blue Whales in a night as in the whole of last se one 93-ft Blue weighing 140 t

The numerous Japanese v may be sighted in the We Pacific as they head back hor April, on the lookout for a few Sperm whales en route—as latter do not come under the ge annual limitation. Next to No Japan produces most of the w Sperm oil.

NEW MISSION SHIP

The Melanesian Missions' *Sou Cross VIII*, for which a tende let to S. G. White & Co. Pt October, 1956, for building at Company's Ballina, NSW, yard,



"La Cle de Sol" of Cannes now cruis Pacific. (See story Yachting Notes). —Max

be launched on March 8 by Caulton, wife of the Rt. Rev. Caulton, Assistant Bishop of and former Bishop of Mela The £65,000 vessel will be reac service in May, when she will b livered to the Solomons by Ca G. E. Langley. There the com will be taken over by the pr Bishop, the Rt. Rev. A. T. Hill, himself a master mariner.

When *Southern Cross VII* laid up for sale in Sydney se years ago (since sold to New G and renamed *Kilinailau*) the M intended to build a some smaller vessel than *SC VII*. plans were changed and two siderably smaller craft were de upon. The first of these, *Bad*

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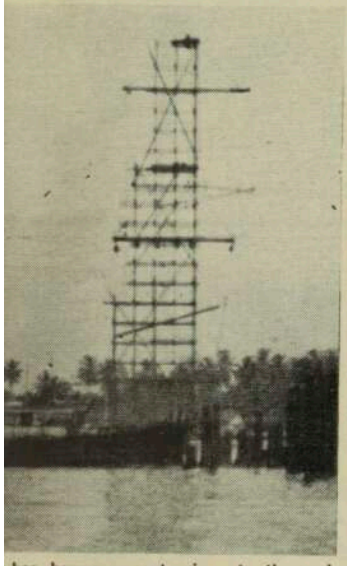
x 16¼ ft, powered by a single
Gardner diesel, was launched
llina on July 11, 1956. *Southern*
VIII measures 71½ ft x 20 ft,
is a twin-screw vessel with
nger accommodation. Both are
en vessels. *Baddeley* has no
nger accommodation.

AL QUEEN" DELAYED

npletion of *Coral Queen*, new
g vessel for the WPHC, has
delayed in Hongkong,
ently because of "problems in
ruction". Delivery to Honiara
been expected in January, but
efinite delivery date is now
ble. BSI Marine Superinten-
J. Morris flew to Hongkong at
nd of January to advise on
ruction.

POSH

ew 56-ft scow now under con-
ion at Bjarne Halvorsen's Syd-
ards for the P-NG Adminis-
n, will be finished before April.



has begun on extensions to the main
Papeete. The scaffolding is up to drive
s for the new foundations.
—John O'Donnell.

w will be sent from Port
by to take her up.
scow, as yet unnamed, is
w draft, similar in hull design
K-boats, and will be used
ply the outstations. She will
erent from the K-boats in lay-
owever, with special provisions
both European and native
gers. Among the amenities,
ently, are improved, separate
. Power is from a 6 LW
er.

P-NG Administration's trawl-
e reported to be developing a
deal of rot, and might not
a much longer life.

COPRA FIRE

The *Shansi*, Sydney-bound, had some trouble in Port Moresby in February when a cargo of copra meal in the forward hold caught fire—apparently through spontaneous combustion. Local firemen got quickly on the job, removed the hatches and top bags of meal to get at the seat of the fire. About 20 bags were affected by the fire.

"A'ONIU" — FOR MEN ONLY!

Holland may be far from Tonga, but Tongan custom is to be rigidly enforced in respect of Tonga Copra Board's smart new *A'oniu*, which was launched in Holland last December 19, according to a report of the event recently received in Tonga from Holland.

The report said no woman will be allowed aboard the vessel "until the official boarding ceremony has been performed by a lady of rank", and the shipyard authorities will see that this instruction from Tonga is enforced. Though launched, it will be some time before the vessel is completed.

The launching, strangely enough, was performed by a woman—Mrs. K. Kamp, wife of the ship-broker through whom the order for the vessel was placed—but there was no call for Mrs. Kamp, of Gronigen, to board the vessel for this event. Just whether the "lady of rank" must be a Tongan is not made

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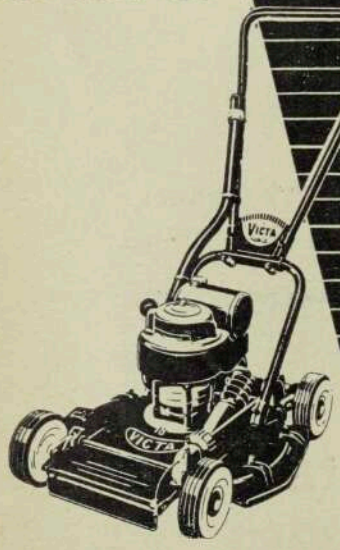
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If a Tongan is called for, one
ave to be shipped to Holland
the job—or the tapu will re-
in force until *A'oniu* reaches
lofa.
can imagine the popular press
a glorious time with this
custom before it's all over.

CAN CATCH FISH

Tonga Department of Agri-
and Fisheries' research ves-
laimoana—the fishing vessel
sed in Auckland several
ago and then named *Pearlin*,
t in over 4,000 lbs of ocean
rom a short cruise late in
y. The catch included a big
swordfish. The vessel is
ed by a Japanese fishing ex-
brought from Japan some
ago to "show them how".



seized and sold by court order at
hile en route to Sydney. (See story
ng Notes).

ws of Cruising Yachts

AHINA-II, ex MANU-O-AITUTAKI, ex
EAS, ex SCALDIS, 19 days out from
via Raoul, reached Auckland
16 on delivery voyage to her new
t Nadi. Dave Beard and Gordon
nie, handling the job for the love
ame, reported fair winds but equip-
ubles en route. Two pleasant days
ent ashore on Raoul, Kermadecs,
lying comfortably at anchor in Boat
le the crew relished the fresh-food
dairy produce and fruit which that
gical station had to offer. A good
maintenance work will be involved
e yacht continues to Fiji about April.
readers will recall that Messrs.
d Auchterlonie were first reported in
mn when heading for the Pacific
land in SKAFFIE, which they sold at
coming on to NZ by ship. Since then
s cruised to Australia and Norfolk
-member in the Wellington yacht
A. His ambition is to acquire a
ss yacht of his own for entry in a
trans-Atlantic race. TAHI-O-AUTAHI,
to be shortest ever (about 19 ft.)
the Pacific, which sailed from Raro-
the same day as MAHINA-II, had not
ted en route.
MO, first Vertue-class to come to the
avigated by the Hamilton couple of
England, was reported out from Borabora for Apia early January. This yacht has no auxiliary motor.

● AGNES, 136-year-old English trading ketch-cum-yacht, with her unlikely crew of both sexes, urged on by professional mariner Alistair Barr, was reported at Papeete early February. The crew, it will be recalled, had each contributed £160 for the privilege of working their way to Tahiti, and an additional £30 on to Auckland, in the 100-ton craft. The voyage began May 4, 1957, from Appledore. Barr was then said to have plans to put the ketch to work somewhere in the Islands after delivering his human cargo.

● LA CLE DE SOL of Cannes, 45-ft ketch owned by Jean de L'Espee and with Christion Regaud and Mar Roche as sailing companions, cleared Balboa for Polynesia January 26, westbound round the world. Our information indicates an unusual route—from Papeete to Japan thence Indonesia, etc. The three men are keen musicians and before the yacht was decked a grand piano was installed. Our Balboa correspondent's impression: An able ship and an able crew. The yacht left France September last.

● PHOENIX, American owned, which cruised the Islands 1956-57 from Japan, bound round the world, again entered the Pacific via Panama January 18 bound for Galapagos, Marquesas, and Honolulu, with a target date for arrival back at Japan July, 1958. Two of the Japanese university student crewmen left the yacht at Panama to hurry home by faster means. Owners are the Reynolds family.

● FLYING WALRUS which caused all the rumpus last year, now at Whangarei, NZ, will be signing on a new crew member in March when the Wells' expect the arrival of a son and heir—or, anyway, an heir. Meanwhile John is working on the waterfront.

● GEMINI, 44-ft. Honolulu ketch, currently based at Palmyra Island where Jack Wheeler has an IGY job, has signed a new crew-member —a daughter recently born. Wife Leah travelled to Fanning in November for the big event as a passenger aboard Martin and Bea Vitousek's 72-ft. schooner FIESTA. FIESTA has the IGY

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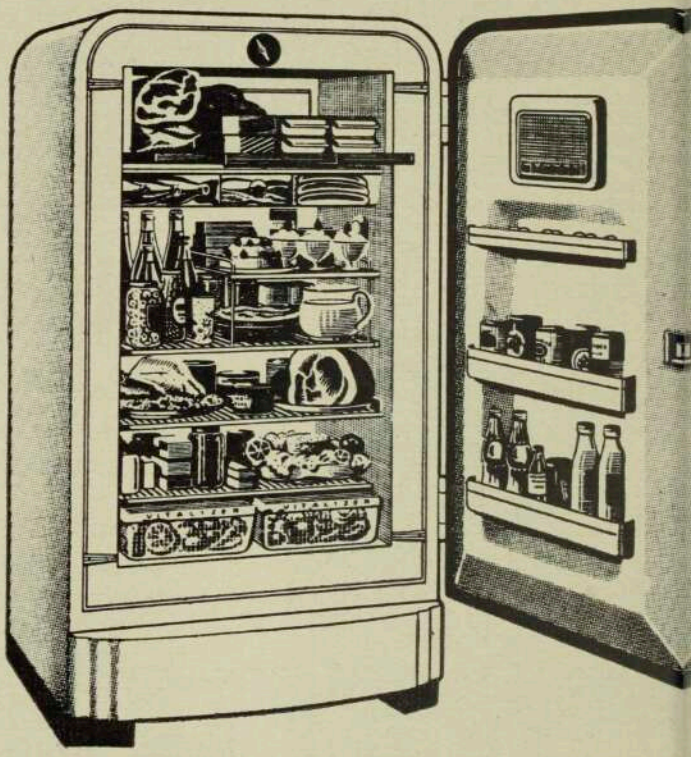
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t to supply Palmyra regularly from lu.

OLDEN RULE, on a somewhat late "pro-ission" to Eniwetok to halt the nuclear ests, cleared Los Angeles February 11. the 30-ft. ketch was owner A. S. and a crew of three.

ZU HANG, believe it or not, has again oth masts and dog-house, according to circulating in Auckland. Dismasted en from Australia to the Horn last year, ht spent months at Talcahuano, Chile, . Away again, the yacht received beating-up—apparently in January—in made port, this time Valparaiso, from the Smeetons reported that they will ip the yacht home and renounce the delights of sailing round the Horn.

AHITI NUI-II, successor to TAHITI NUI, raft in which Frenchman Eric de and companions failed to complete a -Chile voyage last year, is on the way m Constitucion, Chile, to French Poly-The 40-ft. x 16-ft. raft was towed to miles and set free on February 15, to contact land at Callao, Peru, before arance via the KON-TIKI route. TAHITI stbound, foundered near Juan Fernandez May 26 last while in tow, with her oard the Chilean frigate BAQUEDANO. chop was later reported down with ia. It is not known whether the crew are the same four men who were Bisschop before.

PEDA of Canada, which ended a trans-cruise to New Zealand on a Rarotonga st June 15, may soon start a new as a towing launch. Mr. Dick Brown

ICKLAND-SUVA RACE ABANDONED

Royal Akarana Yacht Club, rs of what was intended to biennial event, announced in nd, on February 17, that uckland-Suva Yacht Race, led for May, has been oned for 1958 due to lack of t.

inimum of five entries and certain starters was called for, ly two acceptable entries were d—the big new *Rongomau*, by Auckland boatbuilder Roy d, and *Bounty*, now owned by M. Friedlander, of Auckland. r interested owners who d in 1956 were not prepared t the heavy cost of another so soon.

onga, trader, who purchased the vessel reef at auction, salvaged her, and is ut to fit a Lister diesel. The 34-ft. -type craft will be used for the towage lighters at Rarotonga for Mr. Brown.

PI of England, details of which were n January PIM, has been traced. Our correspondent gives the interesting WAPI—we called her WAPY—a husky 18-ft. double-ender ketch, was being from Southampton to Sydney by Sarel and his wife Margerie. Having no pay, the Sarels held the vessel at y "attachment" last October 18 and Marshall put the vessel up for public here on December 16 after advertising he US. The Sarels claimed $2,600 in ges. The sale, to a San Francisco brought $3,650. Total liens against el by then were $5,000. Debts were ly settled, as the vessel, with the nd two other persons hired by the ner, cleared Balboa for San Francisco ry. WAPI was built of oak on steel n Germany in 1920. She has a 54 bhp Lister diesel. She draws 8½ ft. She is gaff-rigged with topsails.

● Jean and Jim Stark, on VIXEN, are in Brisbane from Miami. Departing Tahiti in May, 1957, they visited Pago Pago and Fiji, and are currently preparing to leave for a five-months' Barrier Reef cruise in April, thence from Thursday Island to South Africa.

● NONA, 41- ft. x 11-ft. x 6-ft. of London, owned by Charles Candler and John Grout, arrived Papeete January 19, departed February 2, en route direct to NZ. Vessel was built in 1900 and modelled on lines of a Moreton Bay prawner. With Mr. Chandler are Bill Hodgson (engineer) and Joe and Elsa Channing-Pearce. Mr. Candler's partner returned home from the Channel Islands because of family illness.

● George L. Karl, who with James G. Robinson, was previous owner of MARINER (Pacific cruise, 1953, 1954), of Seattle, has temporarily forsaken the sea and is currently owner of the Coronation milk bar, Ponsonby, Auckland.

● According to a Papeete report, Fred J. Petersen, owner of UTOPIA, planned to rejoin the yacht late February, with his wife. No news on whether he had recruited a new crew.

● TE MATANGI, owned by Jack, Jacque and Lon Ferguson, THE GENII, a cutter, 40-ft. x 12½-ft. x 6½-ft., owned and crewed by Bill Schallenberg from Coronado, California, with Jean (and new born son, little Bill!), and ANNETTE, cutter, 32-ft. x 11-ft. x 6-ft., owned and crewed by Byron (Doc) and Dot Tanner, all plan to clear Honolulu together for Polynesian ports in May. It will be the second trip to Tahiti and points west for the Tanners. TE MATANGI ("The wind", in Tuamotuan) was —rather like Noah's Ark, built on the shores of a lake—this one 8,300-ft. high in Nevada, with snow and sleet abounding and only hand tools for the job. She was towed to the Sacramento River near San Francisco, finished and launched. Jack Ferguson single-handed her across to Hilo, where he was joined by his wife and son.

● The 60-ft. yacht VAGABOND of Okinawa has just been bought by the Wright Essers, of Honolulu, is being sailed by Horace Pope and crew to Honolulu, expected to arrive mid-March. The Essers will then move aboard, check, refit and prepare for a cruise south.

● Yacht ADOIS, 32-ft. ketch from Newport, California, owned and crewed by Tom and Janet Steele, will be leaving from Acapulco, Mexico, in mid-March for the Marquesas, Tahiti and points west.

● The yacht SUNDOWNER, 37-ft. ketch, owned and crewed by Ed and Betty Wall and their two children from Newport, California, left for Tahiti last month, but due to a calm and later high seas and gales, turned back to the coast of Mexico. Will be leaving for Tahiti about March.

● TULAK of Hamburg, whose where-abouts we were querying in January, arrived safely at Brisbane last June 21 from Papeete via Suva. Our last report had been from Papeete. This was believed to be the first German-flag vessel to cross the Pacific from Europe in post-war years. Joroslav Novy and wife Bozena were the navigators of the 31½-ft. craft, and both are now working in Brisbane. TULAK is anchored off the Botanic Gardens.

● Details are in of the grounding of yacht SOLQUEST (January PIM). It occurred off Wailupe Circle, southeast of Diamond Head, Oahu, Hawaii. Len Staples, the owner, with wife Joyce and the two boys Len, Jr., and Wayne were asleep in the cabin when in early hours the wind shifted and the yacht was driven on to the reef. Local residents made the rescue, and a US Coast Guard boat, with members of the Hawaii Yacht Club, salvaged SOLQUEST and took her to dry dock. She is now at the slip while the Staples, from Tasmania, await Immigration Department decision on whether they can enter the US, where they want to stay. However, they had only a visitors' permit. Meantime, Mrs. Staples got her name in the paper after giving birth, January 24, to her third son at Queen's Hospital—and wihout doubt HE is an American citizen. (See story elsewhere this issue).

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PACIFIC REPORT

ls a Hot Question New Caledonia

iestions of the repatriation of Indo-Chinese is fast becoming olitical issue in New Caledonia. he Committee for the Defence New Caledonian Interests", h had been lying low during elections, has now come into n, declaring that members will ill in their power to get the s out of the country. The nittee is making a wide appeal new members.

aking a radio broadcast in , the vice-president of the As- ly Territoriale, Mr. Lenormand, North and South Viet Nam been invited to send delegates ew Caledonia to discuss the re- ation question. But only South had done anything about it, most New Caledonia Viets from the north.

Lenormand said President , of South Viet Nam, had made ar to him and Senator Ohlen igon recently that his govern- could only give asylum for e willing to remain in his ter- , and no guarantee could be for any passage to the north.

Lenormand said there were to send a New Caledonian ation to Northern Indo China attempt to break the impasse. added that the local govern- would not tolerate "any ap- to public disorder by rabble rs who were only using the situation as a political eon."

ning back to the attack, the ittee denied that it had any cal aims and said it was aston- the government was doing ng "to rid the country of the menacing it."

e committee accused the Viets efusing to pay the recently Foreigners' Tax, of sending sums of money to Ho Chi s Communist government, of erately increasing their popu- lation to insure the complete submergence of the white population in 20 years, and of planning the destruction of the native by illicit liquor sales.

Comrades All

ensation of the recent visit Noumea of the Russian scien- ship "Witjas" was the nner in which local Viet mese took to her.

While Europeans showed little erest, the Viets invaded her hundreds, querying crew mbers. Some of them udly pulled out photographs the Viet Communist leader, Chi Mien, and showed them und.



EAST MEETS EAST. These Russians from the big Russian scientific ship "Witjas" seem absorbed in their conversation with the Indonesian family they met on the wharf at Noumea, during the ship's recent visit to New Caledonia. However, Noumea's Viet Nam population was even more interested in the Russian ship (see story this page).

Royal Occasion, With Cheers For Mr. Cleland

The best view by far—on the verandah of Parliament House—of the arriving diplomats, politicians and their beautifully gowned wives at the Royal Ball in Canberra on February 26, was had by the youngsters from the Territories who were brought down to see the Queen Mother.



Some of the children from the Australian Territories, in Canberra to see the Queen Mother in February.

There were about 40 of them from P-NG, Nauru, Norfolk and the Northern Territory.

Right opposite a battery of TV cameras and Press photographers, they were seen by thousands of Australians who were viewing the spectacular occasion from the comfort of their living rooms 180 miles away in Sydney.

Overawed a little, they stood quietly watching the hundreds of guests enter the King's Hall. But when the familiar face of P-NG Administrator Cleland hove into view, many let themselves go and he received a specially loud clap.

The Prime Minister, Mr. Menzies, and Dame Pattie Menzies, walked over and talked to them while awaiting the arrival of the Queen Mother. One Island boy stood rigidly to attention when Australia's number one stopped to talk to him.

And when the Queen Mother, escorted by the Governor-General, Sir William Slim, arrived she turned and gave the Territory kids a wave and smile all to themselves.

Captain de Bisschop Rafts Again

Captain Eric de Bisschop, that notable navigator and wanderer of the Eastern Pacific, now aged 65, is in the news again.

This time, aided by three companions, he is attempting to sail a two-masted raft 6,850 miles, from Constitucion (Chile) to Tahiti.

They departed in February, and said they planned to follow the route of the *Kon-Tiki* raft (which carried a jolly party of Scandinavians) and of the less buoyant raft which carried William Willis, and the much-headlined black cat that ate the Willis parrot.

De Bisschop has been around Hawaii and French Oceania for a long time. It was he who fought with Botanist Degener over the

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ership of the famous junk-type
t *Cheng Ho*, and finally left her
ging drearily at anchor in
eete Harbour.
1957, De Bisschop set off to
on a raft of bamboo logs from
iti to Chile, but ended up in
eck on Juan Fernandez Island,
far from the Chile coast. He
been 200 days at sea.

uel to N. Caledonia
gedy

llowing the recent death of a
who was hit and killed by a
lboat driven by a youth, New
lonia has brought in new regu-
ns to control speed boats and
planes.
e regulations lay down that
mum speed near beaches is five
s. To get in to the beach the
must follow specially marked
nels which will be forbidden
thers. No speed boat may be
n by any one under the age

son terms may be imposed on
ders.

Tongan Palace
s Shelved

ns to build a modern new royal
e some miles inland from
alofa, to replace the present
vo-storied palace at the water-
have been abandoned.
was first announced late in
that the New Zealand Works
rtment had designed the new
e along lines suggested by
Salote.
is understood that Queen
has now decided that any
palace should best remain on
traditional present site and
rebuilding plans have been
d for the present.
was also announced in 1954
work would soon commence on
overnment-owned hotel, and
for this were completed. The
is still not completed. The
's only public boarding house
down early last year. There
o other hotels at present.

ble Comes in
es

forecast that 200 school
ers were likely to be dismissed
t of West Samoa's severe pub-
rvice pruning, proved correct
bruary.
cation Minister Tuatagaloa
e Te'o, announcing the dis-
s, said all other educational
ses had been cut down and
was nothing else for it but to
staff.
e Samoa has only 800 village
teachers, the big cut has
severely criticised as tending

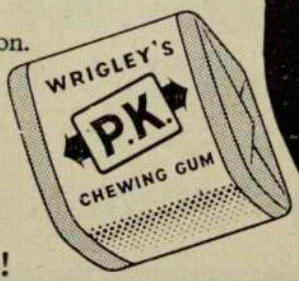
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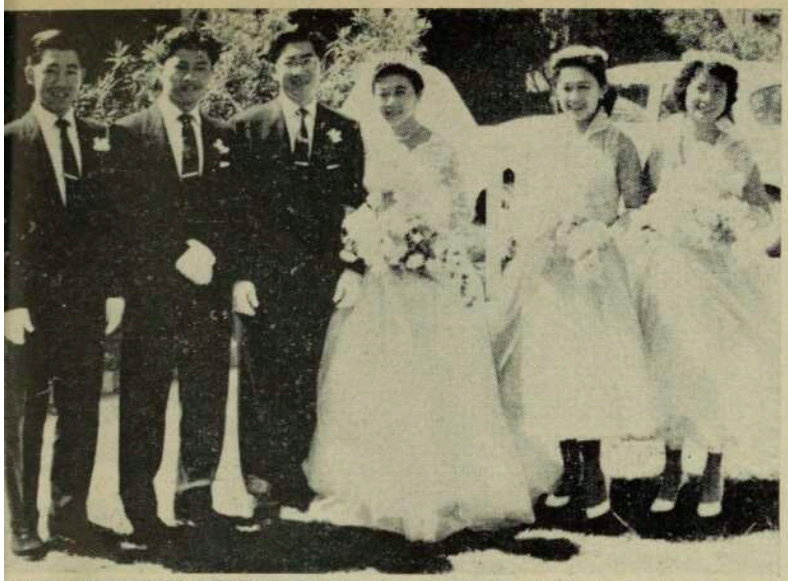
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ABAUL INTEREST IN SYDNEY WEDDING: Mr. and Mrs. Henry Chow, of Rabaul, are seen with attendants Peter Chow, John Seeto, Rosie Jung and Lucy Chow outside St. Brigid's Catholic Church, Coogee, on February 1. Henry Chow, educated in Australia, is the son ibriel Chow Sing Yip, whose father, alive and well at 77, arrived in New Guinea 67 ago. Henry's wife is the daughter of Thomas Ah Ying. The couple will return to Rabaul, Mr. Chow will open a boat-building yard.

isorganise the whole of the an education service.
ne critics have said an all- d salary cut would have been r, because the system wouldn't been disturbed.
number of schools will have to malgamated as result of the ic new cuts.
e retrenchments, brought out . Samoa's financial difficulties elsewhere this issue) have also ther branches of the public e, including the police, health gricultural departments. About amoan policemen have been ssed.
anwhile, the public service has having troubles of a different e—accusations of dishonesty been made against some of

large number of electricity readers in the Public Works rtment have been accused of g illegal electricity connec- in their homes, designed to ss the meters.
ere are also allegations of mis- priation, and forgery of ts, against other workers. An- official has been charged with following the alleged disap- nce of about £250 of banana t payments meant for growers. M's Apia correspondent says system of control and super- by senior Government offi- is apparently unsatisfactory.

al Fatigue' Grounds Planes

's internal communications thrown into confusion on Feb- ruary 11 when Fiji Airways grounded their Drover aircraft. Marks found on one of the three aircraft indicated serious metal fatigue so the company played safe and grounded the entire fleet.

An expert was flown from Sydney to make a detailed examination of all aircraft. Fiji Airways tried to charter suitable replacements, but without success.

Much equipment and many replacements were flown in from Australia and New Zealand.

February 20 saw one aircraft back in action, operating from Nausori to Labasa, Savusavu and Taveuni; and all were serviceable by February 26, and the service was soon resumed.

Agitation in Labasa before the limited service was resumed gave the impression that there was a backlog of passenger and cargo traffic. But the first four flights carried only 23 passengers, and there were seats for 32.

The complaints of those who were suddenly deprived of their air service can be understood. For several years they had enjoyed an air service which brought them within two hours of the captal at Suva. Mails arrived promptly and so did urgent cargo.

They became "air-minded"; and they showed it when they had to go back to coastal shipping, with irregular schedules and high fares for one-way passages.

The development came at an awkward time for Fiji Airways, which was being carried on under temporary conditions pending probate being granted in the estate of the late Mr. Harold Gatty. As stated elsewhere, the service will soon be taken over, on formal purchase, by Qantas, the big Australian, Government-owned corporation.

PIR Riots: More Service For Officers

"I wish to die!" a member of the Pacific Islands Regiment called out in the P-NG Supreme Court in Port Moresby in February, after being convicted of having taken part in last December's PIR riots.

But he didn't get his wish. He and three fellow native soldiers were each sentenced to 18 months' hard labour by Mr. Justice Gore.

This was no surprise. The surprise came when 54 other soldiers who had been charged with the four were found not guilty and discharged.

The reason was, as Mr. Justice Gore pointed out, that there was no evidence to say that this particular 54 had been among those who had taken part in the riot, "although there was a riot beyond any doubt at all".

And it was, said the judge, "an outrageous, alarming event—outrageous because the riot was in a court of law, aimed at stopping the proceedings; alarming because the rioters were soldiers on whom the



While she was in Lautoka on February 1, the Queen Mother received one of Fiji's oldest residents, Mrs. Peggy Eaves, who is 85. Mrs. Eaves arrived in Suva in 1912, and this was the first time she had left the capital city. She is a Scotswoman, and she was born in Ayrshire, not far from the Queen Mother's childhood home. They chatted informally for some time about Ayrshire, and at one stage Mrs. Eaves asked, "Would you please speak up a bit, your Majesty, as I am rather deaf". Her Majesty smilingly did.

Photo: Rob Wright.

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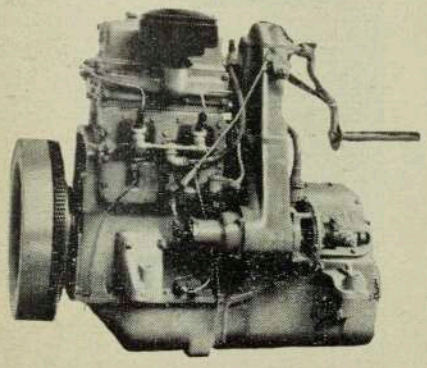
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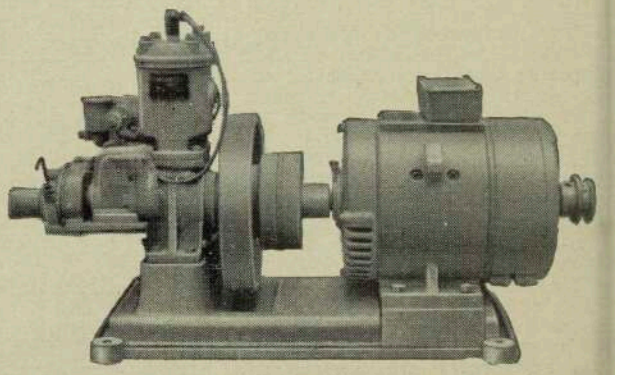
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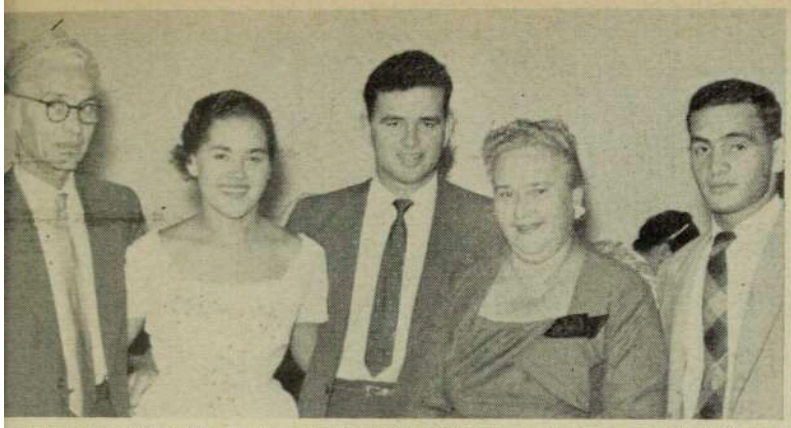


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WELL-KNOWN FIJI FAMILY. Mr. and Mrs. Felix Emberson, of Suva, photographed in Sydney tly with Felicia, who is on the nursing staff of St. Vincent's Hospital, Dr. Felix Emberson, tly graduated from Sydney University, and his brother Oscar, who is also studying medicine. —Tele-Photos.

e have a right to depend in shing lawlessness.
here was arrogance displayed h showed that these unbridled ps had abrogated to themselves sition above the civil authority, were going to assert this dis- rd for the authority of the law its administration.
his has never happened before should not be allowed to en again," he added.
r. Justice Gore said a PIR ain and a lieutenant could not gnise any of the troops who part in the disturbance. And ould not be satisfied with the r identifications.
e four men found guilty will lishonourably discharged from PIR.
l 58 men before the court had ded not guilty.
ring the hearing, witnesses ribed how PIR soldiers had ded a court being held at their acks on December 16, screamed, d, beat the walls with their , overturned furniture, men- some of those present and e up the proceedings.
anwhile, retiring Chief of the ralian General Staff, Lt.-Gen- Sir Henry Wells, said in Bris- in February that Australian rs of the PIR would be given tours of duty with the unit, spersed with periods of service Australia, "to keep them in ".
gave few other details.
Port Moresby, CO of the PIR, olonel L. McGuinn, welcomed announcement and said he d the day "would not be far nt" when the PIR would be- a parent unit for junior rs.
er a term in the Territory would be able to return south, back to the regiment with aps the rank of captain, until tually one of them commanded nit, he hoped.
is scheme is one that has been widely advocated by the PIR's critics since the riots.

He's the Motor-bike King of Kainantu

It was red-letter day for native miners in the Kainantu area, NG Eastern Highlands, on February 13, when something like £4,000 was paid out.

It was an even redder-letter day for trade stores in the area.

The money represented refund of gold royalty (when this was reduced last year natives became exempt retrospectively) plus the native share of the Commonwealth gold bonus.

This Government largess does its bit towards enriching the whole community. Just after the war, when Australia opened its heart and paid war damage compensation to natives, the Mt. Hagen indigenes got £1,400.

They were paid in £1 notes, which they had never before seen. The matter was easily adjusted, however. Local trade stores marked everything at £1 and everyone was happy.

The Kainantu native miners are not likely to be so naive. Wealthiest native in the area is Kabaki, who is reputed to have made £2,000 from goldmining last year. He is now the proud owner of a motor-bike.

Fifteen Dead in Catalina Crash

Fifteen people lost their lives when an MAI (formerly RAI) Catalina flying boat crashed into the Raiatea lagoon, Tahiti, late February—in what was French Polynesia's first serious air crash.

The dead included the Administrator of Raiatea, M. Lecas, the head of the Public Works Department of French Polynesia, M. Passand, and three of the Catalina's crew—Captain R. C. Allais, chief pilot for TAI in the Pacific area, his

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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.

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ilot, Captain R. Seitre and the
f engineer, Maurice Diard.
ptain Allais was also acting as
f pilot for MAI in the absence
aptain A. Frame, a New Zea-
er who was on leave in New
and. He had joined MAI only
w months ago.
ptain Allais and Captain
e, with Captain Frame, had
ght MAI's only other aircraft, a
lina, south to Auckland for
in January and had returned
apeete by TEAL.
is understood that passengers
he tragic flight were all local
ents.
wing of the aircraft apparently
the water as it was landing,

Ex-residents Now

Guests at the Hotel Cecil, Lae, mid-February—two Chinese, residents of the British Solo-ns, on their way back to ina, deported, it is said, for ir Communist activities.
They were at liberty in Lae ring their week's stay but had plain clothes police-boy (red -lap and betel-nut pouch, we sume) to tail them to check whom they visited and who ited them.
They left Lae for Hollandia l China on February 19, by

a flight from Papeete, and the lina quickly sank in deep

M's NZ correspondent reported March 3 that it was probable MAI operations would cease the return of the other Cata- and work on that is not ex- d to be finished before late

Collet, representative of TAI- at Auckland was unable to ient on what effect the crash t have on the planned TAI- Noumea - Borabora - Papeete e, which calls for MAI main- ig the water link between bora and Papeete with Cata- He indicated, however, that with the New Zealand Gov- ent on certain phases of this e, which would compete to extent with TEAL, were still nuing, and that the loss of the ina would therefore not be a olling factor at present.

Deports a ician

Arthur de la Perelle, aged 62, ined £10 in Suva in February aving remained in Fiji after ermit to enter had expired and s ordered that he be deported ritain at the end of three s.
appears that after World War II Mr. de la Perelle, then residing in Queensland, divorced his wife, and went wandering in a yacht in the South Pacific Islands. He lived in New Hebrides, Tahiti (for two years), Tonga (for nine months), Samoa and Cook Islands. He returned from New Zealand to Samoa and married a Samoan girl and remained there for three years.

He divorced his Samoan wife, and his permit to live there was not renewed, and he went to Fiji at the end of 1954, entered on a visitor's permit, and then was given a permit to remain three years on his representation that he was a magician and proposed to tour Fiji, giving performances. Some time in 1956 he acquired a launch and had lived on board practically ever since. He then apparently wished to remain indefinitely in the Colony but the Immigration authorities refused the necessary permit.

Another Plague of Politicians Looming

There are all the signs that the Cook Islanders, their pig and poultry runs and their gardens already struggling to meet the all too frequent needs of the traditional inter-island tere party, are to be inflicted with yet another plague of parliamentary visitors from New Zealand some time this winter.

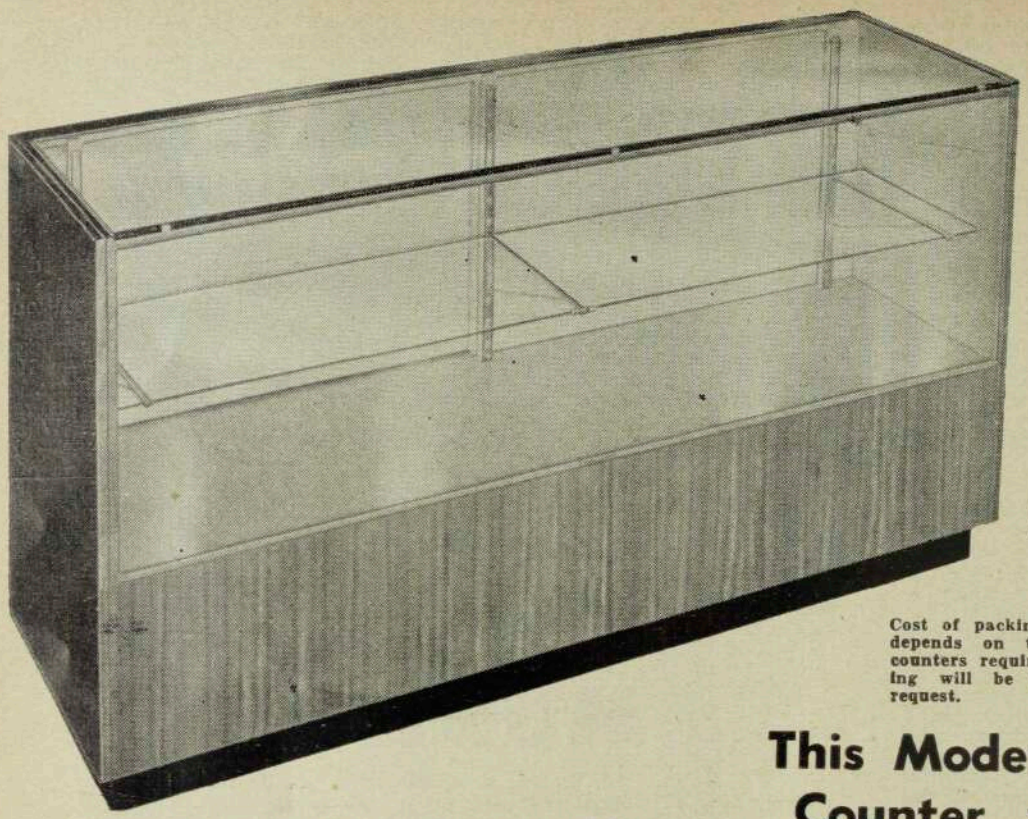
The opening moves in the raid were made by Mr. G. A. Walsh, Opposition MP for Tauranga—who

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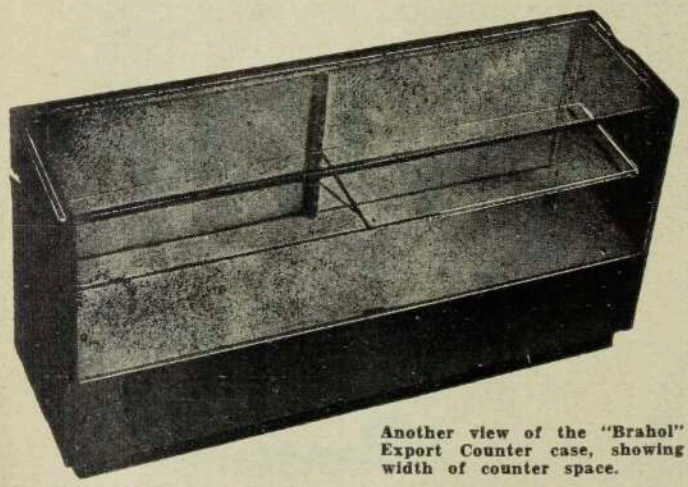
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Another view of the "Brahol" Export Counter case, showing width of counter space.

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Glass parts are ¼ inch British plate glass.

The inside is lacquered ivory colour, and the recessed base is lacquered burgundy.

There is a pair of solid core sliding doors, and one glass shelf, 14 inches wide, on adjustable nickel-plated brackets.

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The plate glass front is 22 inches high.

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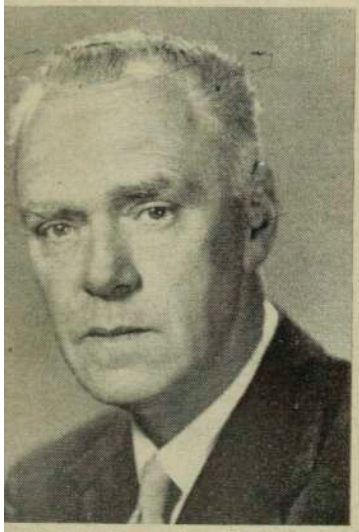
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resented the then government at 1956 annual Legislative Council eting at Rarotonga—when he put ward the suggestion in parlia- nt in January that "a five-man liamentary deputation make the t in recognition of the new Cook nds Constitution and as an ression of interest".

hough there are unlikely to be seconders in the Cook Islands, proposal will doubtless have nty of support in the house on part of likely candidates.

fficially, visiting journalists are d somewhat less than visiting ticians by the Cook Islands ninistration, but it is to be ed, for the sake of the Cook nders, that if this completely ecessary holiday trip is made, ill be financed in the same way journalistic visits are financed, without causing havoc to the stock and gardens.

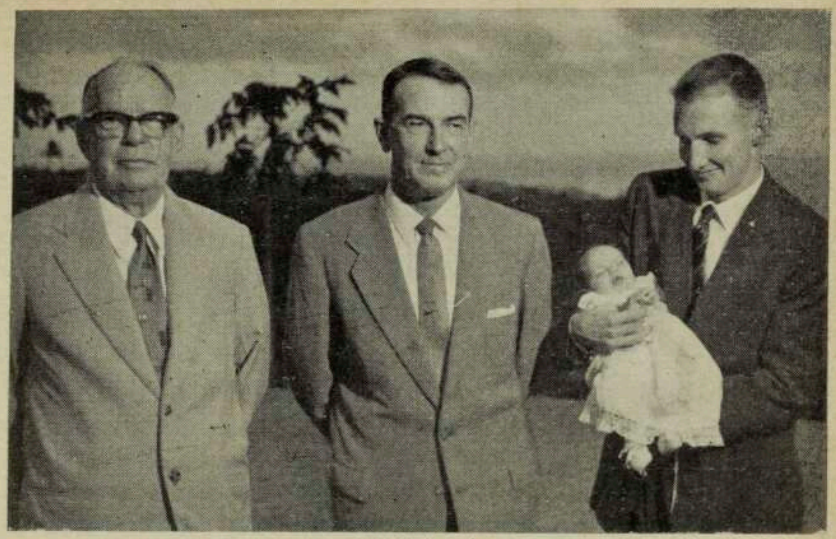
owever, as the *Auckland Star* kly pointed out in an editorial ing thumbs down on the visit, ould be a far greater "expression nterest" if, instead of making visit, five politicians made a ful study of the Belshaw-Stace ort on the Cooks which was



John Mathison, New Zealand's new er of Island Territories. He is aged 56.

d in October, 1955, and has r yet been properly debated.

e *Auckland Star's* concluding graph is pertinent: "Until some lamentarians have read what is y available to them in Welling- -and above all the Report—no -man deputations' should go to tonga, to be feasted and feted the misguided and endlessly itable islanders—who do not se what a false impression of true situation is conveyed to visitors by trestle tables laden the pork and fish and chicken can hardly spare".



FOUR GENERATIONS OF KAI VITI. "PIM" in February reported that with the birth of a great-grandchild of Sir Hugh Ragg in Suva on January 25, there were now four generations of Raggs born in Fiji—for Sir Hugh himself was born there in 1882. Here they are: Sir Hugh; his son, Mr. David Petrie Ragg, of Sydney; Mr. Ragg's son, David Hugh, who is holding his own new-born son, Hugh Nicholas Petrie Ragg.

No Rest for the Vanquished

Human bones gathered in the vicinity of a wrecked aircraft 25 miles out of Lae, NG, in February, are something of an embarrassment to the Administration.

The aircraft was a wartime Japanese bomber and the bones are presumably Japanese. The machine had plowed into the ground, scattering wreckage over a wide area.

However, there has been no Japanese cemetery in Lae since a Jap war graves' ship removed the remains of Japanese war dead in 1955.

Drop in Income For Milne Bay

The Samarai area of Papua looks like having a depressing year financially, says a NG correspondent. The copra prices dropping was bad enough but the dry years have taken their toll of copra production. Many plantations dropped over one-third in production last year.

The Copra Marketing Board in Samarai received into its shed 24,000 bags less than 1956, which year produced less than 1955. With rains now becoming general the future looks brighter, but it will not improve very much until towards the end of the year. The copra shortage means that approximately £100,000 less was received by the district last year.

A lot of this would have been paid to native growers, some of whose production practically ceased, but it was not only caused by dry weather. The high rejection rate earlier in the piece had the result of causing many to give up making copra at all (most natives take the line of least resistance) and the activities of the Agricultural Department in pushing the coffee and rice programme had an adverse effect on copra.

One area in Milne Bay allowed all its small drum-type copra driers to fall into disrepair while they concentrated on coffee and rice. Whether the programme will pay off is problematical.

The rice growing can be left to several small areas where the country lends itself to such crops but the coffee is growing well. It will be years before any quantity is marketed. It appears to be a pity the natives did not take advantage last year of the MOF contract (the correspondent adds).

A bit more of a commercial outlook by the Agricultural Department in this area would have been advantageous. The native co-operatives are feeling the strain badly.

16-inch Telescope For Rarotonga

A 16-inch reflector telescope will soon be probing the heavens from Rarotonga, Cook Islands.

The instrument is being made available to Mr. F. M. Bateson, probably the only amateur astronomer doing serious work from a South Pacific tropical location, by a United States astronomical observatory.

Mr. Bateson, who is manager of a Cook Islands business firm, has had the use of a 9-inch American telescope for a number of years. The new telescope is one of the

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NEW HEBRIDES WEDDING

daughter of an old New Hebrides family Ginette Ratard, daughter of Mr. Jack of Santo—was married in Sydney on y 8 to Mr. Frederick Clark, a Sydney r. Friends of the bride—including mem- the well-known Harris family, on Santo d to the ceremony; and there were 00 guests at the reception at the Hotel a, later in the day.
bride's grandfather settled in the Con- m some 50 years ago. The bride was ng sister at the Concord Repatriation
bridesmaids were Miss Margaret Pavey, es, and young Cynthia Ratard, 11, a f the bride and now a student at the Pymble, Sydney. Mrs. C. M. Ratard, ide's stepmother, directed the happy ings. Photographs show the bride and om (above) and the bride with her Mr. J. Ratard.



of his recent visit to the d States to lecture on his of recent years, and to brief sted astronomers on certain s of their plans to observe eclipse of the sun from uka and/or Nassau in the ern Cooks in October.

Liquor Policy r Review

BSIP might revise its liquor policy for natives. A committee appointed by the High Commissioner to examine and report on the situation, has already had two meetings, and received the views of members of the public.

Chairman of the committee is Mr. C. H. Allan, and members are Archdeacon Reynolds, Fr. J. M. Wall, Mr. A. C. Blair, Headman Vouza, Mr. A. Daga, and Mr. W. Bennett. Secretary is Mr. A. J. Hunter.

Under present BSIP laws, Solomon Islanders aren't allowed to drink spirits, but there is a restricted permit system enabling some to drink beer.

Night Classes In Tonga

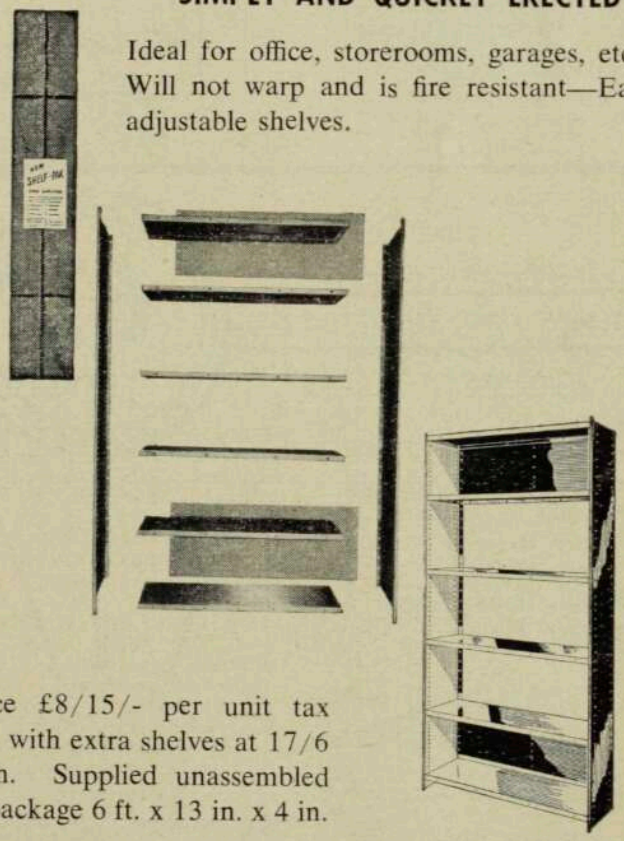
Night classes in higher education have been commenced at Nukualofa by the Tonga Overseas Students Association. This organisation is an association of Tongan and European students and ex-students with the benefit of advanced overseas education. Their plan is to provide an educational opportunity for students unable to go overseas for more advanced education than is at present available in Tonga.

For a start, lectures are being given in English, book-keeping, commercial practice, teaching

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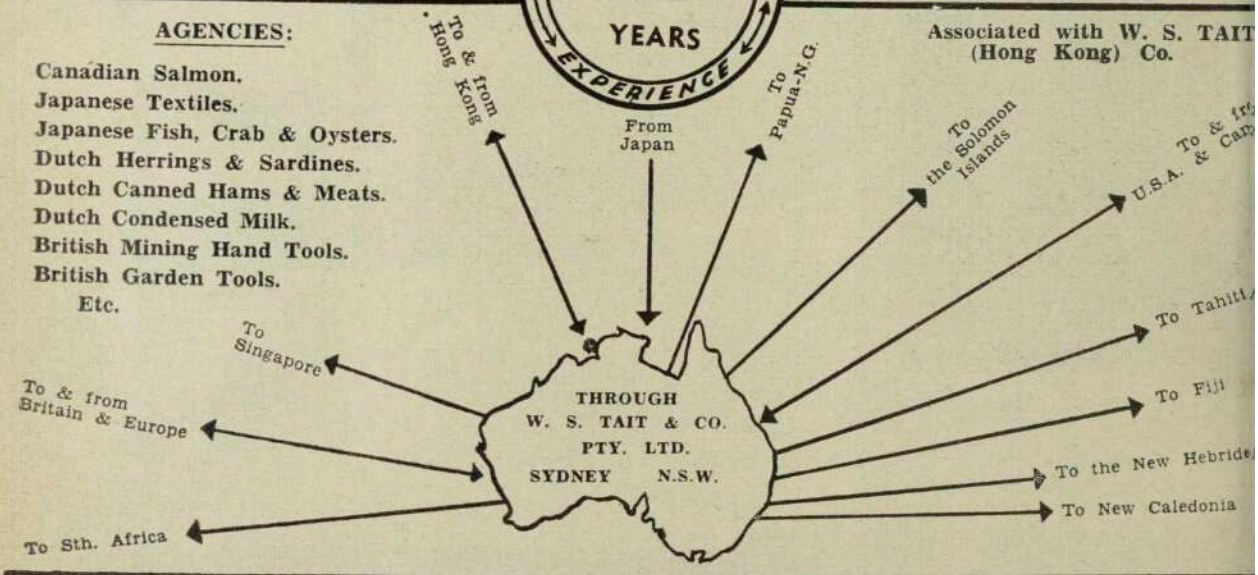
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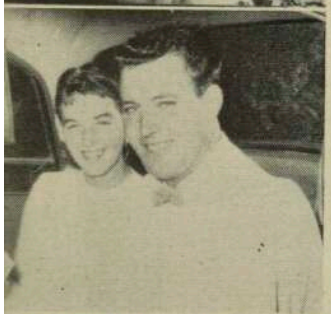


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S WEDDINGS. Top: Mr. and Mrs. ee, are showered with confetti while he Holy Trinity Cathedral, Suva, after rriage. (Photo C. L. Cheng). Centre: oole and the former Miss A. Schultz, rama Chapel, Port Moresby. Below: damson and his bride, formerly Miss after their marriage at Port Moresby England. (Papuan Prints).

methods, and electricity. Only a small number of students will be handled at first, but it is hoped that the scheme will develop gradually. A small fee will be charged.

New Plans for Avele Agricultural College

The proposed scheme to convert the Avele Agricultural College, W. Samoa, into an institution to be used for other South Pacific Territories cannot be put into effect. American Samoa and Tonga have declined to join in the venture.

It is now intended to operate the college as a Samoan-New Zealand partnership and make the training available to boys from New Zealand island territories—the Cooks, Niue and the Tokelau Islands. The college is to be opened in February.

They've Heard It In Papua, Too

Papua-New Guinea's ham radio enthusiasts, who are always chasing something new, managed to receive a signal from the United States' new satellite in February, shortly after it had been put into space.

Frank Nolan, president of the P-NG Division of the Wireless Institute of Australia, heard a weak signal for about a minute. It was surging badly.

P-NG to Get 12 Vacuum Co. Scholarships

Suzanne Wood and Malcolm Stevenson, both of Port Moresby, have been awarded Vacuum Oil scholarships to study at Australian secondary schools.

This means that in 1958, four children will be studying at mainland schools under Vacuum scholarships for Papua-New Guinea, established last year. The scholarships are tenable for six years and two more winners will be added annually, until each year 12 students will be studying in Australia under Vacuum Scholarships.

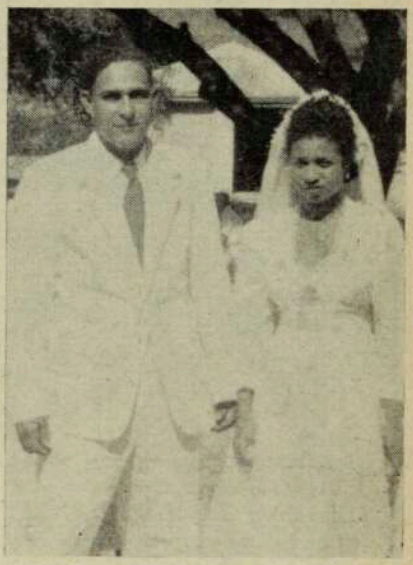
Suzanne, 12, is the eldest child of Mrs. Truda Wood, of Port Moresby, and the late Charles Wood, of the Department of Agriculture. Malcolm, also 12, is the eldest son of Mr. and Mrs. H. R. Stevenson, of Port Moresby.

A First For The Cook Islands

History was made for the Catholic Church in the Cook Islands when the first Cook Island girl took her final vows as a member of the congregation of the Sisters of St. Joseph of Cluny, at Tutakimoa church on January 26.

The special ceremony was conduced by Hs Lordship Bishop Ubald Lehman. Sister Juliana had earlier completed her studies in New Zealand.

The Sisters of St. Joseph of Cluny, a teaching Order, have communities throughout the Islands.



The former Miss Winnie Mon, taken after her marriage to Mr. T. E. Roga, at the Roman Catholic Church, Port Moresby, on January 15. There were several attendants.
Photo: Papuan Prints.

Fiji Cuts its Unfavourable Balance

Fiji did quite a lot in 1957 to straighten out its unfavourable trade balance, which had been causing some uneasiness.

At the end of 1956, the Colony had an unfavourable balance of £F5,000,000; at the end of last year it was only £F200,000. During the period, exports increased by £3,700,000—and sugar, coconut oil, gold, and bananas, in that order, helped.

Imports decreased by £F1,200,000.

The improvement in the situation was caused by a good season for export crops, plus a credit squeeze that limited bank accommodation.

Some Notes From Norfolk Is.

Norfolk Island is regretfully to lose shortly the services of the Rev. Silas Horton, who will be returning to Sydney with his baby daughter, following the tragic loss of his wife last year.

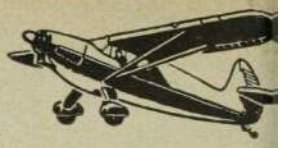
Mr. Horton has done remarkable work among the young people of the island, and has been instrumental in building up attendances at All Saints' Church and St. Barnabas Chapel to a degree not thought possible.

(Over)

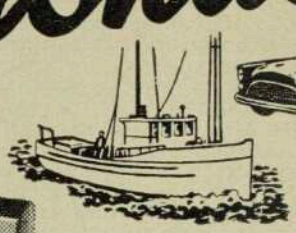
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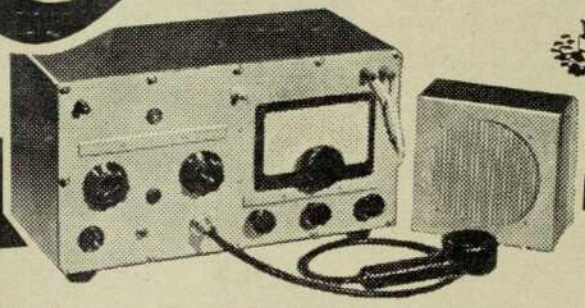
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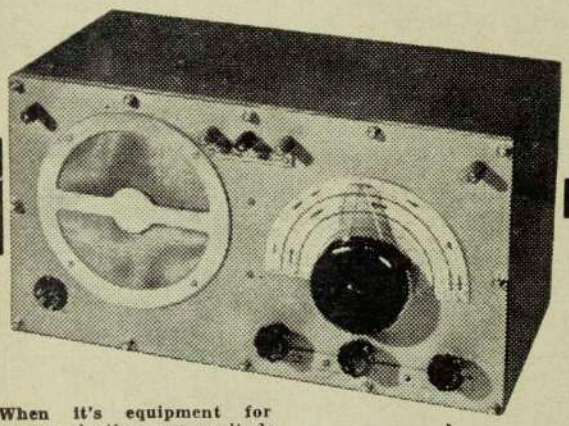
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spite stories of a falling school lation on Norfolk, latest en- ents bring the total to more 150 children—one of the high- otals ever.

rfolk got a visit from a Lan- r from New Caledonia in Feb- y. The French crew did a con- able amount of shopping, des- the language difficulties. The aft was checking on landing ties.

t long afterwards, the strip visited by half a dozen RAF RAAF aircraft.

ere was a spate of farewell es for the departing Adminis- r, Brigadier Norman, before he in February, including one the Advisory Council on be- of the Island's residents. Its ight was a wonderful "Thank speech from Mrs. Norman for she described as the "friend- s shown me in the five years". is understood that the Minister Territories has again asked the cil when the ordinance grant- measure of local government e implemented.

seems that without revenue to tain essential services, the cil is not in a hurry to intro- it and will no doubt stall to f the new Administrator can the problem.

ew Council And ew Budget

is to be hoped that the coun- ill be instrumental in the ation of a New Hebridean n," said the French and h Resident Commissioners in nt address, opening the first n of the New Hebrides Ad- Council on January 29. was a good start.

Commissioners announced they intended to consult the council each year on the et, and "from time to time on tant issues of policy".

y said the number of New dean members would be in- d to eight as soon as possible, iew of the need to associate s with the activities of the nment".

aking of the need to free the my of the New Hebrides from dence on a single crop), the Commissioners referred elopments in mining and the y at Santo, but said that agri- e nevertheless remained pre- ant in the economy. The Ag- ral Department would there- e strengthened.

Budget, discussed at the ng, calls for the establish- of a new experimental station piritu Santo, and recruitment ee new extension officers with b of improving the quality of ce and developing new cash

er Budget points:
or new works project is the installation of a water supply for Santo town, first phase to begin this year at a cost of £Stg.16,050.

Vila and Santo manual telephones will be replaced with an automatic exchange.

A better town sanitation service will be instituted.

A Museum and Cultural Centre will be built at Vila to commemorate the 50th anniversary of the Joint Administration, and the Tagabe airfield on Efate will be put into repair.

No new general taxation is proposed for 1958, but an urban property tax for people in Vila and Santo is being considered.

Qantas and Fiji Airways

The gross estate of Mr. Harold Gatty, of Fiji, who died last August, was officially valued at £40,500, and probate was granted at the end of February. He left the whole of his estate to his widow. He and Mrs. Gatty were the owners of Katafanga Estates Ltd. and the latter owned, among other things Fiji Airways.

It is expected that, since probate now has been granted, no time will be lost in completing the sale of Fiji Airways to the Australian International company, Qantas.

Owing to the late Mr. Gatty's long association with Pan American Airways, the inclination of his executors is beleived to have been in favour of a sale to PAA. British officialdom, however, let it be known that such a development would be badly received by British-Australian interests.

As has been frequently pointed out by *PIM*, almost 100 per cent. of the corporations carrying on the trade, commerce and industries of Fiji now are Australian-owned.

Enquiries made by *PIM* in Sydney indicate that, as soon as a sale becomes effective, Qantas will take over the management and operation of Fiji Airways within 30 days.

It is expected that Qantas will register Fiji Airways in Fiji as a company, and that the conrolling interest—if not the whole of the shares—will be held by Qantas.

Planning for a Big Trek

Investigations into the possibility of moving New Guinea natives *en masse* from overcrowded areas into less settled ones are going ahead in the Territory.

Minister for Territories, Mr. Hasluck, first announced at a political science conference in Canberra in January that the plan was afoot.

Acting director of Native Af-

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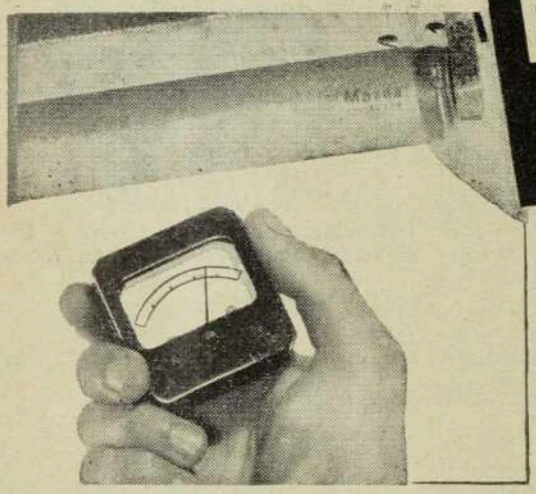
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, Mr. J. K. McCarthy, said in Moresby in late February in at least two places, the ibu valley and the Gazelle nsula, there were land prob-, and the people would suffer use of it within a few years. said the department was ng a survey of the Chimbu y position, and had already d, using one clan as an av- unit, that there was a short- of land there caused by the asing population, traditional usage and the people's de- for cash crops.

remedy would be to change and usage (whereby land was nused for 10 to 20 years) but could be done only after years xperience of proper crop ro-n, and Mr. McCarthy said he oted very much if we have for that".

e of the resettlement sites looked at by the Adminis-on is the Wahgi valley, but of it is swamp land which l have to be drained.

d another problem, which the nistration is aware of, is that Chimbus, among others, are to be reluctant to move.

"unbearable" population ure might eventually change viewpoint, according to the nistration.

of Fiji's Freakish ght

monsoonal rains arrived in ate in February, instead of in nber-December, after the gest weather Fiji had ex-nced in many long years.

south-east trade-wind blew steadily through December January, and by early Febru-he usually lush Fiji was cry-drought". It appeared that the production of cane would be ly affected, and water short-were reported from all direc-

city of Suva was in dire straits—there was just not enough water coming into the catchment area to take care of normal needs. Various rationing plans were operated.

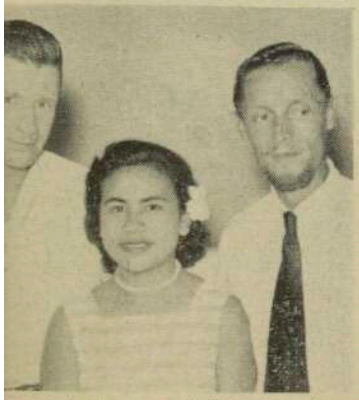
Old residents said it was between 30 and 40 years since the south-east persisted in this fashion. Meteorological reaction was shown in freakish weather, from New Zealand to the Solomons.

Then the rains came, in a series of heavy deluges—and, as usual, road communications were disrupted.

But the change in the appearance of the country was magical. All green growth seems to be making up for lost time.

By March 1, the sugar industry people were drastically revising their cane estimates. There will be a reduction in the 1958 sugar crop —but it will not be nearly as serious as at first reported.

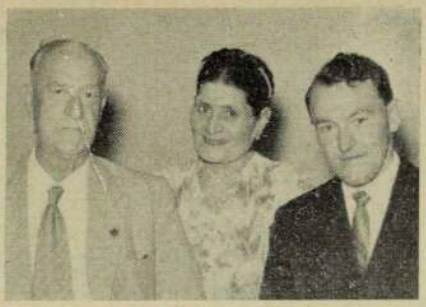
Suva got water—but mostly in the form of yellow mud. New roads and dams are in course of construction to improve catchment in the water supply area; and the deluge washed the clay into the supply system. The city still was suffering great inconvenience in early March—and every kind of known home-made filtering system was being tried out.



ographed at a recent Polynesian Asso- meeting in Sydney are Messrs. E. J. and G. Dennis, from the British Solo- with Mary Young, of Suva.

—Tele-Photos.

Foundation Member



This is Mrs. Olga Page, formerly of Apia, now of Sydney, and a foundation member of the Polynesian Association. With her is her husband, Alfred Page, and friend, Dr. Gordon Shortland (right).

—Tele-Photos.

Broadcasting Station For Tonga

The Tonga Government has decided to proceed with the establishment of a broadcasting station, according to a February Nukualofa announcement.

The decision follows a visit last year by Mr. W. L. Harrison, chief engineer of the New Zealand Broadcasting Service.

The station will operate in the broadcast band—not on short wave. This will offer some advantages from the listener point of view, as not all receiving sets have a short-wave band, and some short-wave sets do not cover all the frequencies used by tropical broadcasting stations. The precise frequency of the transmitter is not yet settled.

The station will have a power of not less than two kilowatts and the transmitter site will be at Popua, Tongatabu. The studio will be on the present site of the Copra Board headquarters near Nukualofa. The Copra Board is to shift its stores to Havelu.

It is understood that the station will be in operation some time in 1959.

The government announcement says that a broadcasting service will permit early and accurate reporting of local and overseas news, school broadcasts, and entertainment of many kinds, and should make a real contribution to the educational and cultural life of the Tongan people.

With the establishment of this station, the New Hebrides will be the only administrative area in the South Pacific of any size which has not got some sort of broadcasting service.

An End to the Goilala Trouble

P-NG, which in the last 12 months has had more than a normal quota of noteworthy court cases, closed the case history on yet another one on February 21 when the Chief Justice, Mr. Justice Mann, found a former mission teacher, John Huon De Havrancourt, not guilty of having unlawfully assaulted a native.

Evidence was that Navrancourt had tied the hands of the native and led him behind a horse for about three miles, from his village to a neighbouring one, in the mountainous Goilala area of Papua.

The native, Kutoi, was a pupil teacher under Navrancourt, and Navrancourt had taken him to the neighbouring village to straighten out some trouble the native had got into.

Mr. Justice Mann said the acts of the accused were carried out by him in carrying out a part of a deliberate plan, and there was nothing to show that he was in any way enraged.

The evidence did not show that the native or the horse were hard pressed during the ride to Jake Village.

Mr. Justice Mann said, "I think the real case is to be found in the relationship between the accused and the native.

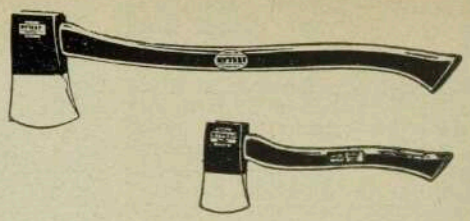
"The accused was the head of a local mission school, and in that capacity represented, in an ill-defined way, a new concept of civilisation being established in this remote region.

"Apart from getting his schools going, he had to establish some common understanding amongst the inhabitants of the little scattered hamlets and villages served by his schools.

(Over)

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any of these local communi- had histories of mutual lity.
he accused had made much ress when Kutoi was suspected aking improper advances to the of a native in another, and to extent, hostile village. Both es were in the care of the ac- and both Kutoi and the com- ing husband were student ers being trained by the ac- ."
Justice Mann added:
idence does not warrant any g that he acted otherwise with kindness and with a real rstanding of the people and ems involved.
think that what he did was by



happy family group was aboard the ', when it left Auckland in January. prises Mr. and Mrs. K. H. Hemus, with Daryl and Brent. Mr. Hemus was on his take up his appointment as Principal, College. He has recently been at Aka hool, near Waiuku.
—J. P. Shortall.

eans an unreasonable action ie part of a person charged the duty and responsibility of ng education and enlighten- to these people.
e of the matters which im- d me most strongly, was the lified approval of the native, of the work of the accused e area which was devoted to- the well-being of the natives d come to serve.
think it would be an un- iate result if because of some icality, I were to find that he ommitted a technical assault native."
Navrancourt case was of l interest in New Guinea be- Navrancourt was stationed in oilala as a mission teacher at ime time as Assistant District r Frederic Anderson, who last vas given gaol sentences total- 21 months, by Mr. Justice , on several charges connected assaults on Goilala natives. ppeal to the High Court, An- n was released after serving two months.)
erson's conviction was un- ar in the Territory, and it was is stage that the first public s began about "the man who ran a native behind a horse—what are they going to do about *him?*
Nobody at that time had been charged.
Now, at last, from the legal viewpoint anyway, the long Anderson-Navrancourt story has been ended.

In Quest of a Place In the Sun

Former Tasmanian advertising man Leonard Staples, his wife and three young children (the youngest only a few weeks old) were in Honolulu in February, awaiting a decision by the US Immigration Department on whether the family could enter the US as permanent citizens.
They arrived in Honolulu last November rather dramatically—in their 38-ft ketch, *Solquest,* which hit a local reef after the family (with no previous experience) had sailed her the 8,000 miles from Sydney.
Mr. Staples sold his home in Hobart so he could build the vessel and head for the US, in the hope that the compassionate nation would open its doors once it found him knocking. The family has only visitors' visas, allowing them six months in the US.
Mr. Staples told Honolulu reporters that he had a liking for Americans after meeting them in Australia during the war, but his attempts to get an immigrant visa had been hopeless. Only 100 a year were available to Australians, and there was a waiting list of about 5,000.
Honolulu Immigration officers have sent details of the case to Washington for a decision, and Mr. Staples has also made an appeal to President Eisenhower. The Staples have no cash and Mr. Staples is not allowed to take a job.
Meanwhile, the new baby, born in Honolulu, is an American citizen under US laws, which also provide that the parents could be admitted to the US legally when the son becomes 21.

Fiji-Indian Nurses: More Basic Education

It appeared at first that the action of the Immigration Department of Australia, in ordering twin Indian trainee nurses from Fiji to return from Brisbane to Fiji, would blow up into a first-class row. Newspaper reports, as first published, suggested racial discrimination.
However, it soon became clear that the official action was directed not against the two 19-years-old girls because they are Indians, but because of embarrassment caused to the training authorities in the Brisbane General Hospital by the girls' low scholastic standard. They had not had a sufficient basic education before leaving Fiji for hospital training.
The twins are Khairun and Tajun Nisha. They are attractive youngsters and they have been popular among the trainee nurses since, in February of 1957, they came from Fiji for training under the Brisbane and South Coast Hospital Board.
However, before the year ended the Hospital authority said the girls did not have the necessary educational qualifications to continue; and the Immigration Department thereupon requested them to return to Fiji.
The fellow-nurses of the Fiji-Indian girls urgently requested that they be given another chance. The Hospital Board said it would let them to stay on as assistant nurses for six months if they would undertake special study to lift their educational standards. Finally, the Immigration Department said the girls could stay in Australia if they became student nurses instead of trainee nurses.
It was not a matter of race—it was a matter of basic education. The increasing number of Fiji-Indians who are looking towards Australia for opportunities of training in various crafts should bear this incident in mind.

Leprosy Clean-up At Aitutaki

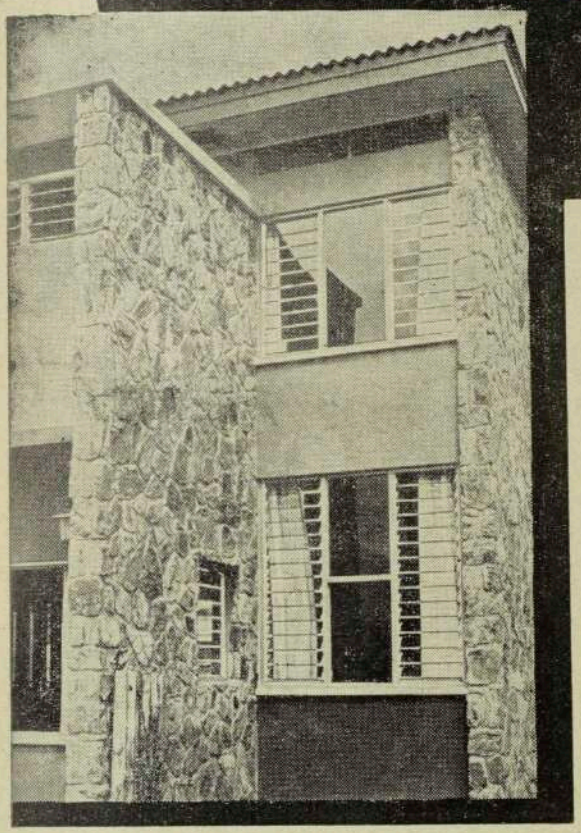
One of the darker skeletons in the Cook Islands cupboard has been the high incidence of leprosy on certain islands, especially Aitutaki which is one of the more accessible to the health services.
The governments of the past have never shown any great concern about this situation—as evidenced by the fact that the number of cases has actually increased and no really drastic action has been taken to root out this disease which is associated with poor hygiene.
New Zealand newspaper publicity on recent health surveys of the Cooks now seems to be having its

HE WON'T LEAVE

A Protestant pastor, disowned by his Mission headquarters in Paris, is conducting a "Stay-In Strike" at his Mission in New Caledonia.
A Noumea report says the pastor is at his mission post at Doneva, the Protestant headquarters in New Caledonia, and refuses to leave.
The Societe des Missions Evangelique de Paris disowned the pastor recently. It brought the affair before an appeal tribunal in Noumea, which gave the pastor eight days to quit the mission station.

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ct. Last year a survey revealed positive leprosy cases on Aitutaki e—an island of only 2,600 in- itants—nine of these cases being ol children.
n February 26, the new Minister Island Territories, Mr. Mathi- announced that orders had given for the immediate demo- n of 36 Aitutaki houses with a ory of the disease. A property also been purchased by the rnment as a treatment centre its own school.
ie announcement will be par- arly welcomed by Cook nders as it is an indication that new government in New Zea- is going to proceed vigorously work commenced in a small by the previous government rds the removal of slum hous- and replacement with some- g more worthy of New Zea- administration of the Group.
ie Minister also announced that nior CIMP will be sent to New and for an intensive course in ic health and will return home public health officer for the s.
ite clearly it will not be much building better houses in these ds if they are going to be al- d to again deteriorate into s. The programme of public th education is intended to this situation and the pre- unnecessarily high incidence isease associated with it.

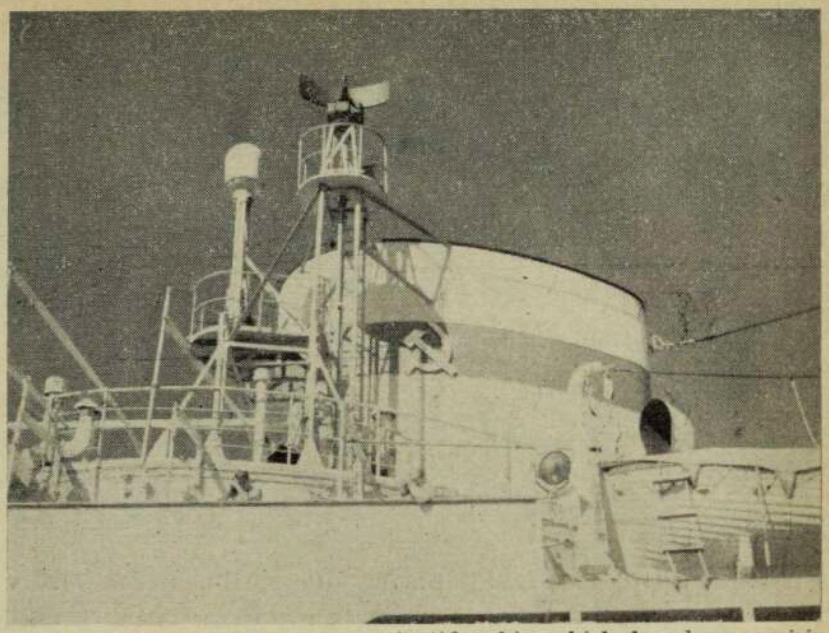
lel Plantation Sale

cording to a February report Rarotonga, the best equipped most efficiently managed tely operated coconut planta- in the Cook Islands is about sold. Mr. Karlo Andersen, who managed the property for uae Plantation Company of ourne, is reported to have ten- l his resignation.
e Belshaw-Stace economic sur- of the Cook Islands, made in



her Ronald (left), of the Marist Brothers s, Apia, returned there aboard the " from Auckland in January, after visit- is people at Whangarei. He is probably ly NZ Maori Marist Brother stationed in slands. He was accompanied on the " by Brother Nicholas, who was bound pia for the first time.

—J. P. Shortall.



"Witjas", the big Russian scientific ship which has been cruising the Pacific—and making news of a sort in one or two places—is now on its way back to Vladivostok. The hammer and sickle insignia, photographed here when the ship called at Noumea, created wide interest during the ship's Pacific tour.

1955, found Manuae to be the sole bright spot in the Cook Islands copra industry. The plantation consists of 528 acres on Manaue and 996 acres on Te Ao-o-tu, the two islets of the atoll. The lease expires in 1997 and the annual rent is £61/10/-.

Since the war, following the appointment of Mr. Andersen as manager, there has been a considerable programme of development. The native groves were thinned out to 30-ft spacings, rat-guards were fitted to palms, a modern mechanical dryer was installed, and a replanting scheme put in hand, using selected nuts. South Pacific Commission copra experts have used Manuae as an example. Production over the past four years has averaged 165 tons, according to official export figures.

More Gilbertese for The Solomons

The Resident Commissioner of the Gilbert and Ellice Islands, Mr. M. L. Bernacchi, reached Honiara from Tarawa on February 14 for talks with the Western Pacific High Commissioner, Sir John Gutch.

Mr. Bernacchi travelled in the *Nareau*, accompanied by his wife, and also 25 Gilbertese settlers for Titiana. The new arrivals are mainly family groups from the overcrowded Phoenix Islands.

Titiana village is five miles from Gizo in the western Solomons—and literally carved from the tropical undergrowth. *PIM's* Honiara correspondent says it's a credit to the Gilbertese, who with the latest arrivals will number about 100.

The Problem of The Misplaced Capital

The unawareness of a certain Medium Important Person (a public Servant) of an Asian population in New Guinea, was a pretty good indication of the disadvantage the Other Side suffers in having the P-NG capital in Port Moresby, according to Mr. Dudley Jones, elected member for the New Guinea Islands.

Speaking at the March meeting of the Legco, he described Port Moresby as being on the geographical and business perimeter of the Territory, and Rabaul and other parts of the Trusteeship territory suffered from "double remoteness"—remoteness from Port Moresby, and remoteness from Canberra. Because of this, New Guinea did not get proper consideration.

Of the non-indigenous population of the combined territory, 7,600 were in Papua and 14,400 in New Guinea. There were 461,000 natives in Papua and 1,289,000 in New Guinea. Yet when money was allocated for public building, 52.4 per cent. went to Papua (45 per cent. to Port Moresby) and NG got the remaining 47.6 per cent.

Of the last allocation for new works, out of £1,305,700, Bougainville

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he extraordinary sum of £1,500, d Mr. Jones.
r. Jones did not ask for the val of the capital elsewhere— ontented himself with "draw- the attention of the Adminis- n to the remoter districts".
one who has sighted that ding labryinth called Kone- could imagine that anything than a cataclysm could re- it.
eading like a rash upon the re more and more office build- all filled with perspiring public nts burrowing amongst moun- of files. The miracle of the is that, when the traveller at last charted a blundering e to the particular department equires, the individual public nt comes up with unfailing esy and goes to endless trouble oduce the information that is ed.]

ing Palms for o Beetle

eriments in dusting the palm s of coconuts for the eradica- f rhinoceros beetles have had sing results in Fiji.
experiments have been in ess for four months and y palms in Viti Levu are free signs of beetle damage—if not the beetle itself.
omologists who are in charge treatment say that it is too yet to tell whether palm-dust- one will be sufficient.
ogical control of the pest is egarded as the best prospect— far no really effective pre- has been found. Dusting the crowns of coconut trees would laborious process in a large tion.

Passionfruit and Bananas

organisation called the l Passionfruit Growers' As- on of NSW has been howling in a NSW country newspaper e someone called a "a proces- eems likely to get permission the Commonwealth Govern- to import 25,000 gallons of nfruit juice from New Guinea h is scathingly described as tive labour country".
se people never get accus- to the idea that if Australia ation is going to sell its pro- abroad—which it is ex- gly eager to do—it must be ed to purchase a correspond- antity of goods from abroad. is the basis of international and if that system of ex- does not work out, trade ears and corresponding is suffered by the persons d in the manufacture of the which have to be exported.
some years ago, provided a very good example. Australia for years sold millions of pounds' worth of flour each year to Fiji, but bought practically nothing from Fiji in return.

Finally, Fiji took action. Unless Australia could buy a certain quantity of Fiji bananas, Fiji would buy the greater part of its flour elsewhere. Australia promptly came into line and agreed to purchase a quantity of Fiji bananas each year.

Thereupon the North Coast banana-growers of NSW went crying to their parliamentary representatives. The latter were quite ready to kill the Fiji banana trade; but learned that if that happened a flour market would be lost and certain wheatgrowers would suffer correspondingly.

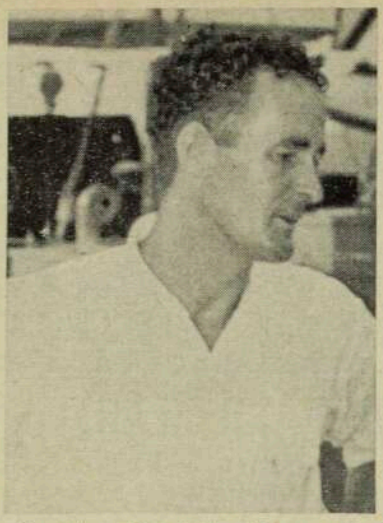
The harried politicians had to choose between wheatgrowers and bananagrowers.

A policy of masterly inactivity was followed; and certain underground organisation succeeded in killing the Fiji banana trade with Australia.

As far as is known it still is permissible to import a limited quantity of Fiji bananas to Australia—but no one seems game to do it.

The matter could be brought into the limelight again—and perhaps with good effect—if Fiji as a matter of policy decided to buy most of its flour needs elsewhere than in Australia.

Award for Rescue



Captain Marshall Burgess, of Qantas, in October, 1956, put his Catalina flying-boat down in a six-foot swell in open sea in the Gulf of Papua to rescue a yachtsman, Danny Weil, who was adrift in a rubber dinghy with no other help at hand. Last month, the Royal Humane Society announced it had awarded him its Certificate of Merit.

Australia sells millions of pounds worth of goods every year to New Guinea. Australia, in fairness, should buy whatever it can.

If NSW passionfruit growers cannot compete against juice that has to be brought from the middle of New Guinea—part of the way by air—they should try some other means of making a livelihood.

New Hotel Company For Fiji

Mr. Fletcher C. Kettle and Mr. Rodolphe de Seife, president and vice-president respectively of South Seas Enterprises Ltd., a Canadian foreign business corporation, announced in Suva on March 5, the formation of its new Fiji subsidiary, "Hotels of the Crown Colony of Fiji, Limited".

Mr. Kettle stated that the creation of this company marked the first step in the implementation of their programme for hotel and tourist development in Fiji.

The new company was registered in Suva on March 5 with a capital of £500,000. The company's directorate is:

Mr. Carl F. Rehnborg, industralist, of California;
Mr. Fletcher C. Kettle, business executive, of California;
Mr. Luther G. Hester, business executive, of California;
Mr. de Seife, attorney and counsellor-at-law, Washington, DC;
Mr. R. L. Munro, solicitor, of Suva;
Mr. Barry Philp, of the Mocambo Hotel, Nadi;
Mr. Harvey Hunt, of Hunts' Travel Service, Fiji.

Mr. Hunt has been very active in interesting the Canadian corporation in Fiji and other areas of the South Seas.

Hotels of the Crown Colony of

AIR-BORNE ATTACK

New Caledonia has been suffering from what the old hands insist is the heaviest mosquito invasion on record.

Reports from the west coast say life there has been "almost unliveable". The east coast gets some relief because of prevailing winds.

Shops have made record sales of repellants, and in Noumea "the odour is of citronella", says a correspondent.

The Territoriale Assembly has been discussing the question, and there is a suggestion that aircraft should spray the country to rid it of the invaders, who arrived following the recent drought-breaking rains.

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Fiji, Limited, plans to acquire and construct hotels in Suva and Nadi, and to develop other allied tourist enterprises in Fiji.

On that date, the company still was negotiating for the purchase of the Grand Pacific Hotel, Suva, built by the Union Steamship Co. Ltd., 40 years ago, and owned and operated by that company ever since.

Young Fiji And Beer-Drinking

There has been no noticeable change in the behaviour of the Fijian men, as the result of the removal of the beer-drinking-permit system. But licensees report that the purchase of bottled liquor—often for friends waiting outside, without permits—has markedly decreased.

Mr. J. H. H. Millett, veteran proprietor of Melbourne Hotel, tells an illustrative story.

Two young Fijians breasted the bar, and ordered beer. They drank; rolled their eyes at each other in astonishment; and then tried again. After that, they abandoned their drinks, and went outside, and spat vigorously.

They had been happy to test their new-found freedom; but learned that the Fijians' taste for European liquor, like the Europeans' taste for Polynesian kava, must be cultivated and acquired.

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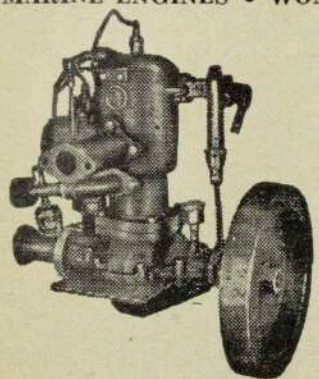
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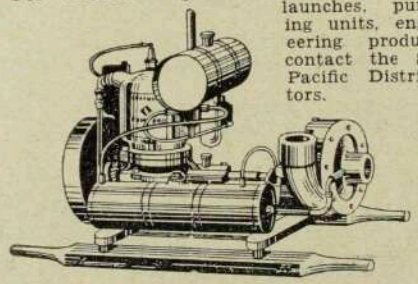
BLAXLAND - CHAPMAN

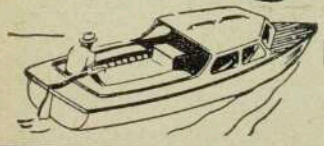
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Liquor offences in Suva dur February—the first month du which there were no restriction the drinking of beer by Fijians Indians—totalled 44. There war in January.

But 10 of the February arr occurred on February 1, two before unrestricted beer drin became legal; so that the tota the unrestricted period really 34.

Most of those arrested Fijians—24 for drunk and orderly behaviour, two for b under the influence, five for b drunk and incapable, and two unlawful possession of liquor.

Eight Indians were arrested drunk and disorderly behav and two for being drunk and capable.

Police officers in Suva say there has been little, if any, crease in rowdy behaviour at hotels. The hotels employ "b cers", who go into action at first sign of trouble. In addi the police make regular patrol

But there seems to be rowdiness in the streets. Fiji who have found their natural spirits curbed in the hotels, themselves go" when they get a from surveillance.

New Caledonia's Food Troubles

New Caledonia has been ge trial shipments of meat from New Hebrides in an effort to lieve its serious meat shor brought on by the recent prolo drought.

First shipment of more than tons arrived on January 30 ab the *Polynesie*—and it was sold the next morning. It was "ent satisfactory".

Meanwhile, two extra ships been put on the Marseille-No run (via Suez) to help relieve Caledonia's food shortage gene

They are carrying frozen canned meat and a large qua of rice.

PIM's Noumea correspondent it's regrettable that New Cale and Australia can't get togeth solve their exchange pro through some form of trade a ment. He says France appea forget Noumea's peculiar graphical position in the S Pacific and its inability to sufficient food for its populatio

Lae Airstrip To Be Repaired

The airstrip at Lae, New Gu will be closed for at least six from late March for repairs t run-way.

Nadzab, about 26 miles out o town, will be used while the is being done. Temporary t facilities were being erecte Nadzab in early March.

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Whole Legislation "Should Be Scrapped"

(Continued from page 18)

suggested that the Administ-
on "wipe the whole lot", make
necessary amendments to the
nt legislation and then, in due
start out with a new concep-
of employer/employee relations
et right away from the native
r conception that has been
asis of thinking for the last
ars.

Native Support

only people who came out
ooted for the legislation were
three native members—who
probably carried away by the
se of palatial residences.
uru Rarua Rarua was a great
nore pathetic than he realised
he said that native children
o school in Australia felt "dis-
ned and discontented" on
return to see the conditions
ich their parents lived and
want to live in houses like

Workers' Compensation Bill,
n the agenda for debate and
nment, was described by Mr.
James as an impracticable
unworkable endeavour by
ne to fall over backwards to
racial discrimination—but in
ng he had provided so many
lties and restrictions that it
't work.
remarkable piece of legisla-
ttempts to cover with one set
ulations every worker in the
ory, from the highest paid
an to the lowest paid native
tion labourer.
er these proposals the maxi-
compensation payable to the
dents of a member of the
econd or third grade divisions
Public Service was fixed at
while in the case of a native
tion worker the amount was
£634/10/-.

Compensation Attacked

as not long before unofficial
rs were pointing out that the
t compensation was far too
nd the lowest compensation
o high—that in the case of
ependents of a plantation
er who was killed or died on
, £634 was a tremendous for-
out of all proportion to the
f village native economy.
Fairfax-Ross, again leading
tack, said that the bill pro-
a cover for contract planta-
other native labour for 24
round the clock, day in and
t, until the contract expired.
ing like this had been at-
d in other countries.
£634 proposed was equal to
dinary labourer's wages for
years; while the compensa-
hich would be available to
erage European would be
equal to only two years' salary.

No reliable estimate of the cost of insuring workers had been forthcoming from insurance underwriters—estimates varied from £10 per annum to between £2 and £3, but he had worked out himself that for every 10/- it cost to insure a plantation worker, the cost of producing a ton of copra would rise by 1/3. (If insuring cost £2 per annum, copra production costs would rise by 5/-).

Beating the Air

Late on Thursday night, March 6, the meeting ended, having beaten the air for four days and produced numerous machinery and corrective pieces of legislation—and one effective ordinance relating to the levying of export tax on copra.

The worth of the debate on the native bills has yet to be assessed. In essence, it can probably be said that the bills themselves and the manner of dealing with them, represents the conflict between Port Moresby and Canberra.

They were opposed by Mission and private enterprise members alike—in that they made ridiculous and extravagant demands on behalf of natives barely emerging from the primitive state; and did not take sufficiently into consideration the requirements of individual natives who had progressed much beyond that stage.

BRIG. CLELAND'S STATEMENT

(Continued from page 22)

Administration was the respected and superior authority.

Brigadier Cleland said that since his return from leave he had spent considerable time trying to get at the root of the trouble and find a solution for the future.

He said that on the Thursday before the riot in the Taurama court, there had been an incident at Koki; on the following Saturday there had been further trouble. Later the same afternoon, a RSM and NCO's, not knowing of the previous trouble, had gone to Koki and were beaten up; they returned to barracks and talked about it and this resulted in the regiment moving out for further trouble on the Sunday. On the Monday came the final riot at the court.

Brigadier Cleland said that in his opinion, going to Taurama to hold court was an error of judgment on both sides, although it had been undertaken in good faith. The offenders should have been brought to court where the court usually sits and the native troops did not understand the implication of their act. It was not real defiance; they saw something they were not



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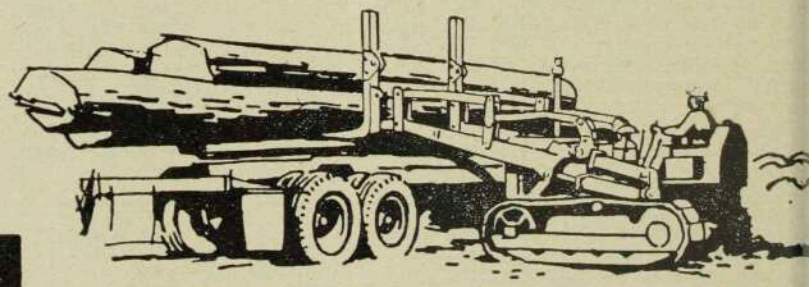
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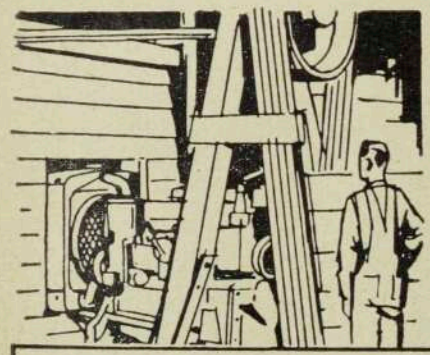
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stomed to and reacted accord-
.

Brigadier Cleland's opinion, Army authorities did not lack ol over their troops, but lacked ligence of what had happened hat weekend and what the es were thinking. PIR officers inly did not run away, and Territory resident who went to alia and reported that they was casting a nasty and un-ved slur on the Army.

"Undeserved Slur"

icer strength of the PIR had been increased; European on commanders had now been luced and five new Army s were now taking a course SOPA, Sydney.

had been decided also that an could be returned to Aus-if, after a period in the ory, the officer commanding lered that he had not the to deal with native troops.

whole future of the period rvice of officers now serving erritory was now being recon-d (present period is two ; and finally 15 of the ring s in the riot had been dis-l from the service.

adier Cleland said that y he would visit the PIR and as Administrator, tell in plain language their duty community.

PIR was in the Territory y and he hoped in time that uld be built to brigade th.

(See also page 131)

Downs Said 'Damn!'

(Continued from page 22)

that there are 3,716 animals unted for, and Mr. Downs—lot of other people—are left sume that they have been tered—and that, at the price orting cattle to this territory, mighty expensive meat.

if the experts are only half said Mr. Downs, that leaves attle missing. He suggested of a recognised expert to on the future conduct of the s—and to close some of them if necessary.

in a day or two it was clear Ir. Ian Downs was going to e the only sensations in the t meeting.

he said "damned" during —and was instructed by the nt to moderate his language.

he incautiously remarked any top level Public Servants nly too happy to see P-NG ied up—until they retired.

brought down the wrath of air (in public) and a lot of ted reaction (in private) from some of the top public servants. This time, it was said, Ian really had gone too far.

He probably realised this himself and, after some obviously quick thinking, made the necessary, and probably quite sincere, withdrawal. Now only the memory remains.

The incident occurred during the discussion on the Public Service Bill —the fate of which was sealed from the outset, having been introduced by a private member, Mr. Downs himself.

He sought to have an amendment made to the Public Service Ordinance whereby public servants of over 20 years' service could obtain agricultural land. Mr. Downs' argument was that in this way New Guinea would retain the services of men who have devoted their best years to the Territory's service but who have, on retirement, no alternative but to go to Australia with which country they have lost contact.

Under existing legislation public servants are prohibited from owning land other than house sites; or possessing shares in any local company.

Many public servants have pressed for an amendment to the land clause, but many others, especially in the higher positions, are in opposition to the idea, holding that such a practice would be detrimental to the public service as a whole—in that few men could successfully serve two masters; and confusing to the natives, who would find it almost impossible to differentiate between the individual's two functions—that of public servant and that of private landowner.

Debate on the proposed amendment showed surprising variation of opinion—some members representing private interests were for the amendment; more were against it. Some mission representatives approved; others did not. Mr. J. K. McCarthy, alone amongst the official members, gave some lukewarm approval. Most refrained from voicing an opinion.

During these free expressions of views, Mr. Downs had the doubtful pleasure of hearing himself quoted against himself. The Bishop of New Guinea, the Rt. Rev. P. N. W. Strong, reminded him that at the last meeting he (Downs) had told the Council that "power tends to corrupt". The Bishop thought that if public servants were also landholders they might find themselves corrupted by power.

Whatever the merits and demerits of the proposition, it appears that all that public servants can look forward to in the way of land acquisition is the measure of relief provided at present—that within a few years of retirement (even up to five) they may make application for leave to acquire land.

Manus Strength Cut

(Continued from page 18)

perhaps appropriate name of Nutt Point.

Apart from the ubiquitous quonset hut—which people still live in, go to church in, keep stores in, there is little left of the American installations. At Lorengau rows of piles jutting out into the sea are all that remain of the many wharves that were erected.

These wharves were in use until three years ago but now the *Malaita*, the only overseas vessel currently calling here regularly, must load and unload into surf boats that are towed a half mile to the beach by the district work boat and the ship's launch.

The call at Lorengau can last two days or six, according to the weather. Although theoretically protected by the islands that form the outer wall of Seeadler Harbour, the anchorage off Lorengau is in fact open to the full force of the weather during the North West season.

Australian Minister for Air, Mr. F. M. Osborne, who was also acting Minister for Navy, in February made this statement on the situation at Manus:

The RAAF is discussing with other Government Departments the possibility of withdrawing RAAF personnel from Momote airfield on Manus Island, and arranging that the task of maintaining the airfield be carried out on a civilian basis.

For some years the RAAF has maintained only a small works party on Manus Island, largely engaged in assisting the Navy in maintaining roads and other permanent fixtures. The principal air activity of the RAAF unit in recent years has been to maintain the airfield establishment. RAAF aircraft use the airfield infrequently but it is in regular use by civil airliners.

The main concern of the Air Force is to ensure that the landing strip is maintained so that it will be available for military use in case of need and this will be continued either by the Air Force or other Government Departments.

Manus Island is primarily a Naval base known as HMAS Tarangau. Following the Government's decision to review the administration of all Naval shore establishments in order to build up seagoing strength, the Naval complement of HMAS Tarangau is being reduced.

Greater use will be made of the native labour force and we propose to transfer some tasks which are not strictly Naval ones to other Departments.

In this way the functions of the establishment will be carried on substantially as at present.

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DEATHS OF ISLANDS PEOPLE

DR. B. F. K. KROENING

After several years of ill-health and, lately months of suffering with the added loss of sight, Dr. Bruno Kroening died in the Sohano Hospital, Bougainville, in the early hours of December 14 after a rushed trip from his home at Toboroi plantation, near Kieta. He was buried in the Sohano Island cemetery on the same afternoon.

And so passes one of the Territory's oldest residents, and one who, in his day as a practicising medical man, had brought relief and health to many European and native residents. And to him Kieta, a somewhat isolated port in the old German colony, owed one of the most up-to-date and well-equipped hospitals in the Pacific.

But, besides his high medical qualifications, he was an able and energetic administrator as was proved when he acted as District Officer at Kieta during the absence of Capt. Doellinger.

Bruno Frederick Karl Kroening was born in Soest, Westphalia, Germany, in 1879, and was educated at secondary schools in Werl and Hagen in Westphalia. At first he specialised in astronomy and engineering and then decided that medicine would be his career and this he studied at the universities of Bonn, Munich, Strassburg and Heidelberg and, after receiving his degree in surgery and medicine he served his time at a Strassburg hospital. He later studied tropical medicine and diseases in Hamburg.

After qualifying for tropical service he served a term as medical officer for a construction firm in the German Cameroons (Africa) and arrived in German New Guinea in 1909, where he served as Medical Officer and relieving District Officer at Rabaul, Kavieng, Namatanai and Kieta.

It was while he was stationed at Kieta that he married Miss Frances Highley, the daughter of Mrs. Calder, of the Mortlock Islands, shortly after Miss Highley's return to New Guinea after years at school in England. The marriage took place on September 4, 1913, at Rabaul.

After the outbreak of War I, the Kroenings returned to Germany, where he served in military hospitals and behind the lines on the western front.

In 1924 he returned to Australia and to New Guinea in 1926, when he retired from medical work and took over the management of Toboroi plantation, where he remained with his wife and family, which consisted of two sons, Bruno and Helmut (now resident in New Guinea) and two daughters, Irmgard (Mrs. J. Joyes) Beatrix (Mrs. J. Tandy), both whom are settled in Australia.

The late Dr. Kroening, who became a naturalised British subject in 1947, was a man held in high regard for his academic knowledge and his vast experience of the Territory.

To his widow and family we extend our sympathy.—*GT.*

MR. ALEXANDER MAIR MACALPINE

Alex Macalpine, a real old New Guinea "Before", died quietly in Queensland in late February, aged 82.

He first went to New Guinea many years ago, serving under Sir W. MacGregor. He resigned the Government service to go sandalwooding, which was then fetching a good price, but re-entered the service again about 1906. Over the next 20 years, he was stationed in many areas, and became a resident Magistrate.

A brother, Archie Macalpine, was NG planter, died in 1927.

MR. R. J. KEEGAN

Many Pacific Island residents will learn with regret of the death in Sydney, in December, of Mr. R. J. Keegan, aged 57. He had been in ill-health for a considerable time.

Mr. Keegan was born in England in 1901, and educated at the Royal Military College at Sandhurst. He was commissioned into the British Army, and he served with the rank of lieutenant and captain on the Northwest Frontier and in India. He entered the British Colonial Service as a police officer in the New Hebrides in 1927, and he served in the New Hebrides and British Solomons—including some special war service—for the next 20 years. He retired to live in Sydney some four years ago. Mr. Keegan married a daughter of Mr. Bell, a former Customs Collector in the New Hebrides and they had one son—both survive him.

MR. F. C. PETERSON

Mr. Frank Charles Peterson, a member of the well-known Peterson family, of Naselesele Plantation, Taveuni, Fiji, died in the Colonial Memorial Hospital in Suva on February 16, and was buried at Taveuni. He became ill early in January and was flown to Suva for treatment.

Mr. Peterson was aged 50 and was a son of Mr. William Peterson, of Taveuni, who died in 1938. He leaves a widow (formerly Miss Watkins) and four children—three daughters and a son, Mr.

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son, of the Fiji Department ıblic Works.

MR. WILLIAM MONEY

death occurred in Lae, New a, on February 8, of Bill Money, f the last remaining members e Big Six who first worked Edie Creek goldfields of the ıties. (See articles elsewhere in ssue.)

MR. DAN POWER

Daniel Power, who lived for ıl years in New Guinea before mmediately after World War ied in Nairobi, East Africa, ast year. He was skilled in life, and rendered good ser- o the AIF during the war. He ew Guinea for Africa in 1948.

MRS. ELLEN MEYERS

of the early missionaries of eventh Day Adventist Church i, Mrs. Ellen Meyers, died in y on February 28, aged 93

Meyers went to Fiji from n work in India in 1912, and ıed there until the 1920's. had five children, and one, Harold Meyers, is now with hurch on Norfolk Island.

or on the Warpath

(Continued from page 20)

ueen Mother and the Gov- in the first row.

or Gopal also argued that he ıis Councillors, on behalf of ta, should greet the Queen r and escort her to the dais. rict Officer H. Halstead d out that nothing could be changed now—the programme as arranged on December 30 already had been approved by the Governor. There could be no presentations of Councillors or anyone else prior to the Fijian welcome; and, in any event, it was desired to reduce the number of presentations.

Mayor Gopal, unappeased, went to Suva next day and took the matter up with the Colonial Secretary and considerable correspondence ensued.

At one stage, the Mayor told the Western Commissioner: "I felt that because I was an Indian I had been ignored."

"Not a Victim"

Eventually, Colonial Secretary Macdonald and Western Commissioner Hill succeeded in convincing the angry mayor that he had not been made the victim of a rather cunning bureaucratic plot, to keep him in the background of the Royal reception programme.

He joined the Governor in welcoming Her Majesty at Nadi airport, and the original plan under which his little daughter was to present the visitor with a bouquet when she entered Laukota was carried out; and all went well.

Until the next Town Council meeting. Then there were wigs on the village green.

There are nine Councillors—four Indian, four European and one Fijian. The Europeans (Councillors K. A. E. Marlow, H. T. T. Mansell, H. Eyre and R. B. Ingleton) evidently decided that the mayor had been unnecessarily active and insistent in demanding a bigger place for the Council in the programme. Sharp exchanges occurred. They moved their vote of no-confidence, coupled with a demand for resignation.

The Mayor was supported by Councillors D. S. Naidu, G. Shankaran, and Pragji Sidha. Voting, four all.

All eyes upon the fifth Councillor, a clergyman, the Rev. Kolinio Saukuru, and the only Fijian. He, quite understandably, said he did not wish to vote. When the Council insisted, he voted with the Europeans.

The Mayor, with spirit, defied the motion, and refused to resign—and still is carrying on. The little storm is over.

Officialdom's Fault

Many such incidents have occurred in recent years. The Indian community is extremely sensitive on the matter of racial discrimination, and often sees slights where none was intended.

But in this case, the fault clearly lay with officialdom.

The error over the date probably was a clerical error. But why did not the Western Commissioner, having learned within an hour of the end of the meeting that an important official like the Lautoka mayor had been absent through error, not take special pains to place an outline of the meeting's decisions in the hands of the mayor, for his approval or comments before they were sent to the Governor? It was then, if the mayor had objections to the programme, that the unofficial character of the Royal visit could have been explained to him.

There seems to have been some blithesome disregard of the mayor's office, all the more deplorable when Indian sensitivity in this respect is taken into account.

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PORTS REVIEW

ssionary Does Anti-Torpedo Job

rom J. P. Shortall, in Auckland

UCK WOODWORTH, the American 25-year-old erst-while Mormon missionary from demonstrated before about) fight fans in Auckland's w Park on February 27 that nows all about the handling orpedoes—even Tongan Tor-s like Kitione Lave.

e fans got their money's worth ie full twelve rounds—but the , a Woodworth victory, was a not only to their judgment lso to a good many of their t-books, as the Tongan Tor- with almost a stone and a of advantage and plenty of t fighting experience, was un-edly a hot favourite over worth who had not been in ing for about two and a half during his term of mission

land fight fans were able to n to the Lave-Woodworth t as a result of an approach 'PIM" to the Auckland Box-Association and the NZ dcasting Service. The com-tary was excellent. However, in the Islands were prob-enraged when the relay interrupted at 10.30 p.m. for usual news broadcast. This in the tenth round when ion was at its highest. ie concluding rounds were rded and the broadcast was med after the 7-minute s break. Just why the news d not have been delayed for inutes is not clear, although loubt the fight was expected nd well before 10.30 in the nal planning of the pro-ime.

t what ever the reason, d listeners are likely to re-e their criticism in their itude for having the event dcast at all.

, now completed. Few ex-the fight to go beyond three s.

fighters had employed "punching bags" during their of training prior to the sparring with Fred Kaho, Valevale, Johnny Iefata, and Wolfgramm. Valevale, who fight a preliminary bout on g night, suffered some broken n a sparring match with worth. Iefata of Western fought and won a prelim-

ditions for the out-door fight were perfect and attendance was excellent. On some estimates the ABA would show a clear profit of £1500.

Lave had made no secret of the fact that he was, as usual, out for an early knock-out, and conditions were distinctly boisterous for Woodworth who appeared far from happy at the end of the third round.

But by then he had sized up the Torpedo's weak points, and by constant use of a very effective left Lave was kept at a distance.

What surprised the Auckland fans was the slowness of Lave's 1958 footwork as compared with his cat-like speed in some pre-1954 Auckland fights.

Recalling that Lave had lost his last four fights—three in England and one in Germany—prior to returning to New Zealand—some fans consider that Lave is already on the down-grade. Woodworth was clearly the more skilled fighter on this occasion. By the eleventh round, it was clear that only a knock-out could give Lave a victory. As in the early rounds, Lave made another all-out effort to overpower the American, but Woodworth was able to stand him off. The verdict of the two judges was unanimously for Woodworth—a verdict which was not booed by anyone.

Lave had been unwilling to fight on a gate-percentage purse basis and although Woodworth won the fight, his purse was only £450, compared with Lave's £800, plus expenses of his trip from England and return.

He left again on March 1 for a pre-arranged fight with a Nigerian.

Negotiations were under way early March for Joe Bygraves, a leading English fighter, to meet Woodworth in an Auckland open-air contest about mid-March, but prospects for this fight were uncertain. Due to the absence of any suitable indoor stadium, the fight would have to take place while the summer weather holds in Auckland.

Soccer Tour Might Not Be A Good Idea

From Norman Baxter, in Suva

THE breakaway NSW Soccer Federation has opened negotiations for a short tour of Fiji sometime in July or August. But its terms, which on the surface appear to be reasonable, could be prohibitive to the Fiji Indian Soccer Association, which, like all other sports bodies in the Colony, is anything but wealthy.

Air fares and allowance to players and managers could cost a minimum of £1,860, and on top of this there are internal travelling costs and accommodation to be met. In addition, the visitors want a percentage of the profits.

The Fiji Indian Soccer Association just has not got that sort of money, so it is unlikely that the tour will enventuate unless some philanthropist comes to light.

Two other factors mitigate against the tour. These are:

- The NSW Soccer Federation is a breakaway body and has no official affiliation with any organisation connected with the international controlling body.

The local association could endanger its relations with overseas soccer bodies if it entertained an unaffiliated body.

- One of the men behind the scenes is Mr. Johnny Phillips, formerly manager of the Australian heavyweight boxing champion, Allen Williams.

Phillips and Williams, with two others, were charged in Invereil Court about three years ago with conspiracy. The charge related to "ringing" in a boxer as heavyweight champion of Queensland. All accused were acquitted.

In 1956 Phillips was concerned with an incident in New Zealand, when a fight between Williams and Fijian, Tom Hini, at Hastings, was declared a "no contest". The referee held that neither boxer was trying. The New Zealand Association later endorsed the referee's action and withheld the purses.

Fiji at this stage might be well advised to look elsewhere for touring soccer teams.

A WAY THEY HAVE IN THE ISLANDS

A typical example of real Islands' sportsmanship is being demonstrated at Rabaul, New Guinea, on March 29, when the Rabaul Apex Club and the Rabaul Baseball Association combine to present a baseball benefit carnival for 17-year-old Blue Sox pitcher Joe Leung.

The reason for the benefit: Joe has recently and tragically lost his father, mother and brother—all through illness.

In Sydney, Peter Hall says:

A *Fiji Times* report about the Federation's approach to the Fiji Association may have given some readers the wrong impression on what the Federation is.

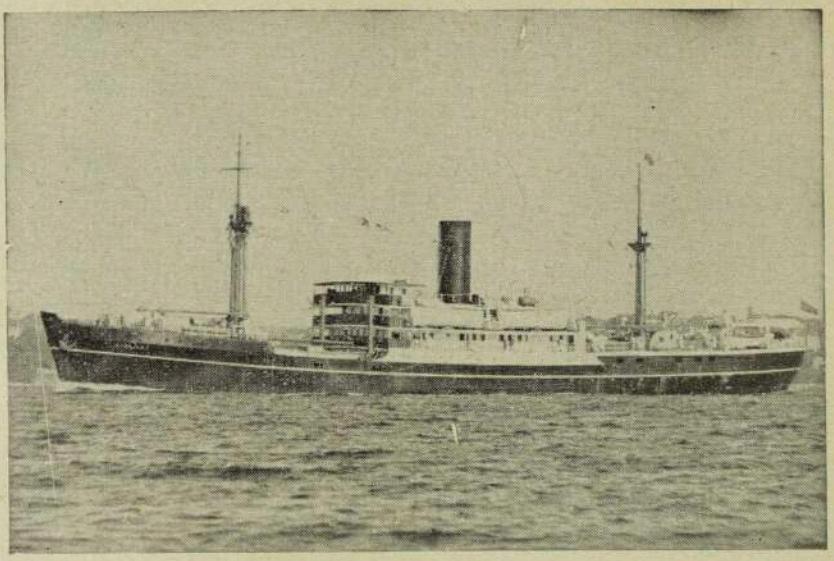
Ostensibly, the Federation was formed by dissatisfied members of the NSW Soccer Association who wanted to put the game on a better footing. In fact, it was probably formed purely as a business venture, and it has achieved little so far but split Association clubs, create bad feeling and lower the standard of soccer in NSW.

The Federation consists of about 34 clubs that have been banned by FIFA, and thus must play between themselves. But they are getting a bit fed up with that, thus has come the proposals to the Fiji Indian Soccer Association.

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ilekula sails from Sydney for Port Rabaul, Wewak, Alexishafen, Lae. Next Sydney sailing approx.

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eeks service by MV's Sigli, Silin-bigo and Sinabang carrying pas-and cargo from E. Australian Hollandia and Sorong, DNG (with /or Manokwari if inducement), rneo, Bangkok, Singapore, thence direct. Next Sydney sailings: pr. 10; Sigli May 5; Sinabang Silindoeng Mar. 21, June 16.

from Royal Interocean Lines, 255 t., Sydney.

r East-S.W. Pacific-Australia

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

ers advise that vessels Fengning ing will make Australian calls m approx. March.

Dep. Hongkong Feb. 13, Madang abaul Feb. 26, Lae Mar. 2, Port Mar. 9, Sydney Mar. 28. Next rthwards, April 2.

g: Dep. Hongkong Mar. 31, pr. 12, Kavieng Apr. 14, Rabaul pr. 20, Port Moresby Apr. 24-26, lay 2-10, Brisbane Apr. 12-13, pan.

from New Guinea Australia Line nd Yuill Pty. Ltd., agents), 6 .. Sydney.

stralia-West Pacific Line motor os, Citos, Delos and Milos main-lar services between Australian Japan. Northbound vessels call , Hongkong and Japan; south-ssels call at any or all of ing: Hongkong, Manila, Sanda-baul, Lae, Brisbane, Sydney.

Australia - New Zealand - Canada - USA

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

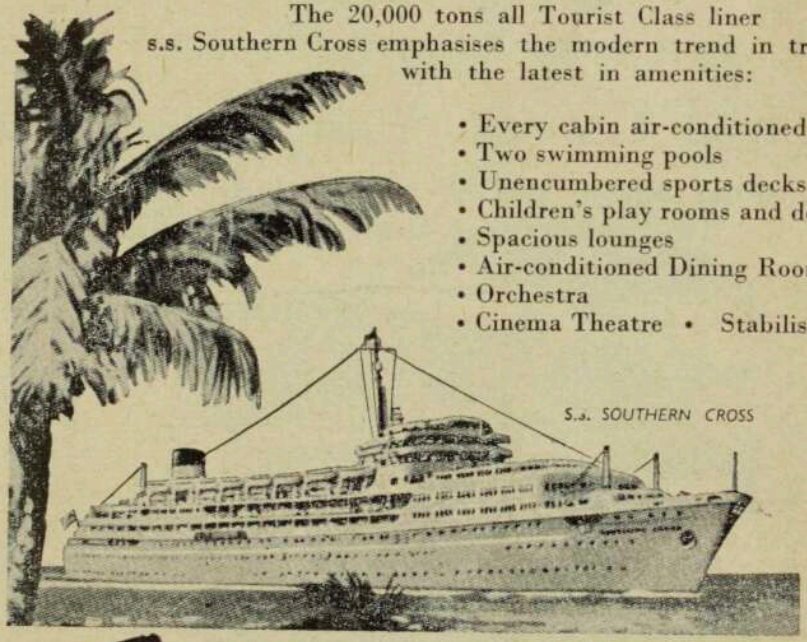
		HIMALAYA	ORSOVA	ORCADES	ORONSAY
SYDNEY	depart	Mar. 21	Apl. 29	May 27	July 11
AUCKLAND	arr/dep	Mar. 24	May 2	May 30	July 14
SUVA	arr/dep	Mar. 27	May 5	June 2	July 17
HONOLULU	arr/dep	Apr. 1	May 10	June 7	July 22
VANCOUVER	arr/dep	Apr. 7-8	May 16	June 13-14	July 28
SAN FRANCISCO	arr/dep	Apr. 10-11	May 19	June 16-17	July 30-31
HONOLULU	arr/dep	Apr. 15	May 24	June 21	Aug. 6
SUVA	arr/dep	Apr. 22	May 31	June 28	Aug. 13
AUCKLAND	arr/dep	Apr. 25	June 3	July 1	Aug. 16
SYDNEY	arrive	Apr. 28	June 6	July 4	Aug. 19

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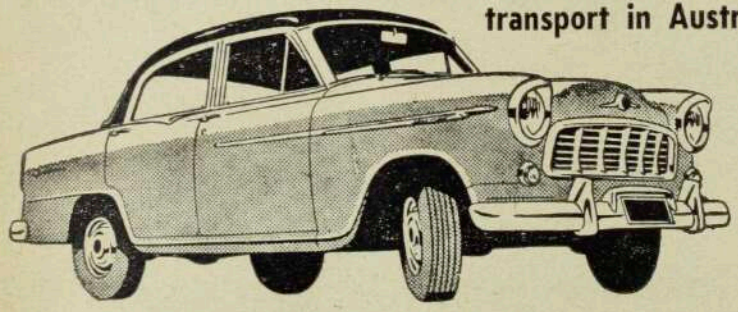
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elbourne, with quarterly calls at opt.), Honiara and Vanikoro.

: Sailing from Brisbane March 13, to Japan. Southbound: Hongkong Manila Apr. 6, Sandakan Apr. 12, Apr. 20, Lae Apr. 23, Brisbane Apr. 27, Sydney Apr. 30, Adelaide Melbourne May 9.

: Southbound: Hongkong Mar. 1, ar. 10, Rabaul Mar. 13, Honiara , Vanikoro Mar. 25, Brisbane arrive .

: Dep. Sydney northbound Feb. 11 ound, Japan Feb. 27, Hongkong Sandakan Mar. 13, Rabaul Mar. Mar. 25, Brisbane Mar. 29. Northbound, dep. Mar. 25.

s from Wilh. Wilhelmsen Agency d., 30 Pitt St., Sydney, or Islands (R. Tebb, Lae; Town Transport, A. Strachan, Madang; BSIP Trad- rp., Honiara).

ealand-Fiji-Tonga-Samoa

Tofua maintains a service from d to Suva, Nukualofa, Vavau, ago Pago, Apia, Suva and return land. Next sailings from Auckland: . Apl. 22.

Matua maintains a service from d to Lautoka, Suva, Apia, Suva, n, Wellington, and return to Auck- Next sailings from Auckland: Mar. 12.

s from all offices of Union Steam . of NZ.

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passenger vessel Maui Pomare s a regular service between d and the Cook Islands.

s on application to NZ Govern- epartment of Island Territories, on. or to any office of the Union of NZ Ltd.

ney-New Hebrides-BSI-Rabaul, Etc.

ilagi, 10 passengers, leaves Sydney olk, Vila, Santo, Honiara, Tenaru, Pepesala, Gizo, Kieta, Arigua, o, Numa, Soraken. Next Sydney pprox. March 13.

from Burns, Philp & Co., 7 Street, Sydney.

ey-N. Caledonia-Tahiti

of Messageries Maritimes Line, rom Marseilles, via West Indies ama, call about every six weeks te. Vila (New Hebrides), Noumea ney, and return by same route. nt on this run are the motor- Tahitien and Caledonien. Next sailing: Caledonien, April 1; May 15.

olynesie (Messageries Maritimes) s about monthly passenger sail- ween Sydney and Noumea and Hebrides. Next Sydney sailings: Mar. 28.

from Sydney agents: Messageries s, 36 Grosvenor Street, Sydney.

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

avill's new one-class all-passenger thern Cross makes four round- voyages per year, two west- hen two east-bound, calling at Papeete every trip. Next voyage: thampton Mar. 4, via Panama to March 28-29; Suva, April 3; n. April 6-9; Sydney, April 12.

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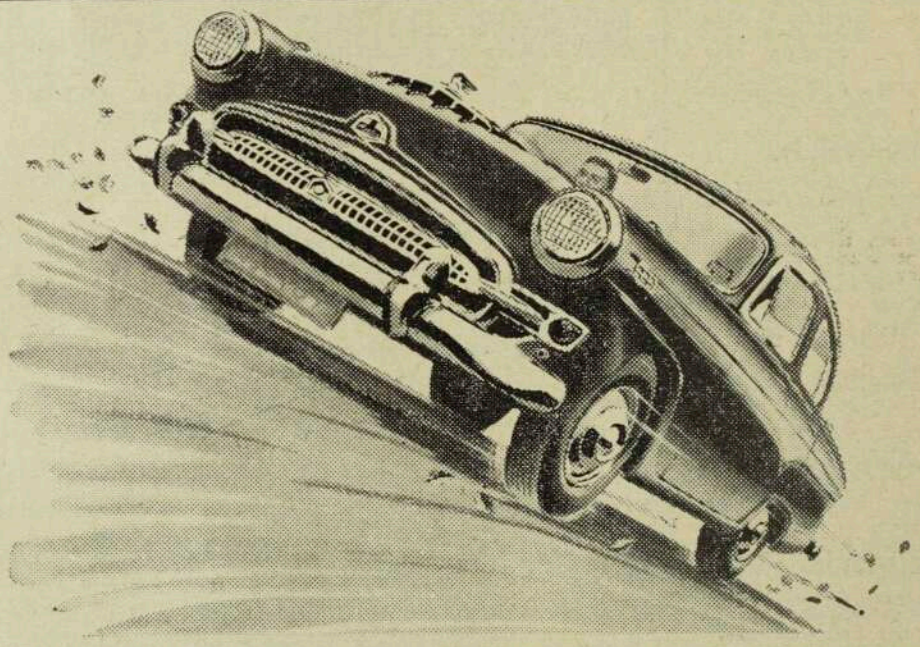
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PAPEETE—Etablissements Donald Tahiti.
SUVA—Morris Hedstrom Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.
APIA—Morris Hedstrom Ltd.
NOUMEA—Etablissements Ballande.
LAE—Burns Philp (New Guinea) Ltd.
SYDNEY—Birt & Co. (Pty.) Ltd.

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America-Fiji-Hebrides, etc.

ific Islands Transport Line's vessels isle and Thorshall maintain a r service from Pacific Coast North ican ports, with sailings over 35-40 Some ports depend on cargoes ng.

rsisle: New Westminster Jan. 23- an Francisco Jan. 31-Feb. 5, Los es Feb. 6-8, Papeete Feb. 19-21, alofa Feb. 26-28, Pago Pago, Mar. 1- a Mar. 2-4, Suva Mar. 7-9, Lautoka 9-11, Noumea Mar. 14-16, Vila, Mar. San Francisco, Apl. 18.

rshall: New Westminster, Mar. 12; Francisco, 15-20; Los Angeles, 21-22; te, Apl. 2-4; Suva, 7-8; Pago Pago, Apia 15-16; Noumea, 19-23; Lae, San Francisco, May 24.

ils from General Steamships Cor- on Ltd., 432 California St., San isco, USA. and Island Agents.

S-Tahiti-Pago Pago-Fiji-Australia

son-Oceanic Line of San Francisco es a regular five-weeks passenger- service from Los Angeles with the a, Alameda, Sierra and Sonoma. rn terminal ports vary with cargoes g. Vessels call at Papeete, Pago and Suva, depending on cargoes. sailings approx., Ventura Mar. 15, Brisbane northbound; Sonoma, arr. Sydney, approx. Apr. 6; northbound dep. Brisbane, Apr. 17. Alameda, arr. Sydney approx. Apr. 18; dep. Brisbane northbound about mid-May.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva (subsidiary of W. R. Carpenter & Co.) operate a service three times yearly with the 10,000 ton, 98-passenger vessel Lakemba along the above route. Accommodation is entirely First Class, two-berth cabins. Next sailing from Sydney: About March 25, with calls at Suva, Lautoka and Honolulu.

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

Sydney-(or NZ)-North America

The four cargo vessels, Waihemo, Wairuna, Waikawa, and Waitomo, owned and operated by the Union Steam Ship Co. of NZ Ltd., maintain a monthly service across the Pacific, from Sydney to Vancouver and USA ports, via Suva, Lautoka, Nukualofa, and Apia, as cargoes offer. Occasional calls are made at Fanning Island. They have limited passenger accommodation. Next Sydney sailings: Waikemo Feb. 6, Waitomo Feb. 14, Wairuna early Apr., Waikawa end May. The Waitemata, from NZ ports, makes 3-4 trips yearly to Vancouver, via Rarotonga and Papeete.

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

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

Mariposa, northbound, Sydney dep. Mar. 12, Auckland Mar. 15, Suva Mar. 18-19, Honolulu Mar. 24-25, San Francisco Mar. 30.

Monterey, southbound, San Francisco dep. Mar. 12, Los Angeles Mar. 13, Papeete Mar. 21-23, Auckland Mar. 29, Sydney Apr. 1.

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's Donegal and Westmeath will sail Liverpool on Jan. 7 and Apr. 1 respectively, and will proceed via Suez to Sydney, Brisbane, Townsville, Cairns, Port Moresby, and return to UK via same route.

Arrival in Moresby: Donegal Mar. 10, Westmeath June 2.

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

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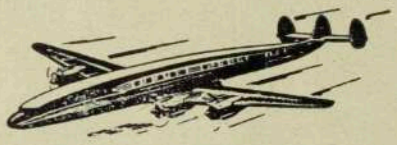
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WAYS TIME-TABLES

NS-PACIFIC SERVICES

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

t and Tourist Class available all Services.)

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

ues., Thur., Fri.: Sydney, Nadi, n Is., Honolulu, San Francisco or Angeles.
ues., Thurs., Sat.: San Francisco s Angeles to Sydney (same route). Skymasters are used on a con- service between Auckland and e table 16); and also on a bi- ervice between Nadi and Tafuna, n Samoa (see table 19).

QANTAS EMPIRE AIRWAYS
uper Constellation Service)
NORTHWARDS
and Sat.: Melbourne, Sydney, Nadi onolulu, San Francisco, New York,

Sydney, Nadi, Honolulu, San o.
dney, Nadi, Honolulu, San Fran- ncouver.

SOUTHWARDS
and Fri.: London, New York, San , Honolulu, Nadi, Sydney, Mel-

San Francisco, Honolulu, Nadi,

Vancouver, San Francisco, Hono- li, Sydney.
International dateline crossed Nadi and Honolulu).
super DC6 aircraft from Auck- connect with the Qantas north- ghts at Nadi on Tues. and Fri; Sat. and Wed. at Nadi for the nd flights.
Wed. and Fri. services ex. connect with BOAC London at San Francisco (dep. Thurs. services ex. London Tues. and onnect at San Francisco Thurs. with southbound Qantas ser-

ANADIAN PACIFIC AIRLINES
ith Super DC-6B Aircraft)
ed.: Sydney (dep. 2.45 p.m.) nd, Nadi, Honolulu, Vancouver, rdam.
n.: Leaves Vancouver (dep. 1 for Auckland and Sydney by route. (Departs Amsterdam 10 Friday).
rosses date-line en route).

IONAL SERVICES IN PACIFIC

Sydney-New Guinea

by Qantas Empire Airways (Skymasters)

NORTHWARDS
Mon.

t: Arrive:
30 p.m. Brisbane, 9.10 p.m
10.10 p.m.

Tues.

t: Arrive:
Townsville, 1.50 a.m

Townsville, 2.50 a.m. Pt. Moresby, 6.35 a.m
Pt. Moresby 7.35 a.m. Lae, 9 a.m

Tues., Wed., Fri., Sat.

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

Wed., Thurs., Sat., Sun.

Pt. Moresby, 6.35 a.m.
Pt. Moresby, 7.35 a.m. Lae, 9 a.m.

Thurs.

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

Fri.

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

Sun. (Thrift Class Service)

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

Mon.

Pt. Moresby, 6.35 a.m.
Pt. Moresby, 7.35 a.m. Lae, 9 a.m.

SOUTHWARDS

Mon. (Thrift Class Service)

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

Tues.

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

Wed.

Sydney, 12.50 a.m

Wed., Thurs., Sun.

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

Fri.

Depart: Arrive:
Lae, 12.45 p.m. Pt. Moresby, 2 p.m.
Pt. Moresby, 2.45 p.m. Brisbane, 9.20 p.m.
Brisbane, 10.20 p.m. Sydney, 1 a.m. (Sat.)

Sat.

Depart: Arrive:
Lae, 10.30 a.m. Pt. Moresby, 11.45 a.m
Pt. Moresby, 12.30 p.m. Cairns, 3.20 p.m
Cairns, 4.50 p.m Brisbane, 9.25 p.m
Brisbane, 10.10 p.m.

Sun.

Sydney, 12.50 a.m

3. P-NG Internal Services

Operated by Qantas

LAE-HOLLANDIA (Dutch New Guinea) (DC3)

Alt. Wed. (Mar. 19, Apr. 2, 16, 30, etc.). Departs Lae 11.00 a.m., calls at Madang and Wewak, and arrives at Hollandia 3.30 p.m. Every alternative Thurs. (Mar. 20, Apr. 3, 17, etc.) departs Hollandia at 9.30 a.m., and with calls at Wewak and Madang, arrives Lae at 3.20 p.m.

LAE-MANUS (DC3)

Alt. Wed. (Mar. 19, Apr. 2, 16, 30, etc.). Dep. Lae, 8.00 a.m.: Finschhafen, Hoskins, Rabaul, Kavieng, arr. Manus 3.30 p.m. Every alt. Sat. (Mar. 22, Apr. 5, 19, etc.) departs Manus 8 a.m. and with calls at Kavieng, Rabaul, Hoskins and Finschhafen, arrives Lae at 3.30 p.m.

PORT MORESBY-KIKORI (Catalina)

Via Yule Is., Kerema, Vaimuru: Alt. Fri returning same day (Mar. 14, 28, etc.).

PORT MORESBY-DARU (Catalina)

Direct service each fourth Friday, returning direct same day (Mar. 21, Apr. 18, etc.).

PORT MORESBY-SAMARAI (Catalina)

Pt. Moresby, Samarai, Pt. Moresby: Alt Tues. (Mar. 11, 25, Apr. 8, 22, etc.).

PORT MORESBY-RABAUL (Catalina)

Alt. Tues. (Mar. 18, Apr. 1, 15, 29, etc.) Port Moresby-Moewe Harbour-Talasea-Jacquinot Bay-Rabaul, returning via same ports (Mar. 20, Apr. 3, 17, etc.).

NEW BRITAIN-BOUGAINVILLE (Catalina)

Alt. Wed. (Mar. 19, etc.), Rabaul, Buka, Teopasino, Kieta, Buin. Returning same day.

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

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.
Tues.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, arr. 2.15 p.m.
Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.
Fri.: Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Madang, Lae, arr 3.55 p.m.

CENTRAL HIGHLANDS (DC3)

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

LOWER HIGHLANDS (Beaver)

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

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

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

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

Dep. Lae Wed. and Sat. 8.30 a.m. via Bulolo, Wau to Pt. 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.
Thurs.: Dep. Lae 11 a.m., Finschhafen, Rabaul, arr. 2.15 p.m.
Fri.: Dep. Rabaul 7 a.m., Madang, Lae, arr. 11.35 a.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.

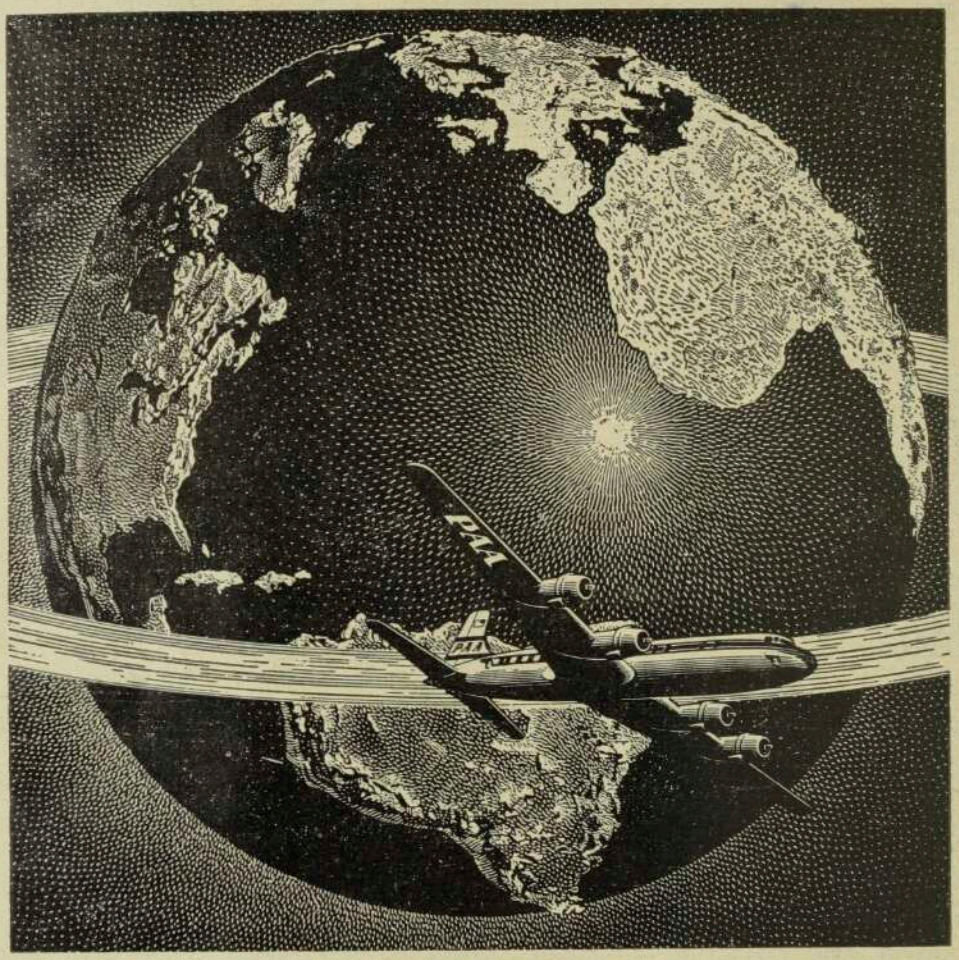
4. Au[illegible]-Dutch N. Guinea

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erdam with a call at Biak (DNG) Manila (Philippines).
aircraft link Biak with Hollandia, g, Merauke, Tenah Merah, Manok- Niemfoer, Ransiki, Genjem, and nao.

. N. Guinea-Solomons

By Qantas with DC3 Aircraft. Three flights every four weeks)
(Mar. 10, 24, 31, Apr. 17, etc.) Lae . 6 a.m.: Finschhafen, Rabaul, ta, Vella Lavella, Yandina, Honiara I), arriving 5.25 p.m.
(Mar. 11, 25, Apr. 1, 8, etc.) iara dep. 7 a.m.: Yandina, Vella ella, Buka, Rabaul, Lae, arriving 5 p.m.

Paris-Saigon-Noumea-Auckland

ansports Aeriens Intercontinentaux.
aircraft depart Paris every Monday Athens, Karachi, Saigon, Darwin, bane, Noumea, Auckland. Leaves kland every Friday on return.

Sydney-Lord Howe Is.

y Ansett Airways Pty., Ltd., ith Sandringham Flying-boats.
flight usually each Tuesday and rday.

3. Sydney-Norfolk Is.

By Qantas, with Skymaster)
ri. Dep. Sydney midnight, arr. 6.45 a.m. Saturday; dep. NI 5.30 same day for Sydney, arr. 9.30 Alt. weeks makes NI-Auckland- light. (See table 12 below).

9. Sydney-Noumea

By Qantas, with Skymasters (Weekly)
Sydney dep. 11.45 p.m., arriving outa, 7 a.m. Fridays.
Tontouta dep. 8.30 a.m., arriving ey, 2 p.m.

. New Caledonia-New Hebrides

TAI with DC3 Aircraft.
days: Depart Tontouta 8 a.m., e Santo 11.10 a.m., arrive Vila p.m., depart Vila 2.15 p.m., arrive outa 4.30 p.m.
ys: Depart Tontouta 8 a.m., arrive 10.20 a.m., arrive Santo 12.5 p.m., t Santo 1.30 p.m., arrive Tontouta p.m.

. New Caledonia-Fiji-Wallis Is.

TAI with DC3 Aircraft
e from Noumea to Nadi (Fiji) allis Is. first Sunday in each Next flights: Feb. 2, Mar. 2 Apr. Wallis Feb. 4, Mar. 4, Apr. 8.

Norfolk Is.-Auckland

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

13. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft.

Daily: Departs Auckland 9.30 a.m., arr. Sydney 1.00 p.m.
Sun.: Dep. Auckland 6.15 p.m., arr. Sydney, 9.45 p.m.
Wed.: Departs Auckland 11.30 a.m., arr. Sydney 3 p.m.
Daily except Sat.: Dep. Sydney 3.00 p.m., arr. Auckland 10.00 p.m.
Tue., Thur.: Dep. Sydney 11.30 p.m.; arr. Auckland Wed., Fri. 6.30 a.m.
Sat.: Dep. Sydney 10 a.m., arr. Auckland 5 p.m.

14. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft.

Mon., Tues., Thurs., Fri.: Dep. Christchurch 5 p.m., arr. Sydney 8.40 p.m.
Mon., Tues., Thurs.: Dep. Sydney 8 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 Super DC6 aircraft.

Tues., Fri.: Dep. Auckland 4 p.m., arr. Nadi 9.00 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 Thurs. 9 a.m. crosses Date-Line, arrives Satapuala (W. Samoa) Wed. 1.55 p.m., departs Thurs. 2 a.m., arrives Aitutaki 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 Mar. 6, 20, Apr. 3, 17, etc. Leaves Papeete Mar. 9, 23, Apr. 6, 20, 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 Mar. 13, Apr. 14, May 22. Crossing International Date-Line and leaving Satapuala (Mar. 12, Apr. 13, May 21, etc.).

19. Fiji-American Samoa

Pan American Airways With DC4 Aircraft

Alt. Fri. dep. Nadi 7 a.m., arr. Tafuna 12.30 p.m. (Thurs.).
Alt. Thurs. 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.
Suva-Labasa-Suva: Daily.
Suva-Taveuni-Suva: Fri., Sun.
Suva-Taveuni-Savusavu-Suva: Wed.
Suva-Savusavu-Taveuni-Suva: Thurs.
Suva - Labasa - Savusavu - Labasa - Suva: Tues., Thurs.
Suva-Labasa-Taveuni-Labasa-Suva: Fri.
Suva-Savusavu-Suva: Mon., Tues.
Suva - Savusavu - Labasa - Savusavu - Suva: Sat., Sun.
Suva-Taveuni-Labasa-Taveuni-Suva: Mon.

21. N. Caledonia-Loyalty Is. Internal Service

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

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

22. Micronesia

Trans Ocean Airlines.

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

23. French Polynesia Inter-Island Service

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Friday: Papeete, Huahine, Raiatea, Papeete.
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Pacific Commerce and Produc

Behind the New Burns, Philp Appointment

Appointment of Sir William Crawford Currie, chairman of the P & O Steam Navigation Co., as a director of Burns, Philp & Co. Ltd., has created considerable interest in Australian business circles.

Sir William, aged 73, has been chairman and managing director of the P & O since 1938.

Recently his company announced plans involving a considerable expansion of its interests in the Pacific area.

This was followed shortly afterwards by the announcement of Sir William's appointment to the Burns, Philp board.

Inquiries have failed to produce any suggestion of any more tangible association between these two large groups.

The association between Sir William Currie and Mr. James Burns, chairman of Burns, Philp, represents the renewal of an old link. Both were previously associated many years ago in the British India Steam company.

It is suggested that Sir William's appointment gives Burns, Philp a distinguished London director, and serves to renew this old personal association.

SOCIETE DE RECHERCHE DE PETROLE EN NOUVELLE CALEDONIE: "PIM's" Noumea correspondent reports that this company, which has been looking for oil in New Caledonia, is to be wound up. It has reported to the Territory Assembly that its operations have "not given the results expected". The company has a deficit of four million francs and has asked the New Caledonia government to finance at least half of it, but the government says it can manage only about one-third. The government had subscribed 16 per cent. of the capital, local shareholders about 18 per cent., and the remaining capital had come from France. Strong hopes had recently been held that the seismic tests conducted in the lagoon at Noumea would have resulted in something. Total cost of the oil programme was about 44,500,000 francs (£330,000).

* * *

CONSOLIDATED GOLD MINING AREAS N.L.: This company has secured a test option over an alluvial proposition in New Guinea. Vendors says the area is "rich". Terms of the option are a free sampling for six months, with the right of extension for another three months—with total purchase price of £12,000 (£5,000 in cash if the option is exercised and 75,000 shares paid to 2/1½, which would be credited with any calls made during the working of the area). Mr. J. W. Connolly, of Sydney, has been engaged to carry out the test boring.

* * *

AUSTRALASIAN PETROLEUM CO.: The February report, made after the Oil Search announcement that Vacuum, a major partner, would not subscribe beyond the present drilling programme, said that drilling in the Barikewa hole had been resumed after tests had been made of substantial flows of g two separate zones. The hole was 8,028 ft. The Puri hole was down ft. and the Komewu No. 2 well to 6

* * *

ENTERPRISE OF NEW GUINEA GO PETROLEUM DEV.: The mine manager on March 3 that 37 oz of retorted golo had been yielded by 25 tons of dev ore treated during February.

* * *

NEW GUINEA GOLDFIELDS, LTD.: Re January discloses that during the mon oz fine gold and 975 oz of silver covered from 3,480 tons of ore and treated at the Golden Ridges Mill, oz of fine gold from tributes. In 182,864 super feet of timber were

* * *

SANDY CREEK GOLD SLUICING, LTD., that during February, approximately 8 gold were recovered from 4,300 cub of material treated at the compa leases.

* * *

PAPUAN RUBBER: Profits for the ye December 31 were down for two co and another, Koitaki Para Rubber E cutting its interim dividend from 1 per cent. for the half-year. (Full divi year was reduced from 35 to 30 pe The Koitaki directors state that am reasons for the cut are the downwa in rubber prices over the last few the loss of the primage concession s November, and the uncertainty of th of the proposed new native labour l on plantation economy (see page 17).. Rubber, Ltd., shows a decline of 33 (£12,084) to £24,456, for the ye December 31, but ordinary dividend changed at 20 per cent. Rubberlan had a 21 per cent. fall in profit la £8,728—to earn £15,843. Dividend i from 15 to 12½ per cent. on bonus capital.

* * *

SYDNEY STOCK EXCHANGE
March 7

Burns Philp	67/3
Burns Philp (SS)	—
CSR	£43¾
Dylup Plantations	11/10
Hackshalls	—
Kauri Timber	21/3
Kerema Rubber	10/-
Koitaki	13/8
Lolorua Rubber Estates	—
Mariboi Rubber	5/11
Norfolk Is. Whaling	4/-
Queensland Insurance	69/3
Queensland Insurance (new)	—
Rubberlands	5/-
Sthn. Pacific Insurance	55/-
Sthn. Pac. Insurance (new)	—
Steamships Trading	47/9
Timor Oil	3/11
W. R. Carpenter	—
W. R. Carpenter H'ld.	—

OIL AND MINING SHARES

FIJI

	Aug., '39	June, '57
Emperor	b/9/11	b10/3
Loloma	s25/6	b27/-

PAPUA-NEW GUINEA

Bulolo	b124/-	b45/-
N.G.G. Ltd.	b1/10	b2/2
Oil Search	b3/11	b14/11
Ent. of N.G.	—	s2/-
Oriomo Oil	b5/-	b6/6
Papuan Apin.	b4/11	b3/6
Placer Dev.	b68/6	b101/6
Sandy Creek	b1/5	s6d

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ANDS PRODUCE

s otherwise stated, quotations are stralian currency. Aust. £ equals imately 16/- Stg., NZ, or W. : 18/- Fiji; 20/- Tonga, Solomons & areas; 168 Pac. Frs.; $US 2.20-2.30.)

COPRA

British Ministry of Food 9-years et, which governed Copra prices ua and New Guinea, Fiji, Western Solomon Islands, and Gilbert and Colony (and, to some extent, in and Cook Islands) expired on De- 31, 1957; since when each Terri- as made its own arrangements for on and marketing of copra.

A-NEW GUINEA:—All production ered to Copra Marketing Board, ed by Government; and the Board distribution and sales, and makes ts to the producers. Production ainly to (a) Unilever (under con- overing 1958), (b) Australia (for nsumption) and (c) crushing-mill aul. Prices generally arranged in nce with ruling rate in Philippines Unilever price: Manila FM grade ith premiums up to £3A per ton -air dried.

tative" Price For New Guinea

anuary, P-NG Copra Board an- "Tentative Prices", from January opra delivered at main ports: Hot- d, £A47 per ton; FM Standard, noke-Dried, £45/7/6.

—No Government control—producers re they wish. Bulk of copra goes hing-mill in Suva, whose price rf, Suva, is announced each week.

ERN SAMOA:—Official Copra eceives all production, and sells nd makes payments to producers. proportion goes to Unilever, at nes FM grade rates, plus pre- up to £Stg.3 per ton for hot- d. Prices for first quarter, 1958— dried: £Stg.45/14/-; smoke dried £Stg.43/19/-; No. 2: £Stg.42/19/-.

A:—Sales are under Government Part of production goes to Europe, arrangement with Unilever con- by Philippines prices, and part pen market.

MONS:—All production marketed official Copra Board, at prices n Philippines market. February lst grade, £A52/10/-; 2nd grade, /-; 3rd grade, £A45/10/-.

RT AND ELLICE:—Production d in Europe through official Copra at prices based on Philippines ess "stabilisation fund" charges,

IOA:—Producers receive 4 cents lb. or £A40 approx. per long ton), bonus, if average proceeds exceed ying price and expenses.

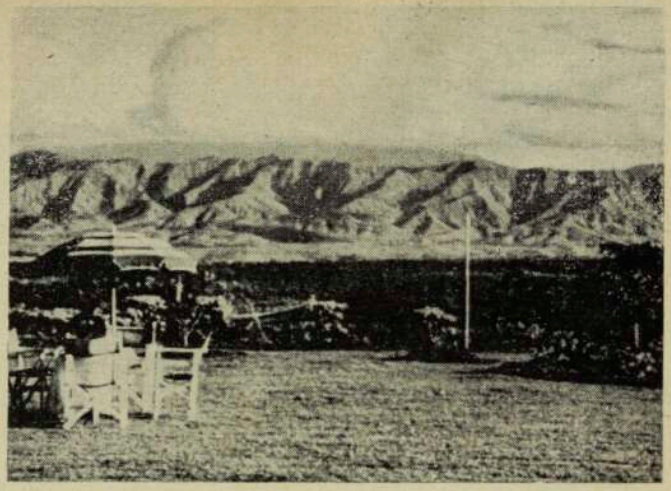
HEBRIDES:—Mar. 3: 7,400 Pac. about £A43/5/9) delivered Vila/

ISLANDS:—Local price is based .54 (£NZ54/4/1) per ton, f.o.b., mium of 30/- (NZ) for top grade d. Shipping, handling, shrinkage rage charges reduce the outer price to about £NZ30 per ton, te.

:—Islands prices are based on the Ghana cocoa which on Mar. 7 g.343/15/- per ton, c.i.f. London. :—Mar. 10: No. 1 quote £A400, de. No. 2 quote £A400-£A415 de- on quality.

MOA:—Last season's supplies ex- Nominal, unchanged, at

E:—P.-N.G.: Mar. 10: Top grade, 5/3 per lb. Hard to sell; sup-



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TS:—P.-N.G.: Mar. 10: Kernels store; Virginia bunch, in shell, ll cleaned, 1/8 per lb. del. Sydney.

R:—P.-N.G. price is based on rate, which on Mar. 7 was: RSS, spot, 76.78. Straits cents ust. approx.) per lb.

LA BEANS: Victor Karp, Tulk & ney, reported on Mar. 10: New .f., Sydney, Tahiti White and abel, processed standard packs en 68/6 per lb.

Australian):—Price from May 1, N.G.: Dry brown and dressed, ags, 5 tons and over, £61 per ; under 5 tons £61/10/- per mised and enriched white, 112 5 tons and over, £67/10/- per ; under 5 tons, £68 per ton. . Islands: Dry, brown, etc., £70 f.o.w., Sydney or Melbourne.

SHELL.—March 10 quotation ndent pearlers: Sound, £A750; 50; E, £A375; EE, £A205 Sydney). Cook Is.-Manihiki: Export price, £Stg.600 (approx.) otonga.

US:—Market still weak. Quotes NG, £A325; BSI, £A315; New agent reports "No business Prices are less rejects and Sydney weights.

SNAIL:—1st quote: 1st quality, nd quality, £A280. Subject to of market. 2nd quote: £A280 rice.

on and US Quotations

-London, Mar. 7: Philippines in -Apr. $US186 (seller). Straits/ air merchantable, del. weight, Nth. European ports, Mar.-Apr. nominal). New York Mar. 7: ked.

uary, £1 Australian was about .25 US Dollars.)

Oil:—London, Mar. 7: Straits, k c.i.f. Mar.-Apr. £Stg.99/6/-; bulk, c.i.f., fair, UK-Nth. Euro. r.-Apr. £Stg.110/6/- per ton. —London, Mar. 7: RSS No. 1. d Stg.; July-Sept. 22¼d Stg.; 23¾d Stg.

CHANGE RATES

rough BANK OF NSW, ANZ BANK OF NZ. Australia on £100 Fiji: Buying, £A111/2/6; A113. Fiji-London, basis £100 £110/15/-; S. £112. NZ-Fiji, NZ: B. £111/11/9; S. £110/4/3. —Through BANK OF NZ. Aus- 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. Polynesia. 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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Total world production of green coffee is estimated by the US Department of Agriculture to be up by 4.4 million bags to a new high of 50.1 million bags in the 1957-58 marketing season.

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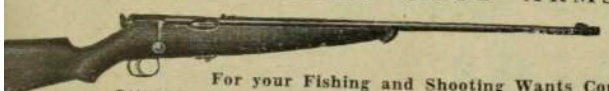
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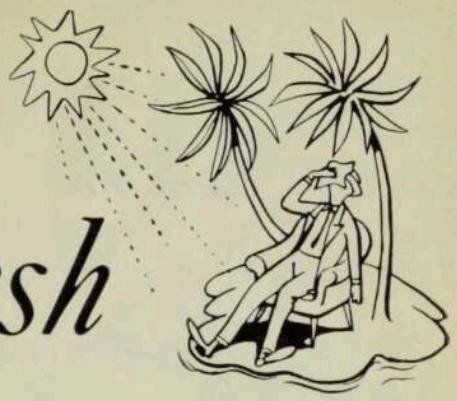
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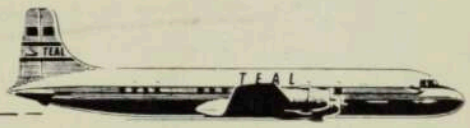


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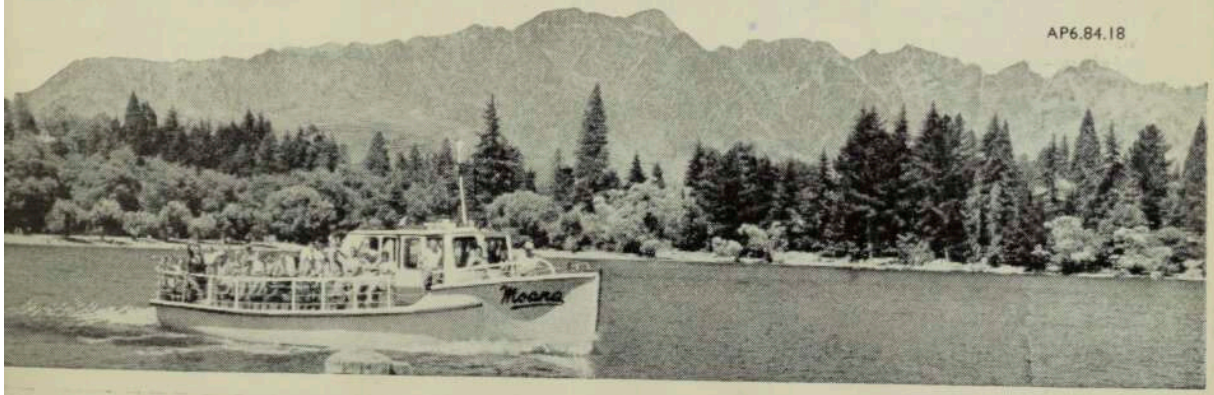


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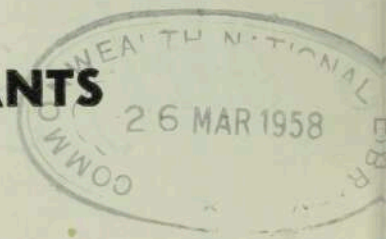
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